

Adopted October 25, 2021



Our Comprehensive Plan



Achieve Shawnee

creating our sustainable, inclusive, and interactive city

Acknowledgments

Thank you to all participants in the planning process. Your time, technical expertise, and guidance was critical to the development of the Achieve Shawnee Comprehensive Plan (Comprehensive Plan).

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A scenic sunset over a trail. The sky is filled with colorful clouds in shades of orange, pink, and blue. In the foreground, there is a paved trail winding through a grassy area with yellow wildflowers. Trees are visible in the background, some with bare branches and others with green foliage.

***“Serendipity is not
an accident.”***

Neil McInroy
Center for Local Economic Strategies

**Achieve
Shawnee**

Sunset on the Gary L. Haller Trail

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Appendix A **Where is Shawnee today?**

Appendix B **Who does Shawnee want to be?**

Appendix C **Summary of Relevant Plans and Studies**

Appendix D **Economic and Market Analysis**

Please note: Hyperlinks are found throughout the document, where applicable.



Hello, Shawnee!

Section

1

Section 1 provides a foundation for the Achieve Shawnee Comprehensive Plan (Comprehensive Plan). This section sets the scene for the Comprehensive Plan and answers why this Comprehensive Plan is necessary, how the Comprehensive Plan will be used, and what the planning process entailed.



“ Living in Shawnee gives me that small-town atmosphere that I grew up with... They are continually making the improvements and updates needed for the safety of the citizens without forgetting the great history of our town.

- *Shawnee resident*

Comprehensive Plan Overview

This Comprehensive Plan builds upon and brings together existing planning efforts (explored further in **Appendix C**) to create a unified vision for the future of Shawnee. The Comprehensive Plan demonstrates a path forward - using both physical and policy recommendations.

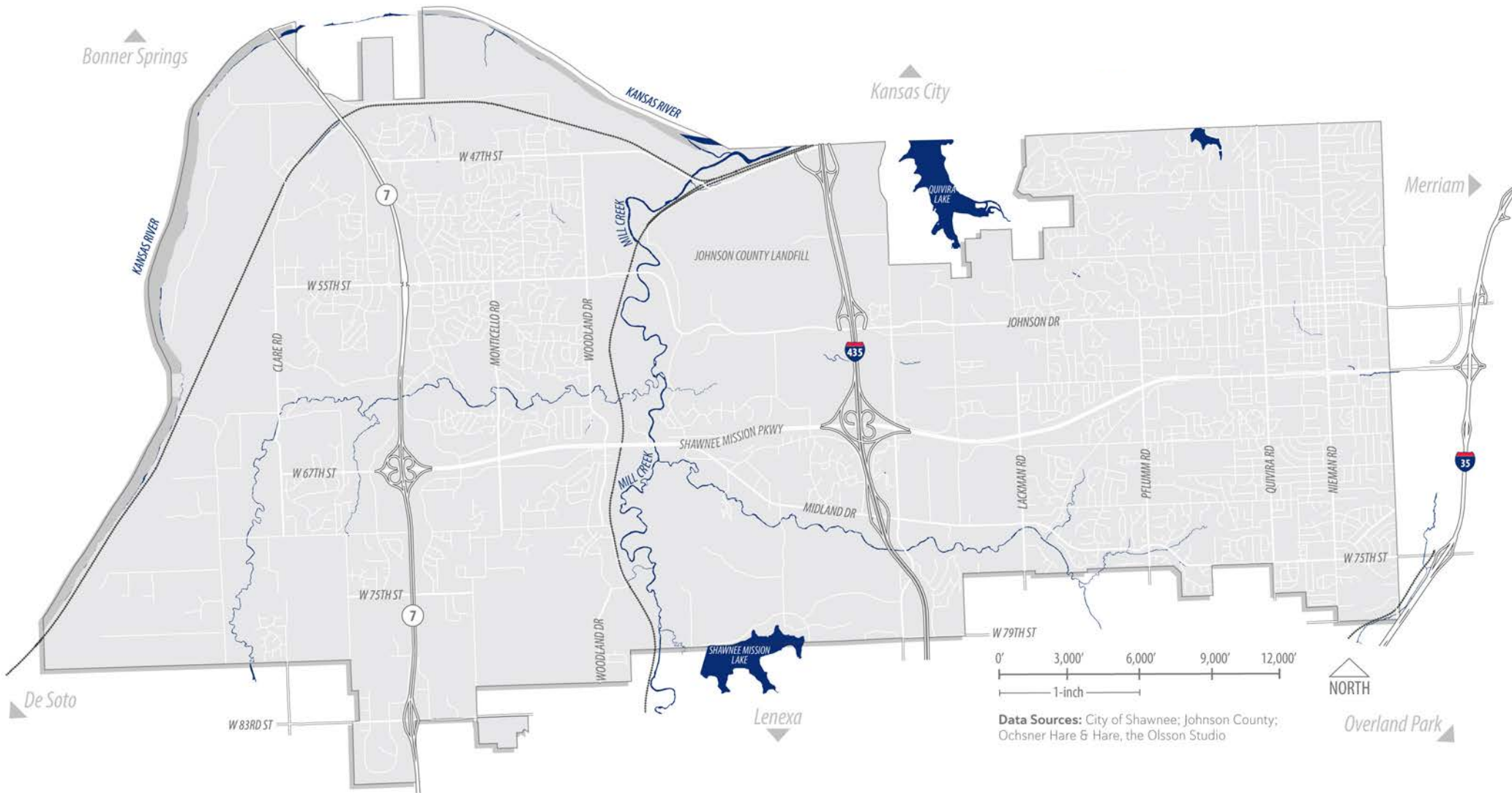
The Comprehensive Plan addresses a wide variety of topics critical to the continued and improved success of Shawnee, including:

- Area/district development plans for specific areas and corridors based on a fusion of the findings from the Economic and Market Analysis (see **Appendix D** for full report), public input, City staff, the Planning Commission, and the Governing Body direction.
- Identification of areas to target for economic development through adaptive reuse options for housing of the future, with the ideal mixture clarified to ensure the existing and projected populations will have diverse and affordable housing choices.
- Choices for all residents to experience a high quality of life through outdoor recreation and enhanced entertainment options.
- Transportation opportunities that work alongside the City's topographical and physical barriers, providing multimodal mobility choices.
- Infusing concepts of sustainability and resiliency throughout all recommendations to balance community desires, financial feasibility, and environmental needs.
- Economic development strategies that go beyond business recruitment and retention.
- Place-based design concepts that integrate living, working, and recreating.
- Future use options for the Johnson County Landfill site after its operations close.

The process culminated in an integrated document that reflects the needs and desires of the community and helps direct future decision making as it relates to the orderly growth and sustainable future of Shawnee. The Comprehensive Plan provides a framework for the development of future public policy pertaining to development, redevelopment, infrastructure improvement and expansion, transportation and connectivity, and provision of community services.



Figure 1.1 City Boundaries



The Planning Area

The planning area consists of the entirety of the City of Shawnee, as shown in **Figure 1.1**. The Kansas River defines much of the northern and western border of the City; Switzer Road designates the eastern border; and the southern boundary is more loosely defined, jumping from 75th Street to 83rd Street and splitting Shawnee Mission Lake.

What is a Comprehensive Plan?

At its core, a comprehensive plan is a vision for the future at a community scale. Comprehensive plans are created by and for the community to record shared goals and desires for themselves and their fellow community members. A comprehensive plan is a living document that incorporates best practices, new technology, and current trends relevant to a community. A comprehensive plan examines what a community is, where it came from, and crafts a coordinated road map for the future. This road map guides the growth and development of the community for the next 10 to 20 years and is revisited often to ensure its relevance.

The Why

The previous comprehensive plan was originally adopted in 1987. Although well-made plans sustain themselves over time, there comes a point when a full update is necessary. With new technology, thought patterns, and development best practices, it is important to update and look toward the future.

The intent of the Achieve Shawnee Comprehensive Plan is to create a community-wide vision that resonates with the public at-large. This planning process sought to answer these questions:

WHERE IS SHAWNEE TODAY?

This question defines what is loved about Shawnee, what needs improvement, and what the current realities of the City are.

WHO DOES SHAWNEE WANT TO BE?

The only sustainable path forward is one that has community buy-in. By asking the question of who Shawnee wants to be, recommendations for the future were created.

HOW DO WE ACHIEVE SHAWNEE?

In other words, how do we get there? This is ultimately what the Comprehensive Plan answers. This Comprehensive Plan offers a road map to the future, outlining goals and strategies that keep elected and appointed leaders and City staff on track to ***Achieve Shawnee***.

Strategic Plan

Throughout 2019, and officially adopted in 2020, the City of Shawnee set its strategic vision for the future in a planning process known as Imagine Shawnee, Shawnee's Strategic Plan. With the help of the Governing Body, the Strategic Plan Steering Committee, and City staff, as well as Imagineering Sessions, Focus Groups, and surveys, the Five Priority Pillars were formed.

Imagine Shawnee established a shared vision for the future of Shawnee and describes specific strategies necessary to achieve that vision. It is centered on the Five Priority Pillars, illustrated in the graphic to the right.

With the foundation laid by Imagine Shawnee, this Comprehensive Plan sets forth more detailed actions and recommendations to **Achieve Shawnee**. The guiding policies described in **Section 2** are informed, in part, by Imagine Shawnee.

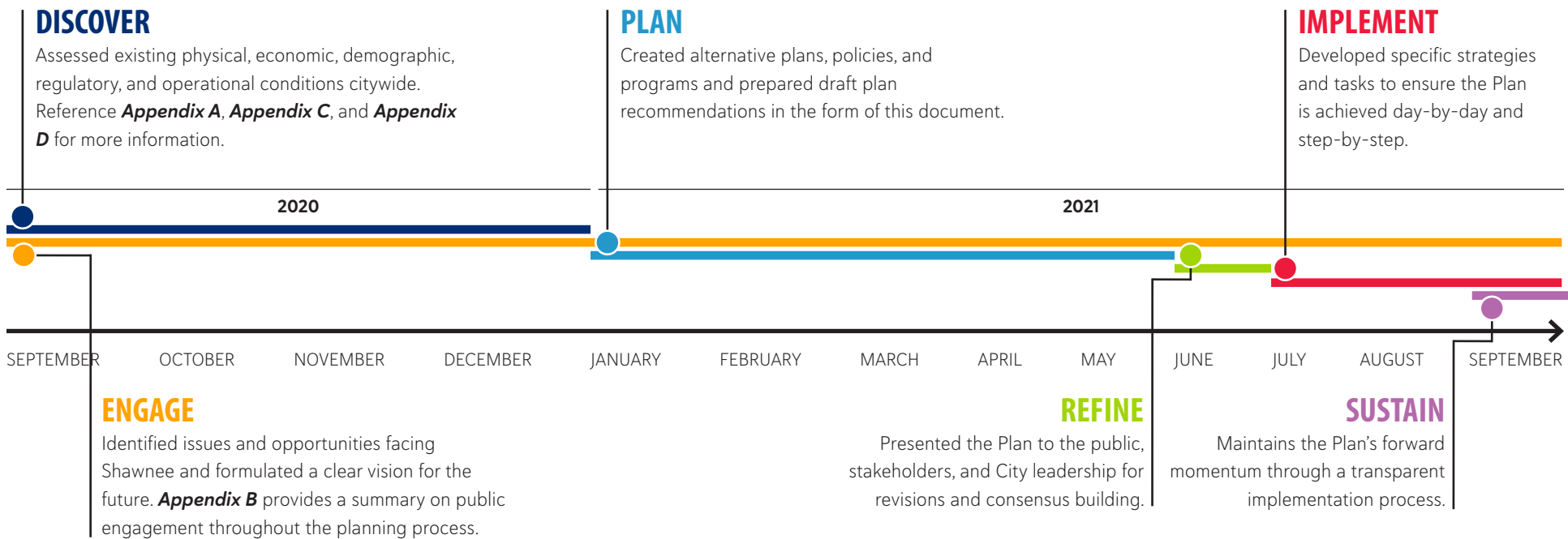


Comprehensive Planning Process and Timeline

The Comprehensive Plan development process took approximately 12 months and consisted of six phases: Discover, Engage, Plan, Refine, Implement, and Sustain. From Discover, where a baseline understanding of Shawnee was created, to Engage where the community shared its voice, to Plan and Refine when the actual road map for the future of topics like development, connectivity, and housing were recorded, to Implement and Sustain when the new Comprehensive Plan is put to work for the community.

Figure 1.2 demonstrates the timeline of this planning process.

Figure 1.2 Comprehensive Planning Process and Timeline



Comprehensive Plan Organization

The Comprehensive Plan is organized into six sections and four appendices. The first two sections introduce the Comprehensive Plan and its structure. **Section 1** explains how the Comprehensive Plan came to be, why it is necessary, and how it should be integrated into daily decisions. **Section 2** describes the guiding principles, goals, and policies that contribute to the overall vision for the future of Shawnee.

Sections 3 through **5** provide the Comprehensive Plan's recommendations as they relate to future land use; growth and development patterns; subarea and corridors plans; transportation and connectivity; and parks, recreation, and open space. These sections are where the recommendations exist to guide Shawnee as the City works to make this Comprehensive Plan's vision a reality.

Section 6 outlines the City's action plan when it comes to implementing this Comprehensive Plan. Action by action, it answers what the task at hand is, who is responsible for participating in its successful completion, what timeline the task should be completed within, and what guiding principles it supports.

Lastly, the appendices provide detailed background information that was considered comprehensively to form this Comprehensive Plan. From existing conditions to community engagement, existing plans and studies, and the independent economic and market analysis, the appendices provide information that is referenced throughout the Comprehensive Plan recommendation chapters.

OVERVIEW AND POLICIES

SECTION 1 - HELLO, SHAWNEE!

SECTION 2 - ACHIEVE SHAWNEE

RECOMMENDATIONS

SECTION 3 - FUTURE LAND USE FRAMEWORK

SECTION 4 - TRANSPORTATION FRAMEWORK

SECTION 5 - PARKS AND RECREATION FRAMEWORK

IMPLEMENTATION

SECTION 6 - ACTION PLAN

SUPPORTING INFORMATION

APPENDIX A - WHERE IS SHAWNEE TODAY?

APPENDIX B - WHO DOES SHAWNEE WANT TO BE?

APPENDIX C - SUMMARY OF RELEVANT PLANS AND STUDIES

APPENDIX D - ECONOMIC AND MARKET ANALYSIS

How to Use the Comprehensive Plan

Achieve Shawnee is intended to be a living document - one that can adapt and respond to emerging issues and opportunities in the community. While it was compiled as a reflection of current conditions using the public and stakeholders' interests in the community at the time, the Comprehensive Plan establishes a broad policy foundation to guide future growth and reinvestment in Shawnee for years to come.

This Comprehensive Plan is used to:

1. Reinforce and build on the strategic vision established in Imagine Shawnee.
2. Provide policy guidance for elected and appointed officials when making decisions that affect the long-term needs of the community.
3. Help guide City staff's day-to-day decision-making regarding the location, intensity, and design of future development.
4. Inform residents, property and business owners, developers, and others interested in Shawnee's plans for the future about the City's priorities and expectations for development.
5. Maintain an implementation strategy (Action Plan) that helps achieve the community's vision for Shawnee.

The Comprehensive Plan contains a hierarchy of information that provides a decision-making framework that aligns with community values, as illustrated on **Figure 1.3** on the next page.

The Comprehensive Plan should be reviewed and revised periodically to respond to shifts in economic or demographic conditions, new changes in state and federal law, the impacts of existing policies and past decisions, and new implementation tools or resources that would benefit outcomes. At least once a year, the Planning Commission is required to review or reconsider the Comprehensive Plan or portions of the Comprehensive Plan and may propose amendments. Without regular evaluation and monitoring of the Comprehensive Plan's progress, the Comprehensive Plan will lose its effectiveness in achieving and upholding a shared vision for Shawnee.

Figure 1.3 Comprehensive Plan Structure





Achieve Shawnee

Section 2

Section 2 describes the guiding principles, goals, and policies that contribute to the overall vision for the future of Shawnee. The vision was developed based on the input gathered throughout the public engagement process on the issues, concerns, and opportunities facing the City, as detailed in **Appendix B**.

The vision and associated guiding principles are an expression of future aspirations and paint a picture of the type of community Shawnee would like to be in the future. Each recommendation put forth in the Comprehensive Plan is intended to achieve the vision and guiding principles, at least in part.



“ Shawnee has been a great place to raise our children and call home. We appreciate the convenient dining and shopping opportunities, as well as the great people we have met over the years. We enjoy attending community events... Shawnee has provided good memories that will last a lifetime.

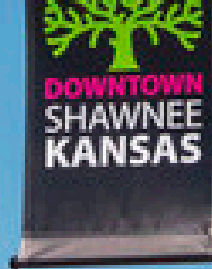
- *Shawnee resident*

What will we Achieve, Shawnee?

A fundamental part of the planning process is defining a community's vision and what its community members are striving for together. In a community of nearly 70,000 people there is incredible diversity of opinion, thought, and vision. During the development of the Comprehensive Plan, a tremendous effort to engage and involve the public and stakeholders was undertaken so that their voices could be heard and listened to, and subsequently reflected in this Comprehensive Plan. This Comprehensive Plan also has the responsibility to reflect the direction in which these citizens want their community to grow, as well as what they have defined as the critical issues to address and define success in their own terms.

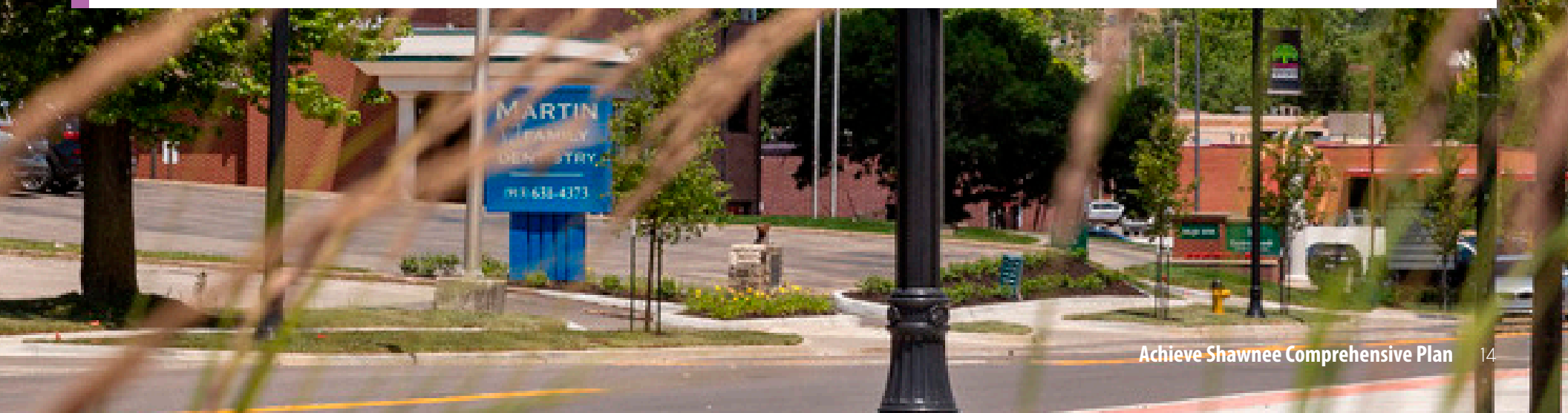
Diversity of thought and opinion means not everyone will agree on a singular direction. Further, not any one persons' opinions or ideas may be represented, even in a document as robust as this one. What is important in the development of this Comprehensive Plan and its recommendations is that there were multiple avenues for community input and the development of citizen consensus. This consensus building means agreeing on what is possible or what is the best way forward considering not a singular viewpoint, but many.

This is where the vision and guiding principles are born: from the voices of Shawnee.



Vision

Capitalizing on its strong community values, vast open space, and connectivity citywide and regionally, Shawnee aspires to be a place where people of all walks of life want to call home, grow a business, raise a family, recreate, and spend time.



Guiding Principles

Our vision is supported by six guiding principles, detailed in **Figure 2.1**. These guiding principles inform all aspects of the Comprehensive Plan and provide an organizing framework for this section. Each guiding principle is supported by a discussion of where Shawnee is today—both what is working well, and where there are opportunities for improvement—and a discussion of where the community has indicated they would like Shawnee to be in the future. Integral to each guiding principle is the notion that the City of Shawnee exists to serve its community members. The guiding principles are not listed in order of importance. Progress is needed in each area to support the community’s vision.

Figure 2.1 Comprehensive Plan Guiding Principles



Comprehensive Plan Goals and Policies

The goals and policies that follow each guiding principle articulate steps the City will take—either alone, or in partnership with others—to support the advancement of the guiding principles through day-to-day decision-making. The Comprehensive Plan policies are comprehensive in nature, considering existing policies, codes, and ordinances; current planning initiatives; and recent adopted plans. In particular, Comprehensive Plan policies are informed by the Parks and Recreation Master Plan and Imagine Shawnee, both of which were developed based on significant community input, as well as the Sustainable Shawnee program—an ongoing effort by the City to foster a more sustainable and environmentally-friendly community.

The goals and policies in this section should be used as a reference as questions arise or general guidance is needed about the City’s policy position on a particular topic.

What is a Policy?

Comprehensive plan policies are adopted as a representation of community values. Policies articulate a preferred direction for the community in response to specific issues, problems, opportunities, or initiatives.

Policies are made on behalf of the public - both what would benefit the community, as well as what the public has indicated is important to them. At the comprehensive plan level, policies may cover a range of topics that influence the built and natural environment, as well as those that influence the quality of life of residents—land use, housing, transportation and street design, parks and recreation, economy, conservation, downtown development, and more.

Policy is ultimately adopted by governments (in this case, the City of Shawnee). However, the inspiration for the policies often come from outside of the governing body and/or from the public. Policymaking is therefore an ongoing process without a clear beginning or end since decisions about who will benefit and who will bear any burden resulting from the policy are continually reassessed, revisited, and revised.

GUIDING PRINCIPLE 1

Strong Neighborhoods (SN)

Shawnee's neighborhoods are a key component of the community's hometown feel. Long-time residents and new transplants alike value Shawnee's family-friendly atmosphere, abundant parks and recreational opportunities, and distinctive natural setting, as well as the ability to find a home that meets their unique needs. Shawnee's neighborhoods also offer a variety of lifestyle options—ranging from the urban setting of downtown to traditional neighborhoods with tree-lined streets to semi-rural acreages with wooded hillsides and open pastures.

As Shawnee continues to grow, it will be important to reinvest in existing neighborhoods while continuing to expand the supply of housing options that appeal to—and are affordable to—young families, single professionals, and first-time home buyers seeking to put down roots in Shawnee. Providing more opportunities for apartments, townhomes, patio homes, and other alternatives to the single family home will also ensure that long-time residents who wish to stay in Shawnee as they age, retire, and experience other life changes have that opportunity.



Goals and Policies

Goal SN-1. Expand housing options to meet the needs of current and future generations.

Policy SN-1.1: Mix of Housing Types

Ensure that the Future Land Use Framework (see *Figure 3.3*) and Zoning Code provide opportunities for a mixture of detached, attached, and multi-family housing options at varying densities and price points.

Policy SN-1.2: Age-in-Place Opportunities

Encourage development that enhances the ability of Shawnee residents to transition to different housing options within the community as their needs and lifestyles change over time.

Policy SN-1.3: Affordable and Attainable Housing Strategy

Encourage the development of smaller attached and detached units that provide young families, singles, and others an opportunity to establish roots in Shawnee. Identify a range of regulatory and financial strategies to help incentivize affordable and attainable housing development.

Policy SN-1.4: Regional Housing Initiatives

Continue to work with regional partners to remove barriers to safe, stable, and attainable housing for all through updates to education and outreach, allocation of resources, targeted updates to codes and regulations, and day-to-day decision-making.

Understanding Housing Terminology

ATTAINABLE (WORKFORCE) HOUSING

Attainable housing is not the same as affordable housing or subsidized housing. Attainable housing refers to market rate housing for-sale that is unsubsidized, profitable, and meet the needs of those with incomes between 80% and 120% of the Area Median Income. The price points for attainable housing vary by metro area depending on the Area Median Income, with FHA Loan Limits typically hovering around 115% of Area Median Income. Attainable Housing is sometimes called workforce housing because it is important to have teachers, nurses, firefighters, daycare providers, police officers, retail workers, and others who make up the workforce living in the community.

AFFORDABLE HOUSING

Housing and Urban Development (HUD), a federal agency, defines affordable housing as housing that costs no more than 30% of a household's monthly income. That means rent and utilities in an apartment or the monthly mortgage payment and housing expenses for a homeowner should be less than 30% of a household's monthly income to be considered affordable. In 2018, the estimated median household income in Johnson County ranged from as low as \$52,364 in De Soto to \$84,507 in Shawnee to \$250,000 in Mission Hills. The median household income for the entire county is \$86,746.

Source: Housing for All Toolkit - Johnson County, Kansas and Municipalities, Draft June 2021.

Goal SN-2. Protect the character of existing neighborhoods.

Policy SN-2.1: Compatible Development

Require transitions in density and intensity and other compatibility measures (e.g., lighting, screening, etc.) where non-residential or higher-intensity residential development abut a lower-intensity neighborhood—existing or planned.

Policy SN-2.2: Compatible Infill

Encourage targeted infill development that is designed to be compatible with the scale and character-defining features of the existing neighborhood.

Policy SN-2.3: Code Enforcement

Establish innovative code enforcement strategies to promote beautification through education and partnerships.

Policy SN-2.4: Historic Resources

Conduct a historic resources survey to identify areas or structures within Shawnee's older neighborhoods that warrant protection (e.g., design standards and guidelines to support the sensitive rehabilitation of historic homes, creation of local historic districts, etc.).

Goal SN-3. Encourage the revitalization of older neighborhoods.

Policy SN-3.1: Existing Housing Stock

Support the retention and rehabilitation of existing housing stock as a core component of the affordable and attainable housing supply in the region.

Policy SN-3.2: Stabilization and Revitalization

Work with residents and property owners in neighborhoods experiencing signs of distress to promote stabilization and revitalization and assist at-risk populations. Prioritize infrastructure improvements (e.g., sidewalks, shared use paths, storm drainage, etc.) and other neighborhood enhancements that address safety, connectivity, or other quality of life considerations.

Policy SN-3.3: Services and Amenities

Prioritize opportunities to increase access to services and amenities in underserved areas of the community through targeted investment in infrastructure or services, siting of public facilities, enhanced pedestrian and bicycle connections, or other mechanisms.

Policy SN-3.4: Property Maintenance Practices

Support residents in through safe building codes that promote routine property maintenance, as well as new construction and renovation.



What are Shared Use Paths?

The term shared use path refers to a pathway physically separated from motorized vehicular traffic by some type of buffer (e.g., open space, landscaping, or other physical barrier). Shared use paths serve many users, including bicyclists, pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users. These facilities are most commonly designed for two-way travel. Shared use paths are meant to be comprehensive in the users they serve, but can also be thought of as trails, multiuse trails, bike paths, hiker/biker trails, or other similar terms.

Source: American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration



An example of a shared use path in Shawnee

Goal SN-4. Concentrate higher-density housing near services and amenities.

Policy SN-4.1: Downtown Housing

Support a blend of housing options, including cottage, mixed, and attached, within the downtown area. Transition the density, intensity, and character of housing options along the edge of the downtown area, where it abuts existing single family neighborhoods to ensure compatibility with existing uses. (Refer to the Downtown District land use description in **Section 3** for guidance on the distribution and intensity of uses in and adjacent to Downtown.)

The Downtown District is generally defined as 55th Street on the north, Shawnee Mission Parkway on the south, Quivira Road on the west, and the City boundary on the east.

Policy SN-4.2: Priority Locations for Higher-Density Housing

Encourage higher-intensity housing along major corridors and as part of mixed use activity centers near I-435 and Shawnee Mission Parkway, along the K-7 Corridor, and in the Downtown area. (See **Figure 3.3** for additional guidance.)

Policy SN-4.3: Relationship to Adjacent Neighborhoods

Require transitions in height, scale, and building mass along the shared street frontage or lot line(s) where higher-density housing abuts areas of existing or planned single family housing to respect the character of existing neighborhoods.

GUIDING PRINCIPLE 2

Lively Spaces (LS)

When asked to describe what they love about Shawnee, many people mention the ability to participate in friendly, community-oriented events and activities that contribute to Shawnee's hometown feel. People value the ability to live in a growing, vibrant community while also maintaining the ability to know their neighbors and local business owners and see familiar faces around town. Shawnee Town 1929 is a significant asset in this regard and serves as the community's primary gathering space. Downtown Shawnee is also a significant asset. The area is emerging as a community destination through ongoing revitalization efforts and an influx of public and private investment. These efforts have resulted in the restoration of historic resources like the Aztec Theater and a burgeoning concentration of unique local businesses. Shawnee is also fortunate to be recognized as a premier sports and recreation destination within the region, and tournaments and other related activities provide a significant benefit to the local economy.

As Shawnee looks to the future, it will be important to continue to invest in and build upon these assets—expanding unique shopping, dining, entertainment, and recreational opportunities that appeal to residents, as well as visitors from around the region. Ongoing planning for the transformation of the Kansas Riverfront into a major recreational destination will continue to be a long-term focus as and emerge as a true legacy for the next generation of Shawnee residents.



Goals and Policies

Goal LS-1. Promote Shawnee’s history, hometown feel, and sense of community.

Policy LS-1.1: Historic Resources

Promote the preservation, rehabilitation, and maintenance of Shawnee’s historic resources. Encourage the designation and interpretation of individual resources of significance after determining through surveys what resources exist, how significant those resources are, the nature and degree of their threat to preservation, and possible methods for their protection.

Policy LS-1.2: Community Identity

Protect the assets and amenities that contribute to Shawnee’s identity and sense of community—tree-covered hillsides, diverse neighborhoods, historic resources, and extensive parks, shared use paths, and open spaces.

Policy LS-1.3: Gateways

Define major community gateways through distinctive signage, landscaping, public art, consistent branding, and other features that convey the spirit and identity of Shawnee, while also distinguishing it from adjacent communities.

Policy LS-1.4: Community Events and Gathering Spaces

Continue to invest in improvements to facilities and amenities at Shawnee Town 1929, in Downtown Shawnee, and in parks and other locations to expand opportunities for programmed community events, as well as informal community gatherings and day-to-day activities.

Policy LS-1.5: Education and Tourism

Continue to support the efforts of Shawnee Town 1929, the State Historic Preservation Office (SHPO), local museums, the Johnson County Library, Visit Shawnee, and other organizations that provide programs to help educate residents and visitors about the history and culture of the Shawnee area.

Goal LS-2. Make Downtown Shawnee a premier, interactive, and unique destination.

Policy LS-2.1: Mix of Uses

Promote a vibrant mix of uses in Downtown—restaurants, retail, arts, entertainment, office, and housing. (Refer to the Downtown land use description in **Section 3** for guidance on the distribution and intensity of uses in and adjacent to Downtown.)

Policy LS-2.2: Public Realm

Support the continued transformation of Downtown’s public realm—sidewalks, plazas, alleys, pocket parks, and other outdoor spaces. Expand the use of distinctive urban design elements, public art, street trees, pedestrian blub-outs, landscaping, and other features to visually unify the public realm and create spaces that are inviting, accessible, and attractive for people.

Policy LS-2.3: Special Events

Collaborate with Downtown business and arts and cultural interests to expand signature events (e.g., Moonlight Market, Concerts in the Park, Old Shawnee Days, historic walking tours) that support local businesses, foster a sense of community, and increase awareness of what Downtown Shawnee has to offer.

Policy LS-2.4: Character and Feel

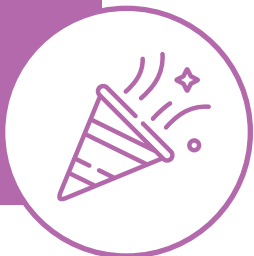
Reinforce the character of Downtown Shawnee and the surrounding neighborhoods by encouraging the rehabilitation, restoration, and adaptive reuse of historic structures while providing opportunities for the complementary infill, additions, and redevelopment.



Gateway monument marking entry to Downtown Shawnee



Activity during 2021 Moonlight Market



Goal LS-3. Reinforce Shawnee’s reputation as a top-ranking regional destination for recreation.

Policy LS-3.1: Riverfront Area

Support the phased development of an outdoor entertainment district along the Kansas River as a destination for the community and the surrounding region. Incorporate a variety of water- and land-based recreation opportunities—both southwest and northeast of K-7—that showcase the area’s natural resources and appeal to a wide range of users. See **Figure 5.3** and accompanying description of Riverfront Park and Kaw Lake Park and Recreation Area.

Policy LS-3.2: Valley of Champions

Continue to develop the Valley of Champions concept for the area around the Mid-America and Mid-America West Sports Complexes, Stump Park, and the other recreational amenities in the area, as a multi-faceted recreation destination with unique indoor and outdoor active recreation opportunities. See **Figure 5.4** and accompanying description.

Policy LS-3.3: Mid-America Sports Complex

Continue to reinforce the role of the Mid-America and Mid-America West Sports Complexes as premier destination for softball and baseball tournaments in the Midwest through the expansion of playing field capacity and integration of visitor services such as restaurants and lodging.

Policy LS-3.4: Mill Creek/Clear Creek Trail System

Encourage the integration of shared use path-oriented development and services along the Mill Creek/Clear Creek Trail System—bicycle repair, food and beverage services, and other services and amenities that provide opportunities for shared use path users to stop along the way.

Policy LS-3.5: Aquatic Trails

Establish aquatic trails and supporting points of ingress and egress along the Mill Creek and Kansas River to link users to points northeast and southwest of Shawnee. Explore opportunities for commercial tours or other ecotourism type activities with the potential to attract visitors to Shawnee.

Policy LS-3.6: Shawnee Mission Park

Continue to collaborate with Johnson County Park and Recreation District on the maintenance and enhancement of recreational amenities and services offered at and near Shawnee Mission Park, as well as enhancing pedestrian connections to surrounding neighborhoods.

Policy LS-3.7: Johnson County Landfill

Prepare for the future landfill closure by incorporating programming and uses into current and future parks and recreation system planning. See **Figure 5.5** and accompanying description.

Policy LS-3.8: Regional Wayfinding

Work with the Mid-America Regional Council (MARC) and other partners to implement regional wayfinding objectives in Shawnee with a local flair.

GUIDING PRINCIPLE 3

Healthy Lifestyles (HL)

As a community, Shawnee recognizes the role that health and wellness plays in the quality of all residents. Shawnee residents enjoy access to more than 1,000 acres of parks, an extensive network of shared use paths, state-of-the-art aquatic facilities, as well as an array of classes, programs, and special events. Access to these amenities encourages the types of physical activity, social interaction, and lifelong learning that contribute to the overall wellbeing of residents. In partnership with Johnson County, local non-profits, volunteers, and other service providers, the City works to ensure residents are aware of and have access to a range of health and human services, educational programs and facilities, and healthy food choices to support positive health outcomes.

As Shawnee looks to the future, maintaining and enhancing current levels of service will be important to address the changing needs of the community and expand access to underserved areas and populations. These considerations will continue to be monitored and addressed through periodic updates to the Parks and Recreation Master Plan and individual facility assessments. Opportunities to promote healthy lifestyles will also be encouraged through continued support for businesses and land uses that increase access to healthy, locally produced food.



Goals and Policies

Goal HL-1. Develop and maintain an inter-connected and accessible system of parks, shared use paths, and recreational facilities.

Policy HL-1.1: Parks and Recreation

Implement the Parks and Recreation Master Plan to develop a system of parks, shared use paths, and recreational facilities that promotes a healthy community with innovative and inclusive opportunities that fulfill each person's mind, body, and spirit.

Policy HL-1.2: Open Space

Actively pursue opportunities to acquire and retain open space areas that provide watershed functions or wildlife habitat and offer increased access to open space and recreational amenities in underserved neighborhoods. Coordinate development of public and private open spaces through dedications and planned purchase agreements.

Policy HL-1.3: Community Trail System

Create a continuity of regional connections through sidewalks and shared use paths and recognize shared use paths are a viable form of transportation by:

- Connecting sidewalks and shared use paths between development;
- Enhancing public amenities such as sidewalks, landscaping, street trees, and street furniture to improve the pedestrian and bicyclist experience; and
- Encourage linkages of open spaces, parks, recreational facilities, public buildings, and other public spaces along bike routes, walking paths, and other shared use path.

Policy HL-1.4: Active and Passive Opportunities

Provide spaces for both active and passive recreation within one-third of a mile from all residential neighborhoods, prioritizing those activities and trends identified in the Parks and Recreation Master Plan.

Policy HL-1.5: Recreational Programs and Facilities

Provide a diversity of recreational programs and facilities that meet the needs of the community. Link parks, recreation facilities, and outdoor gathering spaces with programming to bolster social recreation opportunities.

Policy HL-1.6: Underserved Areas

Work toward providing equitable locations of programs, parks, facilities, shared use paths, and open space throughout the City and prioritize investment and construction according to the Park Inventory, Analysis, and Recommendations in the Parks and Recreation Master Plan.

Policy HL-1.7: Accessibility and Usability

Incorporate universal design features, such as ramps, restrooms, frequent benches, hard surface paths, and adequate lighting to improve the accessibility and usability of City facilities for all Shawnee residents, regardless of age or ability.

Goal HL-2. Support healthy and active living among residents of all ages, abilities, and lifestyles.**Policy HL-2.1: Social Equity**

Ensure equitable access to meaningful opportunities for all residents to advance their well-being regardless of their circumstances, age, ability, and impairment. Recognize the critical importance of equity and integrate it into decision- and policy-making, public engagement, and other planning efforts.

Policy HL-2.2: Programs and Activities

Provide residents with access to a variety of recreational and wellness services and programs as defined through periodic updates to the Parks and Recreation Master Plan.

Policy HL-2.3: Facilities and Amenities

Align the City's recreational and community-based programs, facilities and amenities with the health and wellness needs of the community. Establish community gathering spaces that welcome all.

Policy HL-2.4: Land Use and Built Environment

Encourage the construction of built environments that support active lifestyles including mixed use centers, corridors, and neighborhoods that support walkability, provide safe options for active transportation such as pedestrian and bicycle travel, and designing parks, streets, and other public spaces with the safety and comfort of all users in mind.



Health and Human Services Partners

While not a direct function of the City of Shawnee, the ability of residents to access the health and human services they need has a direct impact on the overall wellbeing of the community. Numerous organizations in Shawnee, Johnson County, and the surrounding region provide health and human services to the community. Providers include non-profits, county government, and schools, as well as churches and other religious organizations. Some of these providers focus on a specific issue or area of need, while others focus on understanding the broader needs of residents and coordinating resources among related organizations.

The City of Shawnee supports the work of these providers, community volunteers, and others through programs such as the City Faith Partnership, Safe Senior Program, Neighbors Helping Neighbors, Caring for Kids, and adoption of the Mental Health Co-Responder model. Many of these efforts are administered by the City's Volunteer Coordinator. Goal HL-3 and the accompanying policies are intended to increase awareness of available programs, and to reinforce the need for continued collaboration between the City of Shawnee, service providers, volunteers, and others in addressing the needs of a growing and changing population.

Goal HL-3. Ensure all residents are aware of and have access to a range of health and human services.

Policy HL-3.1: Education and Awareness

Collaborate with local and regional health and wellness organizations, schools, the medical community, and other service providers to increase awareness of the types of services that are available.

Policy HL-3.2: Access to Services

Coordinate with local service providers, faith organizations, volunteers, and others to connect individuals in need of assistance to the services they need, such as emergency management. Place a particular emphasis on the needs of vulnerable populations such as the elderly, people with disabilities, children and youth, low-income, and those with language barriers.

Policy HL-3.3: Community Needs and Partnerships

Seek opportunities to strengthen partnerships with public, private, and nonprofit agencies to ensure efficient and effective delivery of health and human services to Shawnee residents. Where applicable, seek to optimize facilities, services, and programs that are provided by the City (e.g., recreation and educational offerings) to address the community's changing needs.

Goal HL-4. Support increased access to local, healthy, and affordable food.

Policy HL-4.1: Food Sales

Support a distribution of grocers and other healthy food retailers across the community, as well as local farm stands, farmers markets, Community Supported Agriculture (CSAs) and other activities that support the sale of locally produced food products, particularly in areas that are currently underserved.

Policy HL-4.2: Food Production

Evaluate and pursue opportunities to partner and create community gardens. Continue to allow for small-scale agriculture and the raising of some animals for food production (e.g., backyard chickens) in targeted areas of the City.

Policy HL-4.3: Education

Incorporate educational opportunities that encourage healthy eating habits as part of the range of courses and programs offered at City facilities, as defined through periodic updates to the Parks and Recreation Master Plan.

Policy HL-4.4: Specialty Food Production and Sales

Encourage opportunities for small-scale, specialty food production and processing (e.g., aquaculture, pumpkin patches, wineries) where compatible with adjacent uses.



Fresh produce tent at Shawnee farmers' market in 2017



People conversing at tent at Shawnee farmers' market in 2017



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GUIDING PRINCIPLE 4

Connected Community (CC)

The City has invested heavily in its shared use path network and is systematically working to enhance bicycle and pedestrian connectivity throughout Shawnee. These investments range from improvements to neighborhood infrastructure that help facilitate safe routes to schools to the transformation of portions of Neiman Road, 75th Street, and a pilot project on Johnson Drive into a complete street that prioritizes the safety of pedestrians and bicyclists as well as the flow of vehicles. While significant progress has been made throughout the community, reducing the physical and psychological barrier created by the I-435 corridor between the western and eastern halves of Shawnee remains a focus.

As Shawnee continues to grow, ongoing investments in improvements in existing streets, sidewalks, and shared use pathways will be needed, with an emphasis on improving east-west connections and connections from neighborhoods to nearby services and amenities. An emphasis on the design of new streets and infrastructure will also be needed to ensure complete street and green street elements are integrated to fit the needs of the surrounding development context. Transit and other alternative modes of travel will become increasingly important in the future to meet the needs of all residents. Encouraging compact, walkable development, and transit-supportive densities in targeted locations will increase the viability of future service enhancements.



Goals and Policies

Goal CC-1. Develop and maintain an accessible, safe, and efficient multimodal transportation system.

Policy CC-1.1: Circulation Plan

Continue to use the Circulation Plan (see *Figure 4.1*) as a tool to guide the development of a unified street network within the City of Shawnee, coordinate connections to surrounding communities and the regional highway and freeway system and prioritize improvements.

Policy CC-1.2: Context-Sensitive Design

Tailor the design of individual street segments to localized topography, drainage, natural features, and the surrounding development context.

Policy CC-1.3: Right-of-Way Preservation

Preserve right-of-way for future roadway connections as a component of future development and redevelopment consistent with the street classifications assigned on the Circulation Plan (see *Figure 4.1*).

Policy CC-1.4: System Maintenance

Prioritize maintenance and repair needs as well as correction of existing deficiencies to maintain the quality and enhance safety of the City's transportation system.

Policy CC-1.5: Regional Transportation Plan

Actively participate in the implementation of—and periodic updates—the current MARC Regional Transportation Plan for the Kansas City area. Coordinate with MARC and other regional partners on land use and transportation decisions of mutual importance.

What does Multimodal Transportation Mean?

This term refers to transportation facilities designed for joint use by different modes, including trucks, cars, bicycles, scooters, and walkers, with interconnectivity to achieve flexibility in scale and travel distance.

Source: Mid-America Regional Council Complete Streets Handbook (2018) and others in addressing the needs of a growing and changing population.

Goal CC-2. Prioritize multimodal connectivity in transportation decisions, strategies, and investments.

Policy CC-2.1: Network Gaps and Barriers

Actively work to improve east-west and north-south vehicular, pedestrian, and bicycle connectivity and address other network gaps and barriers through the implementation of improvements identified on the Transportation Framework (see **Figure 4.1**) and Parks and Recreation Framework plans (see **Figure 5.1** and **Figure 5.2**).

Policy CC-2.2: Complete Streets

Seek opportunities to integrate Complete Streets attributes as part of City infrastructure projects to reduce traffic congestion, improve air and water quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, public transportation, and driving. Prioritize the implementation of Complete Streets in corridors identified on the Transportation Framework (see **Figure 4.1**) as suitable for enhancement.

Policy CC-2.3: Green Streets

Seek opportunities to integrate Green Streets (see **Figure 4.2**) –either in conjunction with or as an alternative to Complete Streets–as a mechanism to lower the cost of future maintenance and reduce the amount of impervious pavement.

Policy CC-2.4: Capital Improvement Program

Reflect the City's priorities for multi-modal transportation needs as defined by the goals and policies in this Comprehensive Plan in the annual Capital Improvement Program (CIP).

Policy CC-2.5: Pilot Programs

Use pilot programs to explore innovative solutions (e.g., traffic calming, pop-up parks, etc.) to short-term concerns while building community support for longer-term infrastructure strategies.

Policy CC-2.6: Safe Routes to School

Encourage programs that enhance bicycle and pedestrian connections to and from schools to provide safe and healthy options for students and to reduce vehicular congestion in school zones.



Goal CC-3. Encourage the use of transit and other alternative modes for local and regional trips.

Policy CC-3.1: Transit Coverage

Continue to work with Kansas City Area Transportation Authority, Johnson County Transit, MARC, Wyandotte County, and other regional partners to expand the frequency and coverage of bus service within Shawnee and to other parts of the region.

Policy CC-3.2: Land Use and Transportation Connection

Encourage the development of higher-density, mixed use development in areas where higher-frequency transit service exists or is planned to help enhance the feasibility of expanded service in the future.

Policy CC-3.3: Transit-Supportive Facilities

Encourage the incorporation of transit-supportive facilities—park and rides, bike facilities, and dedicated transit stops—as part of major developments or redevelopment efforts.

Policy CC-3.4: Bicycle and Trail Facilities

Continue to expand Shawnee’s network of bikeways, bike paths, bike lanes, and shared use paths in accordance with adopted standards and the Bicycle Routes and Trails Future Plan (see *Figure 5.1*).

Policy CC-3.5: Transportation Services

Continue coordination among transportation providers, human service agencies, and nonprofit organizations to fund accessible and affordable transportation options—such as the Shawnee City Ride Program—that serve older adults, transit dependent populations, and others with special transportation needs.

Policy CC-3.6: Alternative Modes of Transportation

Increase resident and employer awareness of the availability of alternative modes of transportation, including ridesharing options, such as Rideshare KC, or public transportation services, such as RideKC.

GUIDING PRINCIPLE 5

Vibrant Economy (VE)

A healthy and vibrant economy requires a balance of residential and non-residential development. Shawnee has been actively pursuing opportunities to revitalize underutilized commercial corridors and centers, establish new employment areas, and attract new businesses to the community. These results of these efforts are visible in the emergence of the Bonner Springs Industrial Parks and Jayhawk Commercial Center, the influx of new retail and office uses along 63rd Street and Neiman Road, and other areas. The shifting dynamics of retail and increased competition throughout the region will require a continued focus on these initiatives.

As Shawnee continues to grow, opportunities to expand retail, dining, entertainment options in Downtown and other mixed use activity centers should be encouraged, as should the integration of future housing needed to support new businesses. Maintaining sufficient inventory of land and space available for office and industrial uses will also be essential to provide opportunities for new businesses and allow existing businesses to sustain or expand their operations while supporting a strong tax base. Non-residential and mixed use development should be sited and scaled to complement Shawnee's character, quality of life, and hometown feel.



Goals and Policies

Goal VE-1. Support a diverse and stable economy that is resilient to economic stress.

Policy VE-1.1: Business Retention and Attraction

Attract and retain business clusters that will create a sustainable business culture by:

- Proactively selecting building sites for future businesses and making them shovel-ready;
- Continue to work with the Shawnee Chamber of Commerce to strengthen and expand the business retention strategies; and
- Using economic, technical, and administrative incentives to foster a business-friendly environment that encourages the expansion of existing and establishment of new businesses.

Policy VE-1.2: Access to Funding

Work with regional economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses.

Policy VE-1.3: Existing Business Support

Support and encourage the expansion of existing businesses when not in conflict with the City's efforts to diversify its economy through other policies by coordinating with the Shawnee Economic Development Council to promote resources available to small businesses and businesses that are either expanding or relocating within Shawnee.

Policy VE-1.4: Home Businesses

Continue to provide flexibility in City codes that allows residents to operate limited business operations from their home, while maintaining residential character.

Policy VE-1.5.: Productive Tax Base

Encourage a growing tax base that supports the local economy and reduces retail sales tax leakage to neighboring communities.

Goal VE-2. Address building space, infrastructure needs, and other considerations of target industries.

Policy VE-2.1: Employment Centers

Establish commercial, business, and office centers in appropriate areas (specific locations to be added) that follow the Future Land Use Framework (see *Figure 3.3*). Create a corporate business park to attract additional Fortune 100 companies.

Policy VE-2.2: Economic and Market Analysis

Use the Economic and Market Analysis (see *Appendix D*) to guide development decisions and create incentives for target industries.

Policy VE-2.3: Business Infrastructure

Develop an Infrastructure Development Plan that identifies the City's assets in terms of existing infrastructure, utility rates, and high-speed fiber optic broadband network as well as opportunities for new infrastructure investments to support Shawnee's employment centers and target industries.

Policy VE-2.4: Proactive Investment and Funding

Proactively invest in infrastructure and amenity projects, using the CIP and other funding and financing tools that will enhance the appeal of high priority employment areas in coordination with public and private partners.

Policy VE-2.5: Land Use Compatibility

Protect industrial and employment areas from incompatible land uses or conversions to alternative uses.

Policy VE-2.6: Rail Crossings

Expand the development potential of the riverfront by exploring cost-effective measures to improve access across railroad tracks through grade-separated roadway crossings, greater setbacks, or potential roadway or railroad realignments.



Goal VE-3. Build Shawnee’s reputation as a regional destination.

Policy VE-3.1: Local Products and Services

Develop strategies to attract businesses that provide goods and services to residents. Create opportunities for local businesses to showcase their products and services during community events and to gain exposure to visitors to Shawnee.

Policy VE-3.2. Historic Character

Honor Shawnee’s rich local history by preserving its historical assets (e.g., Shawnee Town 1929) and utilizing them as an economic driver for the City through community events and other public programming.

Policy VE-3.3: Outdoor Recreation

Capitalize on the revenue produced from Shawnee’s high-quality open spaces, parks, and other recreational amenities.

Policy VE-3.4: Agritourism

Support opportunities for agritourism along the northern riverfront and in other appropriate areas of the City.

Policy VE-3.5: Marketing

Promote Shawnee as a place for health, connectedness, and sense of belonging in every neighborhood. Rebrand the community and create ways to promote a sense of “One Shawnee” throughout the City.

Policy VE-3.6: Topography and Geography

Embrace Shawnee’s unique topography and geography as a character-defining feature, requiring it to be integrating it into developments and site designs.



Bird house making in Shawnee Town 1929 in 2021



Shawnee Town Speakeasy in 2019

GUIDING PRINCIPLE 6

Sustainable and Resilient Community (SC)

As a community, Shawnee is committed to sustainability. This commitment is evident in the City's ongoing efforts to protect sensitive natural areas through the dedication of public open space and natural areas, invest in energy and water efficiency upgrades to public facilities, encourage solar usage, and other policies associated with the Sustainable Shawnee program. It is also evident in ongoing efforts to revitalize underutilized commercial corridors and centers, establish new employment areas, and attract new businesses to the community. Collectively, these efforts will make it easier for Shawnee residents to live closer to jobs, services, and amenities—improving quality of life while also reducing vehicle miles traveled and associated impacts on the environment.

As Shawnee looks to the future, the environmental, economic, and social needs of the community must be continually considered—and balanced—in plans for future growth and day-to-day decision-making. Achieving this objective will require an expanded focus on sustainable development practices, infill and redevelopment, and higher-density and mixed use development in targeted locations. It will also require an expanded focus on public safety, emergency operations, and hazard mitigation. Notably, some of the assets that contribute to Shawnee's unique character and appeal also make the community more vulnerable to natural disasters. Continued care must also be taken to ensure future development and infrastructure in or adjacent to areas with hilly terrain, along stream corridors, and in the bottomlands of the Kansas River is designed to protect natural resources and be safe and resilient to major storm events.



Goals and Policies

Goal SC-1. Promote a balanced mix and distribution of land uses.

Policy SC-1.1.: Future Land Use Framework

Revise the Zoning Ordinance to support the uses, intensities, and design principles set forth in the Future Land Use Framework (see **Figure 3.3**).

Policy SC-1.2: Mixed Use and Transit-Supportive Development

Encourage horizontal and vertical mixed use projects featuring commercial, residential, employment and public uses particularly in centers and along corridors as identified in the Future Land Use Framework (see **Figure 3.3**).

Policy SC-1.3: Entertainment and Restaurant Destinations

Encourage the attraction and retention of a variety of unique entertainment and restaurant destinations throughout the City that draw in both residents and visitors from other communities.

Policy SC-1.4: Neighborhood Centers

Encourage the integration of small-scale retail areas that provide basic commercial goods and services to meet the daily needs of residents at prominent intersections and in other targeted areas. Prioritize the siting of new neighborhood centers in areas that are easily accessed from surrounding neighborhoods or are currently under-served. neighborhoods.



Yoga in the Park in 2018



Swarner Park in 2019

Goal SC-2. Promote a sustainable and efficient pattern of growth.

Policy SC-2.1: Underutilized Properties

Employ creative strategies to revitalize vacant, blighted, or otherwise underutilized properties—including, but not limited to the adaptive reuse of existing buildings (with uses that complement the uses of adjacent businesses), public/private partnerships, the voluntary consolidation and assemblage of segments of corridors where a property-by-property approach would limit development feasibility, and/or parking reductions for new uses.

Policy SC-2.2: Infill and Redevelopment

Support the redevelopment of vacant or underutilized sites, surface parking lots, and buildings. Concentrate higher density infill and redevelopment in areas designated for mixed use and in other areas of change where development may be easily accessed on foot, bike, or using existing or planned public transit.

Policy SC-2.3: Intergovernmental Coordination

Cooperate with neighboring jurisdictions on issues and initiatives of mutual interest where shared revenue and joint governance may be advantageous, such as open space preservation, recreational programs, and conservation easements.

Policy SC-2.4: Jobs/Housing Balance

Support development patterns and zoning regulations that expand opportunities for people to both live and work in Shawnee.



Shawnee Municipal Court



Johnson Drive through Downtown Shawnee



Goal SC-3. Expand the use of development practices that foster a more Sustainable Shawnee

Policy SC-3.1: Protection of Natural Features

Promote the integration of natural areas—mature trees, stream corridors, steep slopes, and other features into the layout and design of new development to protect sensitive landscapes and maximize the protection of open spaces in Shawnee.

Policy SC-3.2: Low Impact Development

Encourage the use of low impact development (LID), green infrastructure, and other site planning strategies to reduce impermeable surfaces on a site.

Policy SC-3.3: Building Design

Encourage the use of materials, design features, fixtures, appliances, and building systems that will reduce indoor water use, lower energy consumption, and/or reduce construction waste.

Policy SC-3.4: Clean Energy

Encourage the use of alternate and renewable sources of energy in new development and pursue a variety of strategies to reduce energy consumption in existing development. Continue to pursue opportunities to integrate clean energy or improve efficiency as part of new City facilities or upgrades to existing facilities.

Policy SC-3.5: Native and Xeric Landscaping

Encourage the use of native and xeric plant species that reduce water usage and provide habitat, food, and other resources to wildlife. Increase awareness of the benefits of native and xeric plant species and of other opportunities to conserve water resources in landscaping (e.g., rain barrels).

Policy SC-3.6: Tree Preservation

Encourage the retention of healthy mature trees in both established and developing areas to protect air quality, reduce stormwater flows, promote energy conservation, and enhance the character of the community.

Policy SC-3.7: Green Streets

Establish criteria for and promote green street practices that capture, retain, and treat stormwater runoff from impervious surfaces such as streets, parking lots, sidewalks, and rooftops (see *Figure 4.2*).

Policy SC-3.8: Public Infrastructure

Invest in and improve existing public infrastructure, such as streets, sidewalks, shared use paths, and transit facilities as necessary to extend their useful life and meet the changing needs of the community. Budget adequate funds for the maintenance and operation of public improvements consistent with the City’s budget priorities and accept responsibility for the maintenance and operation of those improvements.

Policy CC-3.9: Transportation-Related Emissions

Support opportunities to reduce transportation-related emissions through the expansion of electric vehicle infrastructure and other emerging technologies, as appropriate and cost beneficial.

Goal SC-4. Protect and conserve Shawnee’s natural resources and environment.

Policy SC-4.1: Preservation of Open Space and Natural Areas

Respect the holistic value of undeveloped open space and ensure that open space opportunities are preserved for future generations. Work with landowners, developers, and environmental interests to protect or enhance important natural areas, environmentally sensitive lands, and native wildlife habitat as development occurs (e.g., create new stormwater treatment facilities, preserve native vegetation, protect stream corridors, update the landscape code to include tree and native grass preservation, and other regulatory tools).

Policy SC-4.2: Noise, Odors, and Light

Minimize exposure to excessive and disturbing noise, light, and unpleasant odors. Support ongoing efforts to identify, track, and manage emissions, effluents, waste, and other sources of pollution.

Policy SC-4.3: Water Conservation

Promote the most efficient use of water through conservation and related practices, particularly within parks and open spaces by requiring water-efficient irrigation techniques.

Policy SC-4.4: Solid Waste Management

Promote the appropriate disposal of waste products to minimize exposure to hazardous waste and prevent the contamination of natural resources as described in the Johnson County Solid Waste Management Plan.



Policy SC-4.5: Waste Reduction and Recycling

Pursue a variety of programs and strategies that increase waste reduction and recycling among residents and in City facilities (e.g., bi-annual recycling events, printing policies, composting). Provide recycling receptacles in public spaces and facilities, especially those that are heavily used.

Policy SC-4.6: Johnson County Landfill

Maintain and continue to monitor remaining life in the Johnson County Landfill. Promote mitigation strategies to reduce offensive outdoor odors produced by the landfill.

Policy SC-4.7: Stormwater Management

Provide state-of-the-art stormwater systems through regional partnerships that protect residents' properties. Promote the use of LID practices to manage stormwater runoff and flooding, increase ground infiltration, and reduce the amount of sediment and other pollutants entering surface waters.

Policy SC-4.8: Stream Corridors

Promote the preservation of stream corridors for habitat, flood mitigation, and managed public access including shared use path opportunities.

Policy SC-4.9: Construction Practices

Prohibit the use of over lot grading and other construction practices that increase the potential for erosion, water and sediment runoff, and other impacts to stream corridors.

Policy SC-4.10: Conservation Subdivision

Encourage practices as established by conservation subdivision and cluster development (see description on Page 77).



Spring Fling Recycling event in 2019



Wildlife habitat restoration in 2018

Goal SC-5. Optimize opportunities for parks, open space, and other recreational amenities.

Policy SC-5.1: Development Requirements

Incorporate open space and natural resource access into future development, redevelopment, and revitalization projects.

Policy SC-5.2: Public/Private Partnerships

Create partnerships with public and private entities and organizations, such as Homeowner's Associations (HOAs), Johnson County, Shawnee Mission School District, USD 232 (De Soto School District), and others in order to provide public access and connections to existing or planned parks, recreational facilities, or other local and regional facilities not owned by the City of Shawnee.

Policy SC-5.3: Education and Volunteerism

Promote volunteer opportunities (e.g., Wildlife Habitat Restoration) to provide environmental education for residents and foster an environmental stewardship ethic.

Policy SC-5.4: System Maintenance

Protect the long-term health of the parks, open space, and shared use path system through regular maintenance in established neighborhoods and monitoring issues over time to address changing community demands and needs.

Policy SC-5.5 Funding Mechanisms

Identify and secure a range of funding sources that will enable the implementation of the recommendations for individual parks, shared use paths, and recreational programs as identified in the Parks and Recreation Master Plan.



Goal SC-6. Promote a safe and resilient community

Policy SC-6.1: Public Safety

Continue to be a leader in public safety best practices to ensure the City's capacity to provide the highest possible level of public safety and emergency services through the City of Shawnee Police and Fire Departments. Encourage proactive community involvement in resident and business safety through cooperation with law enforcement and emergency personnel, situational awareness, and other volunteer programming. Examples include participation in the Citizen Police and Fire Academies.

Policy SC-6.2: Regional Mitigation Planning

Participate in the implementation of and periodic updates to the most recently adopted Region 7 Hazard Mitigation Plan, collaborating with regional partners to assess risks and vulnerabilities and identify mitigation strategies.

Policy SC-6.3: Floodplain Management

Enforce floodplain regulations within areas of the community in flood hazard areas as designated by the City and the Federal Emergency Management Agency (FEMA) to maintain Shawnee's level 6 rating (or better) for the National Flood Insurance Program (NFIP). Ensure development within the floodplain is compatible with the natural tendencies of these areas, such as open space and recreation.

Policy SC-6.4: Steep Slopes and Geologic Hazards

Avoid development on slopes with grades steeper than 15 percent to the maximum extent practicable. Utilize slope stabilization, erosion controls, and stormwater management best practices to reduce risks of erosion, landslides, and other geological hazards.

Policy SC-6.5: Continuation of Operation Plan (COOP)

Update the City's Continuity of Operations Plan to address how critical government operations will continue under a broad range of circumstances.

Policy SC-6.6: Emergency Preparedness

Continue to provide public awareness of natural and man-made hazards in general and at specific high-risk locations. Provide information about measures the public can use to protect themselves, their property, and the community, such as safe rooms.

Future Land Use Framework

Section 3

Section 3 provides policy guidance regarding the location, type, and character of future land uses in Shawnee. It is a guide for City staff, Planning Commission, and the Governing Body, as well as a commitment to the community of what the future of Shawnee holds from a responsible growth perspective.

Future land use patterns for the City of Shawnee were carefully considered based upon extensive community input - both in person and online (see **Appendix B**); an independent market study (see **Appendix D**); city staff member and Governing Body guidance and understanding of city government; and professional opinion. No piece of input was considered on its own. Together, these factors resulted in a consensus-built vision for the future of growth, development, and preservation in the City of Shawnee—the Future Land Use Framework (**Figure 3.3**). While this framework focuses on land use patterns, it should be considered in conjunction with the policy framework (**Section 2**), transportation framework (**Section 4**); and parks and recreation framework (**Section 5**).

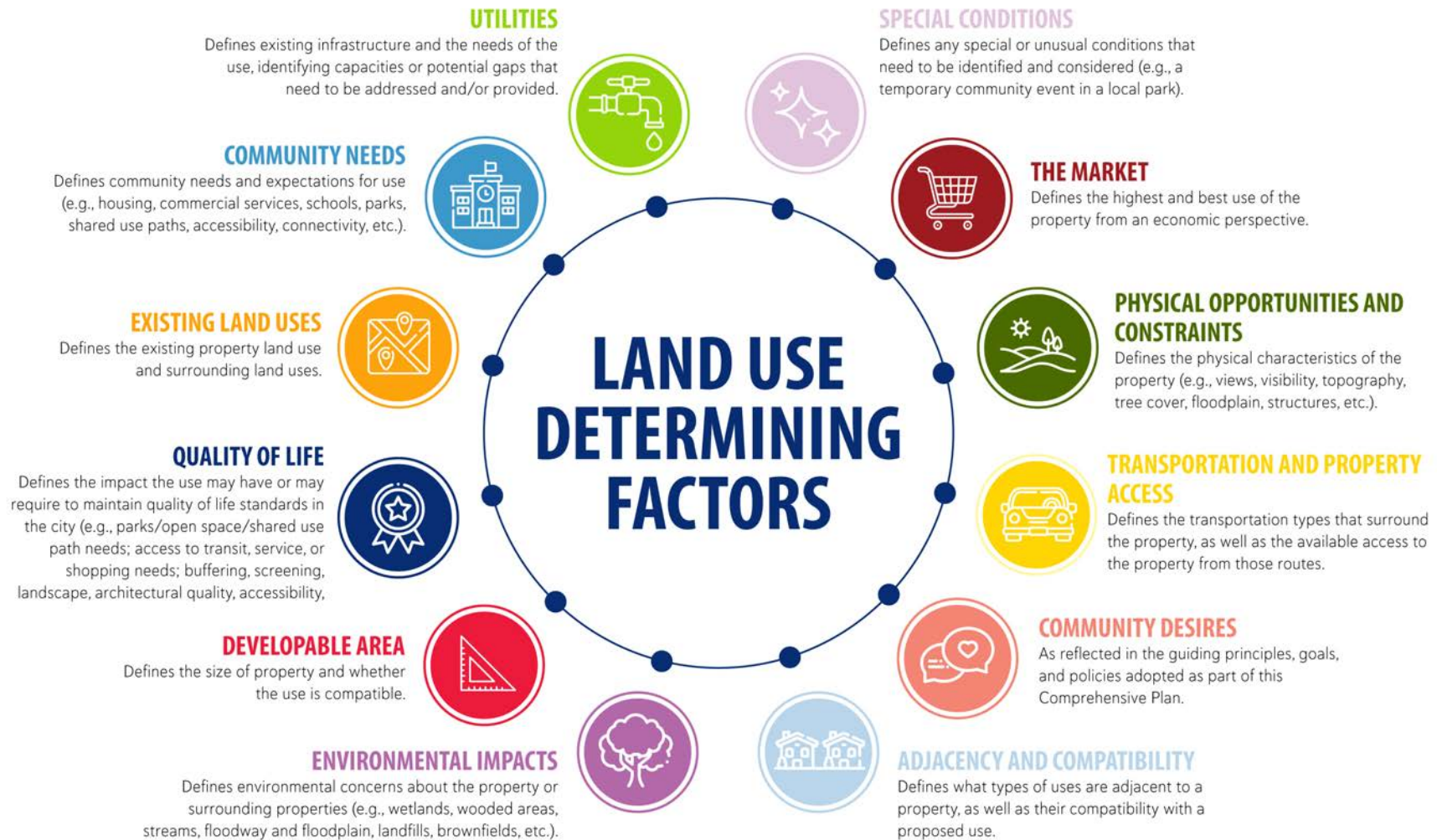


I really love that if you're a morning person, Shawnee offers a way to buy vegetables on Saturday mornings, but you can also go to a concert at night so there is a variety.

- *Shawnee resident*

Defining Future Land Use

Defining future land use is about understanding what is desired, acceptable, and needed in the community based upon community input, market realities, constraints and opportunities, and existing land uses. Other factors include unique characteristics of the land, access to transportation, contextual awareness, and property size. Future land use should be simple to understand to help determine if (1) a development proposal fits and aligns with the vision of the community; (2) a land use is appropriate; and (3) the land use aligns with future projects and investments of the City. While there are many factors to evaluate, the initial ones to consider when determining future land use include the following:



Defining Growth

Growth, in the context of this Comprehensive Plan, means thoughtful, measured, progressive, and meaningful development that achieves community goals. Future development must focus on quality over quantity.

Currently, within the existing city boundary, 75 percent of the city is developed. Most of the undeveloped land is located west of I-435. The land available for new growth, excluding redevelopment, includes areas with physical constraints (floodplain, topography, environmentally sensitive areas, etc.), a lack of existing infrastructure (utilities and roads), and a checkerboard of existing uses (mostly single family residential and estate residential). These factors can be limiting in providing areas for future growth of diverse housing, commercial, employment, and industrial uses. However, opportunities for growth exist in the community if it is:

- Targeted.
- Used to fill in gaps in existing infrastructure (e.g., utilities and roads).
- In areas appropriate to support the intended uses.
- Focused on accomplishing community goals, including providing additional tax base, improving quality of life, providing employment, creating housing choice, and preserving and maintaining Shawnee's hometown feel.

The development of the Future Land Use Framework (see **Figure 3.3**) includes many considerations, but two of the most critical factors include the community's perspective on future growth and the market's perspective on future growth. These factors represent the community's desires for the future (answering the question, "Who do we want to be?"), and what the market sees as opportunities and constraints (answering the question, "What will the market support?"). Below are summaries of both the community and market perspectives on future growth.

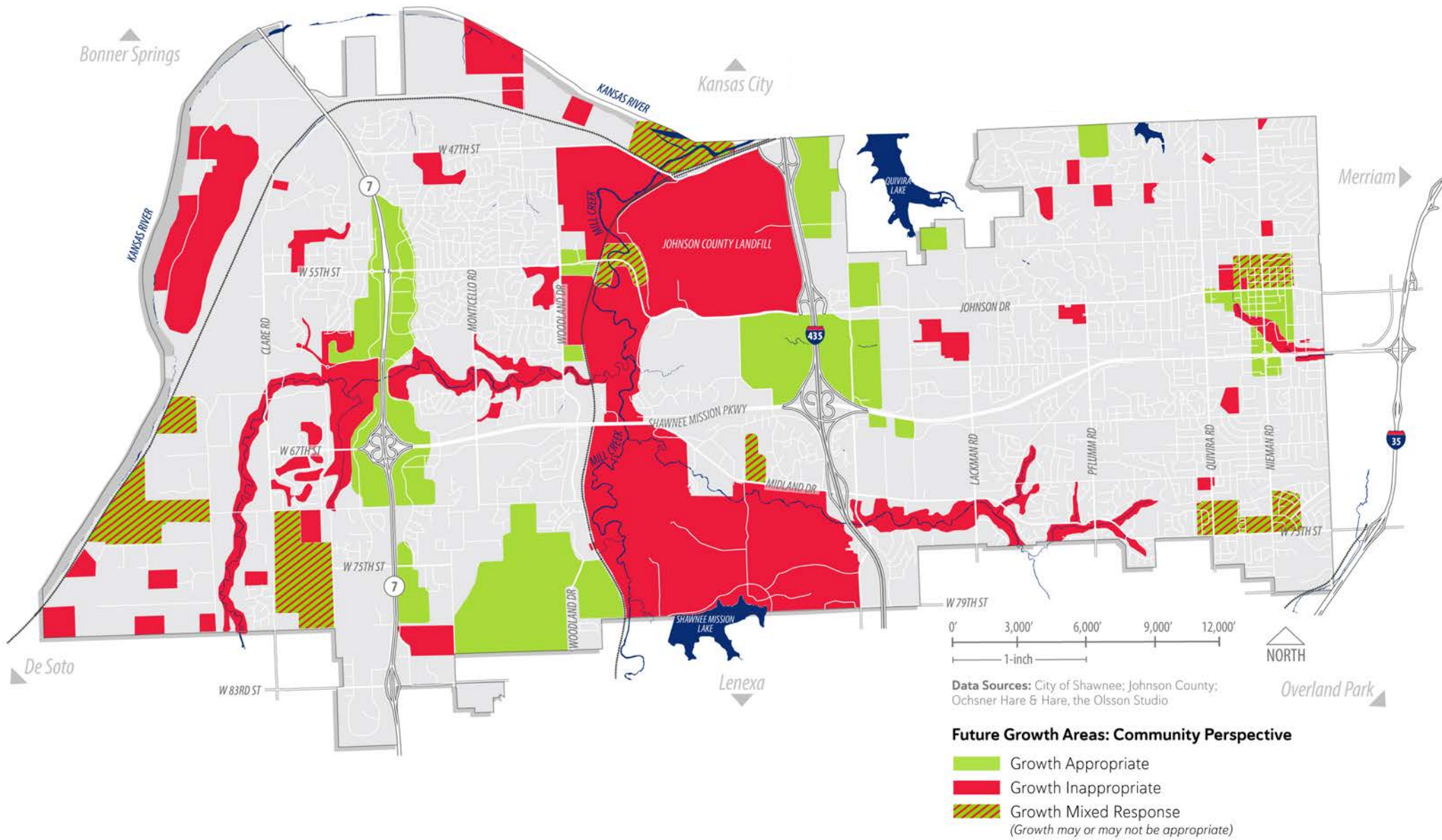
Future Growth Areas: Community Perspective

As an exercise with the public during the engagement process, the question, “Where is growth appropriate?” was posed. **Figure 3.1** represents where community members indicated growth was either appropriate (green) or inappropriate (red). Areas of mixed response are shown with green and red striping to represent disagreement on whether growth is appropriate. This indicates that in these areas, community members are split on the question of growth. This offers insight into the patterns of development the community desires.

Several key patterns emerge on **Figure 3.1**, including:

- **Preservation of water bodies and stream corridors.** Along the banks of the Kansas River, specifically where the future Riverfront Park and Kaw Lake Park are located (see **Figure 5.2** and **Figure 5.7**), there is a clear desire to preserve these places for natural environmental features, open space, and organized recreational use. This trend continues along the entirety of Mill Creek and its tributaries. Mill Creek spans the length of Shawnee from its northern to southern borders and serves as an important stream corridor as well as an extensive local shared use path network that provides regional connectivity. Similar patterns along Mill Creek’s tributaries are evident, preserving the natural stormwater conveyance these streams sustain as well as the environmental and recreational features they provide.
- **Protection of parks and recreation areas.** With similar patterns as the water feature protection, defense of park spaces and recreation amenities in Shawnee is clearly important. Shawnee Mission Park is clear no development zone, as is and the future recreation potential of the Johnson County Landfill are two examples. With the shared use paths along Mill Creek, Shawnee will host expansive and connected recreation features in the center of the community. The preservation of these park and recreation areas reinforce Shawnee serve as a local and regional destination.
- **Development should be concentrated along major corridors.** Much of Shawnee’s remaining developable space is along K-7 and I-435, both of which offer local and regional connectivity. Public sentiment for these corridors is that development is appropriate along these major transportation routes and higher density uses should be concentrated here to preserve other areas of the city for open space and parks. Specifically, the interchanges of K-7 and Shawnee Mission Parkway and I-435 and Shawnee Mission Parkway are noted as appropriate areas to develop. With the interchange narrowing at these locations (see **Figure 4.1** for locations and further explanation in **Section 4**), what is currently undevelopable would become available for prime future growth.
- **Downtown Shawnee is an important community destination zone.** The mix of appropriate, not appropriate, and mixed response in the downtown core may appear as a lack of consensus, but what it really indicates is the importance of this part of Shawnee. Mostly, south of Johnson Drive, there’s consensus that growth (in the form of new development, redevelopment, and infill) is appropriate. North of Johnson Drive, there’s a mixed response on what the future should hold. **Figure 3.10** provides high level land use and development patterns for future consideration and inspiration.

Figure 3.1 Growth Framework: Community Perspective



Future Growth Areas: Market Perspective

The economic and market analysis evaluated the historic, current, and future demographic, economic, and real estate market forces that influence the City of Shawnee's future urban growth patterns. Alongside this data-driven approach, the economic and market analysis considered qualitative information provided during stakeholder interviews. The full economic and market analysis is available in **Appendix D**. Based on this independent analysis, four types of market area opportunities emerged, as described below and shown on **Figure 3.2**. These market area opportunities were used as input into the future land use plan. Further details of these opportunities can be found in **Appendix D**.



RETAIL MARKET AREA

Concentrated along Shawnee Mission Parkway, these represent retail and entertainment uses in a variety of formats.



RESIDENTIAL MARKET AREA

Opportunities for housing of all types—detached single family, townhomes/duplexes, multi-family, mixed use (upper story residential) and more.



EMPLOYMENT MARKET AREA

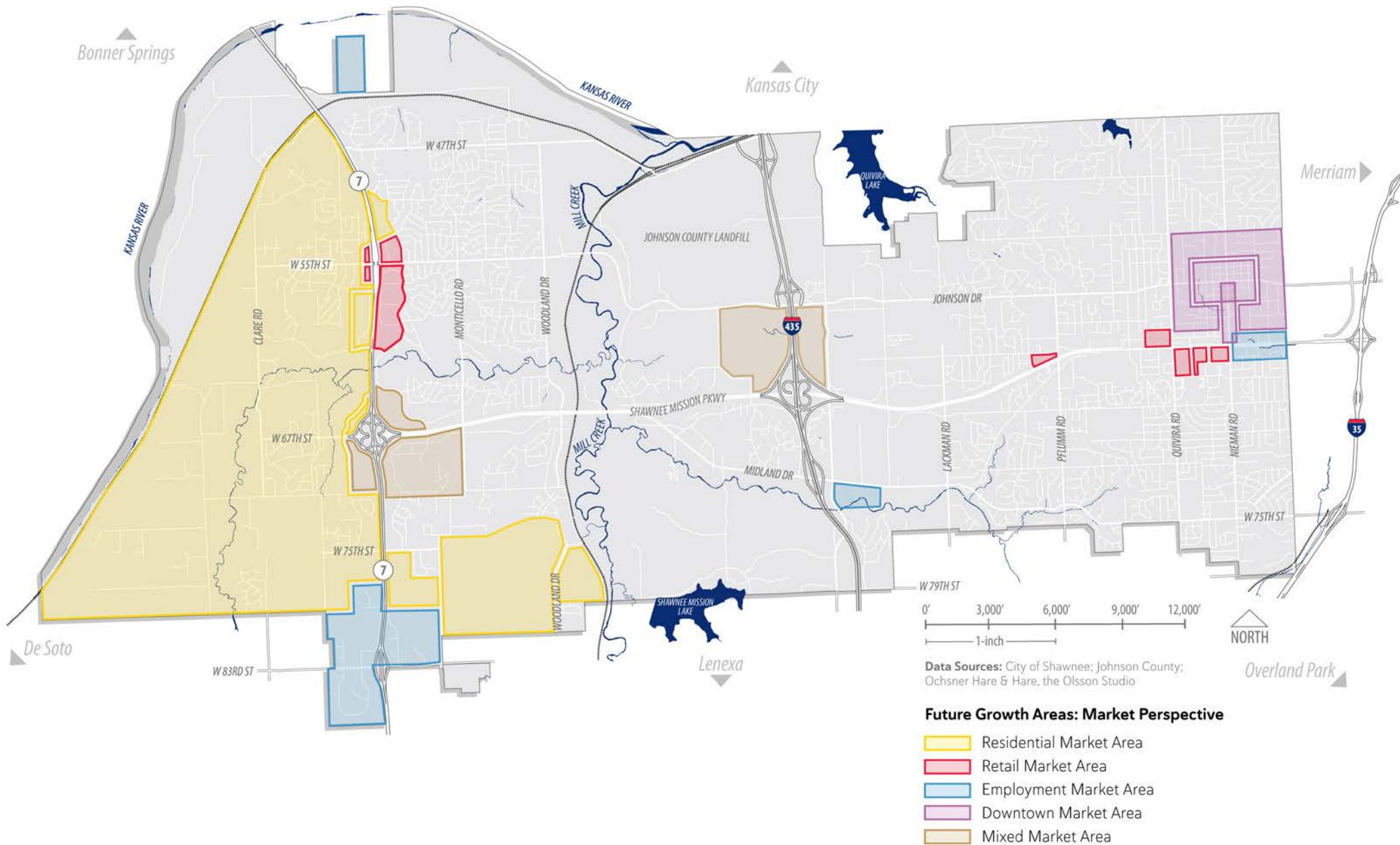
This includes light industrial, business space/business parks, flex spaces, technology, service uses, and manufacturing.



DOWNTOWN CORE

As the heart of Shawnee, a mixture of uses that appeal to a broad cross section of the community is key.

Figure 3.2 Growth Framework: Market Perspective



Future Land Use Framework

In addition to the information gathered from the community and economic and market analysis, the future land use framework was established on the following factors:

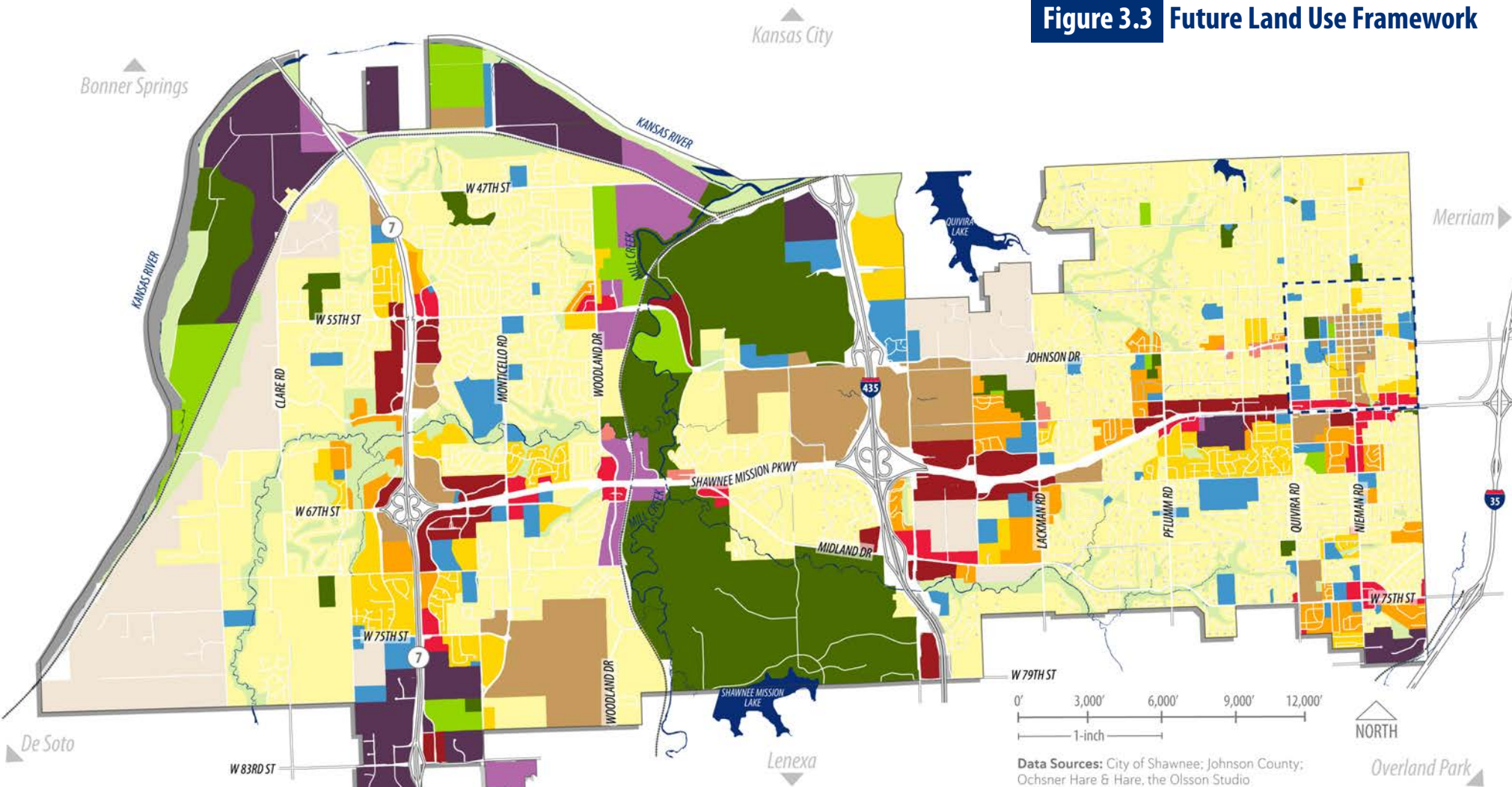
- Existing, healthy land use patterns within city limits.
- Concentration of future land use along higher speed transportation corridors that connect Shawnee to the larger region.
- A strong community desire to conserve remaining open and natural spaces.
- Support for future residential areas that preserve the integrity of existing neighborhoods.

The future land uses identified on the following pages inform all other framework sections and play a vital role in guiding public investment; creating a unique and vibrant community; and ensuring appropriate transitions from lower to higher intensity uses.

The future land use framework is illustrated on **Figure 3.3**. This framework plan illustrates future growth, preservation, and development patterns of the city. The following descriptions are broken out by category, including residential, commercial, industrial, community facilities, parks/open space, mixed use, and downtown. Many of the categories have subcategories that provide further breakdown of specific land use types. Each land use described includes an accompanying figure that highlights those land uses throughout the City, an explanation of its role and intent, and representative imagery.



Figure 3.3 Future Land Use Framework



Future Land Use Types

- Estate Residential Neighborhood
- Traditional Residential Neighborhood
- Mixed Residential Neighborhood
- Attached Residential Neighborhood
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Light/Flex Industrial
- Industrial/Warehouse
- Community Facilities
- Mixed Use
- Open Space
- Recreation
- Parks
- Downtown District Boundary

Data Sources: City of Shawnee; Johnson County; Ochsner Hare & Hare, the Olsson Studio

LAND USE CATEGORY

Residential



Neighborhoods form the foundation of Shawnee. Ideally, they provide a haven for all residents; varying price points, densities, and scales; and appropriate buffering from non-compatible uses.

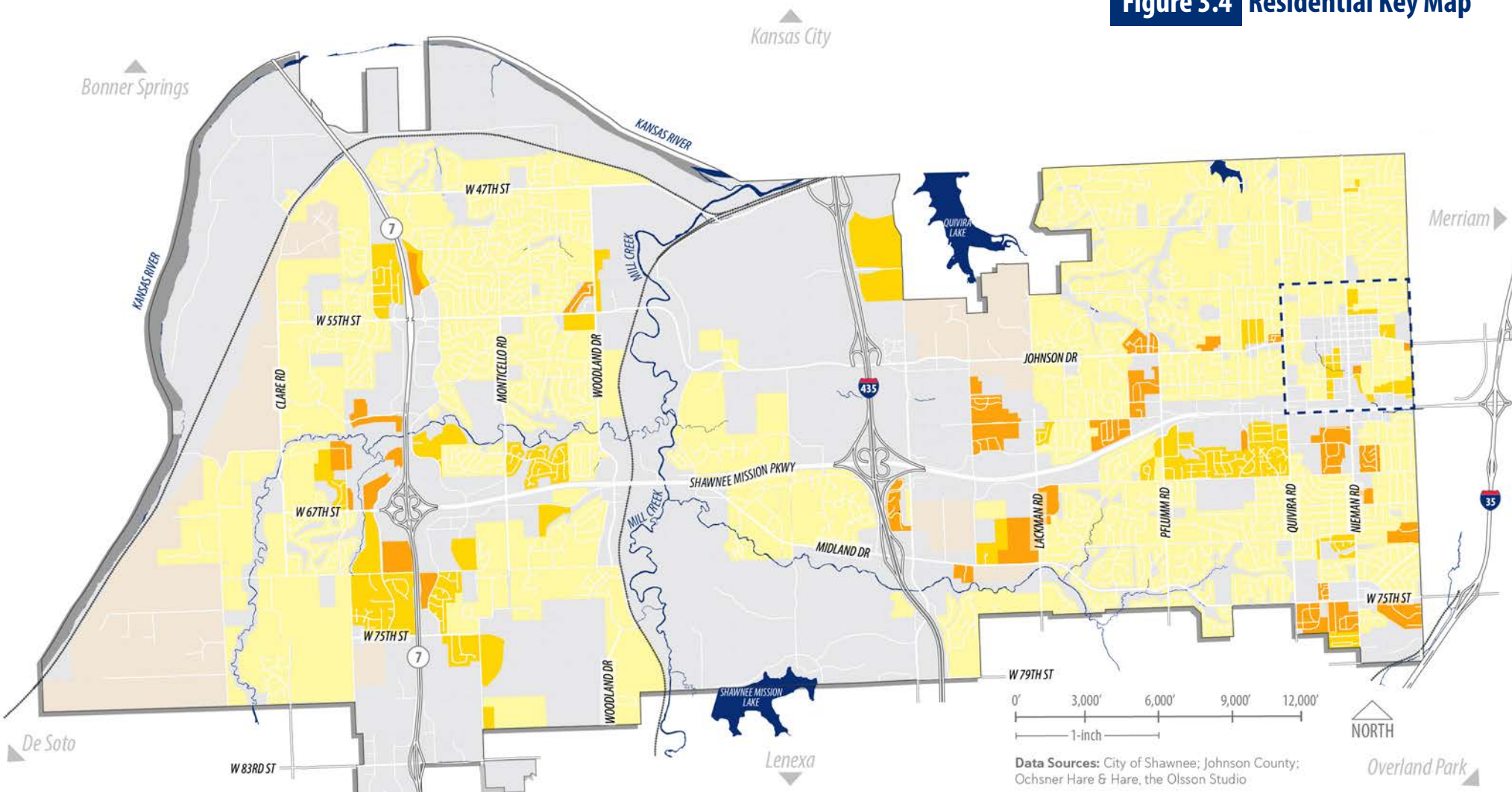
Neighborhoods should vary in the types offered (e.g., attached, detached, single-, and multi-family), what surrounds them, their key characteristics/defining features, their form and features, scale, and transportation options. The residential formats offered accommodate community goals and policies.

The following residential use types are highlighted on **Figure 3.4**:

- Estate Residential Neighborhood
- Traditional Residential Neighborhood
- Mixed Residential Neighborhood
- Attached Residential Neighborhood

Each of these neighborhood types serve different populations and provide unique but complementary community roles. Regardless of the specific residential land use type identified, there are unifying characteristics, including enhanced connectivity between neighborhoods and destinations (e.g., schools, grocery stores, parks, shared use paths, and other services), access to nature, and adequate public safety/emergency services.

Figure 3.4 Residential Key Map



Data Sources: City of Shawnee; Johnson County; Ochsner Hare & Hare, the Olsson Studio

Residential Future Land Use Types

- Estate Residential Neighborhood
- Traditional Residential Neighborhood
- Mixed Residential Neighborhood
- Attached Residential Neighborhood
- Downtown District Boundary

LAND USE CATEGORY: RESIDENTIAL

Estate Residential Neighborhood

Estate Residential Neighborhood is a single family, detached residence on a large lot with abundant open space, scenic views, and green space on the lots between adjacent uses or other residences. Setbacks are typically greater than in Traditional Residential Neighborhoods. In addition to the physical home structure, additional property uses may include small hobby or production farms and equestrian ranches.

The lots are typically not a part of a planned subdivision and vary in size; however, are minimum of two acres. Additionally, minimum lot size may be larger based upon the type of sanitary sewer available (e.g., sewer or septic) and engineering and health department requirements.



LAND USE CATEGORY: RESIDENTIAL

Traditional Residential Neighborhood

The Traditional Residential Neighborhood is a single family, detached residential use on a lot, typically in a subdivision. This land use category does not include attached units. It includes a variety of lot and home sizes with lots and homes in the same subdivision being of similar size. Lots are arranged in a variety of layouts included gridded blocks, modified grids, curvilinear streets, lot clusters, and cul-de-sacs. Setbacks vary, but are smaller than Estate Residential Neighborhood, with front setbacks accommodating a driveway and front yard. Lots are connected to Local Roads and Minor Residential Collectors, with development entries connected to Collectors and Arterials. Lots facing Major Collectors and Arterials are not acceptable.

Traditional Residential Neighborhoods should include sidewalks on one or both sides of street. Trees - on the property or on-street - play an important role in establishing quality and character, and are therefore required. The neighborhood should include mobility amenities, such as shared use paths, and may include amenities private to the development, including swimming pools, parks, playgrounds, and general open space. Traditional Residential Neighborhoods should be connected to the overall parks, open space, and shared use path system in the City somehow.



LAND USE CATEGORY: RESIDENTIAL

Mixed Residential Neighborhood

The Mixed Residential Neighborhood is a residential neighborhood that allows a mix of single family detached housing lots, as well as single family attached, and small scale, low-density attached housing, including townhomes, row homes, duplexes, triplexes, quadplexes, and two to three story garden apartments on individual lots. It is a transitional neighborhood that provides a buffer between single family neighborhoods to more intense uses, such as multi-family residential, commercial corridors, or mixed use. Additionally, it provides housing choice in a low density, mixed residential neighborhood. A specific percentage of mix is not provided due to variability; however, single family uses would typically account for the largest percentage of residences in the use.

Identical to Traditional Residential Neighborhood, lots are arranged in a variety of layouts including gridded blocks, modified grids, curvilinear streets, lot clusters, and cul-de-sacs. Setbacks vary and are smaller than Estate Residential Neighborhood uses, with front setbacks accommodating a driveway and front yard. Lots are connected to Local Roads and minor residential collectors, with development entries connected to Collectors and Arterials. Lots facing Major Collectors and Arterials are not acceptable.

Also the same as Traditional Residential Neighborhood, Mixed Neighborhoods should include sidewalks on one or both sides of street. Trees - on the property or on-street - play an important role in establishing quality and character, and are therefore required. The neighborhood and/or neighborhood development should include mobility amenities, such as shared use paths, and may include amenities private to the development, including swimming pools, parks, playgrounds, and general open space. Traditional Residential Neighborhoods should be connected to the overall parks, open space, and shared use path system in the City somehow.



A garden apartment is a smaller apartment community (typically one to three floors) set around a green space or garden area. They typically do not have elevators and are more plentiful in suburban and rural communities.

LAND USE CATEGORY: RESIDENTIAL

Attached Residential Neighborhood

The Attached Residential Neighborhood is a residential neighborhood for multi-family attached housing, including townhomes, row homes, duplexes, triplexes, quadplexes, and apartments. In many cases, several multi-family buildings are located on a single site. Attached Residential Neighborhood should be located where access to transportation networks, retail, dining, entertainment, employment, recreation, and parks are directly available. This use serves as a buffer between major transportation routes, industry, commercial uses, and less intense residential uses. Access to Attached Residential Neighborhood is located directly adjacent to major corridors with access to Collector or Arterial Roads.

Context, scale, building design, quality, adjacent uses, buffering, site lines, access, site design, and overall neighborhood fit are critical factors for new Attached Residential Neighborhoods. Character and style can be extremely varied and should focus on longevity, community desires, and area fit. Design at the street level is important, as is the site planning to handle parking, landscape, buffering, screening, amenities, retaining walls, and storm water control.

To properly blend with other residential neighborhood styles and appropriately transition from one use to another, the amenities associated with Attached Residential Neighborhood are the same as those featured in Traditional Residential Neighborhood and Mixed Residential Neighborhood.

Attached Residential Neighborhoods should include sidewalks on one or both sides of street. Trees - on the property or on-street - play an important role in establishing quality and character, and are therefore required. The neighborhood and/or neighborhood development should include mobility amenities, such as shared use paths, and may include amenities private to the development, including swimming pools, parks, playgrounds, and general open space. Attached Residential Neighborhoods should be connected to the overall parks, open space, and shared use path system in the City somehow.



LAND USE CATEGORY

Commercial



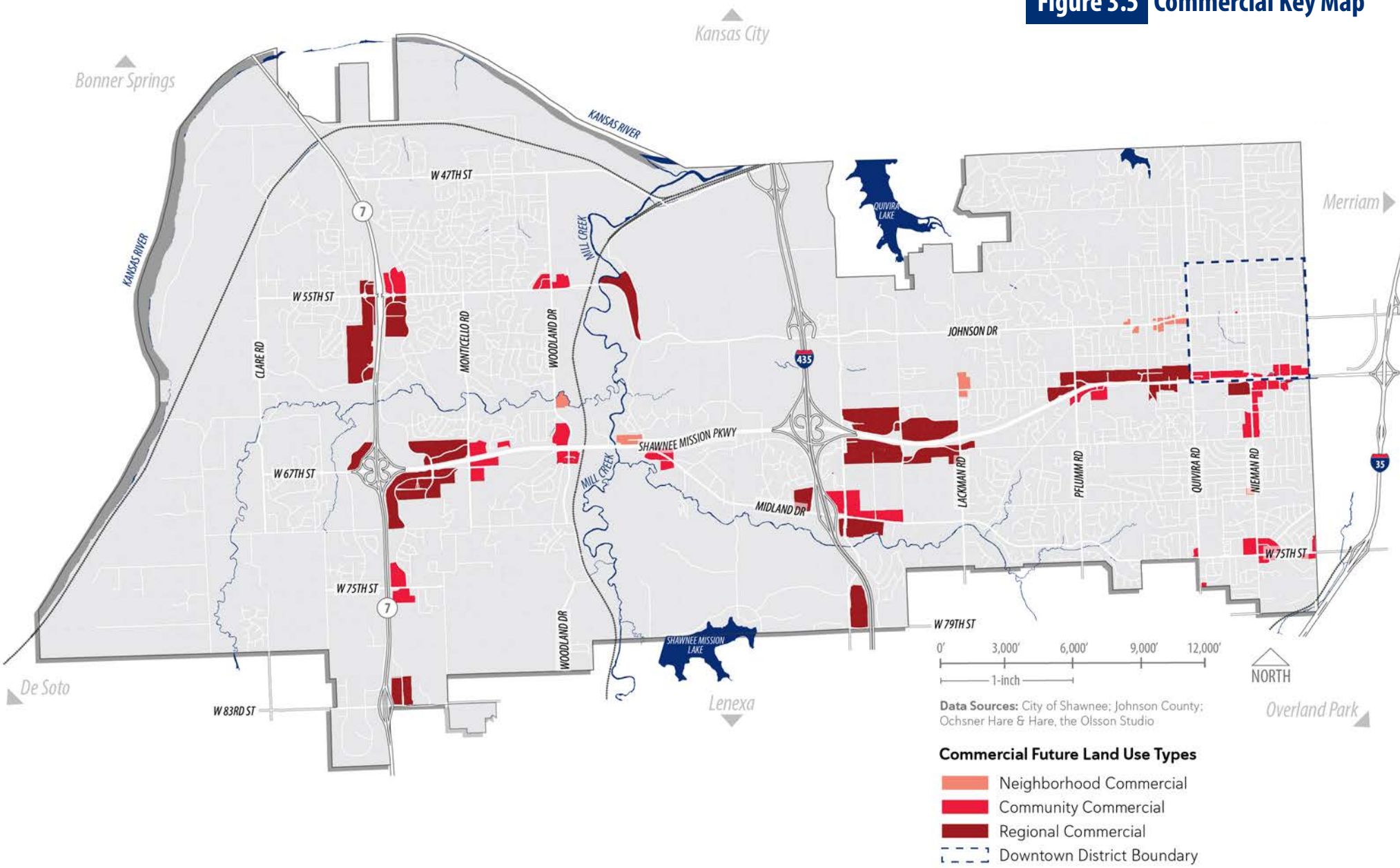
These uses are commercial and business in nature, including retail, service, restaurants, office, and other non-industrial and commerce-based businesses. Commercial is divided into subcategories based upon its type, purpose, and customer base. Commercial includes neighborhood retail centers, regional retail development, pad sites, stand-alone restaurants or retail, service providers, banks, and office uses. Development size depends on the current market needs or specific needs of tenants, both of which change over time. Critical considerations include access, visibility, topography, parking, infrastructure, proximity to customers, and transportation. Commercial uses provide sales of goods and services to consumers, are important employment centers, and provide for tax base diversification.

The following commercial use types are highlighted on **Figure 3.5**:

- Neighborhood Commercial
- Community Commercial
- Regional Commercial

Commercial uses should be generally clustered along key transportation corridors, including I-435, K-7, Johnson Drive, and Shawnee Mission Parkway, as well as concentrated at major intersections.

Figure 3.5 Commercial Key Map



LAND USE CATEGORY: COMMERCIAL

Neighborhood Commercial

The Neighborhood Commercial provides commercial, retail, service, and office uses to the immediate surrounding neighborhoods. Found at key neighborhood intersections, the use is often a single corner pad site or a modest in size and scale single strip center. It often includes service uses mixed with convenience uses, and may include specialty, boutique, unique, one of a kind, or small office uses. Neighborhood Commercial could include dining uses but does not include drive-thru windows. It must be located on or adjacent to an intersection of at least one Collector, or should front on a Collector Road. The primary access should be provided directly onto at least one Collector or Arterial.

The character of Neighborhood Commercial includes single story buildings that are in a style and material mix that are compatible with the surrounding residential neighborhoods. Sites should include landscape, buffered side and rear yards, sidewalks, and connectivity to the sidewalk system. Any accompanying service requirements are screened and/or in an enclosure. Parking requirements are modest due to the scale and size of the use (when compared to Community or Regional Commercial uses).



LAND USE CATEGORY: COMMERCIAL

Community Commercial

The Community Commercial use focuses on providing commercial, retail, entertainment, service, and office uses to local and community populations. It provides retail uses; service uses; specialty, boutique, unique, and one of a kind uses; lodging; or office uses. It includes fast food, convenient food, and other dining facilities, and allows drive-thru windows.

Found at key intersections and along Arterial Roads, the use can range from individual pad sites or small to large scale single strip centers and lifestyle centers. It has a community wide draw for customers that may become regional depending on the specific use or business. It includes small to medium sized anchor tenants as well as supporting small shop tenants, with local, regional, and possibly national tenants. The Community Commercial use must be located or adjacent to an intersection of at least one Arterial and must front on an Arterial. Primary access provided is directly onto at least one Arterial.

The character of the Community Commercial use includes individual buildings and pad sites or multi-building developments. Multi-building developments should be interconnected with pedestrian access and feature an aesthetic that's complementary of the surrounding neighborhoods or community development patterns. The sites should include landscape, buffered side and rear yards, sidewalks, and connectivity to the sidewalk system with service requirements screened and/or in an enclosure. Parking requirements are based on the scale and size of the use.



LAND USE CATEGORY: COMMERCIAL

Regional Commercial

The Regional Commercial use provides commercial, retail, entertainment, service, and office uses primarily to the regional market, but also serves local and community populations. It provides retail uses; service uses; specialty, boutique, unique, and one of a kind uses; lodging; or office uses. It includes fast food, convenient food, and other dining facilities, and allows drive-thru windows. This use provides a national retailer-focused development with medium to large anchor tenants that draw from a regional basis, as well as supporting small shop tenants. The tenant mix includes local, regional, and national entities.

The Regional Commercial use should be located along Arterials and at key intersections. It must be located or adjacent to an intersection of an Arterial and must front on an Arterial with primary access provided directly on to at least one Arterial.

The character of the Regional Commercial use includes individual buildings and pad sites or medium to large multi-building developments. Multi-building developments should be interconnected with pedestrian access and feature an aesthetic that's complementary of the surrounding neighborhoods or community. The sites should include landscape, buffered side and rear yards, sidewalks, and connectivity to the sidewalk system with service requirements screened and/or in an enclosure. Parking requirements are based on the scale and size of the use.



LAND USE CATEGORY

Mixed Use



Mixed Use contains a variety of land uses developed together in a coordinated manner. The mix can be horizontal, vertical, or hybrid mixed use, meaning:

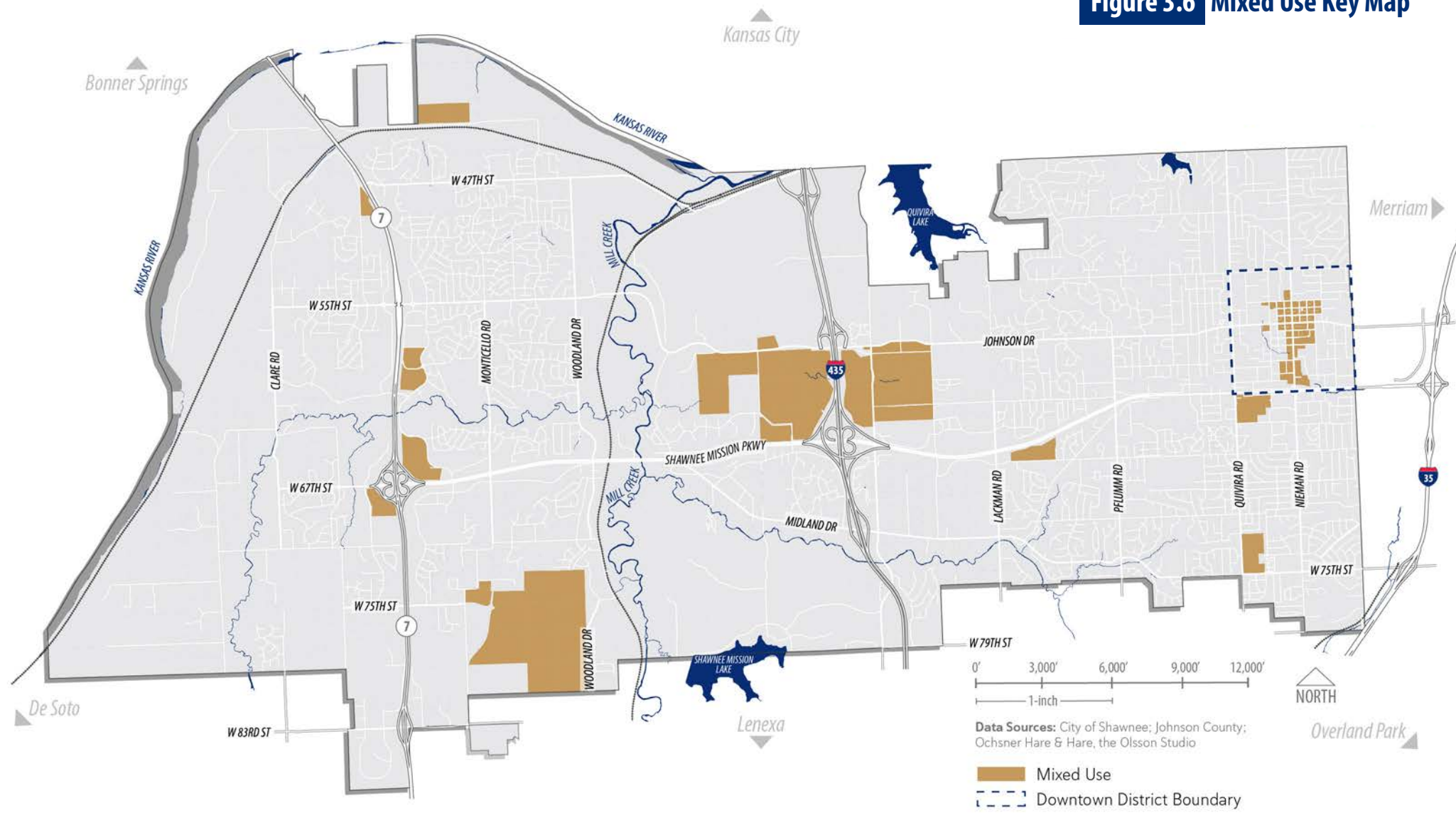
- **Horizontal Mixed Use.** This mixed use style features side-by-side uses, such as a retail building next to multi-family living. Each use is on its own respective site with shared parking, pedestrian connectivity, and overall site design/aesthetic.
- **Vertical Mixed Use.** This mixed use style refers to stacked uses, such as ground floor retail with second floor office and third and fourth floor living units.
- **Hybrid Mixed Use.** This represents a blend of both horizontal and vertical mixed use.

Mixed Use allows for a flexibility of uses that fit the market and the area while unifying those elements and providing shared amenities. The Mixed Use type provides the opportunity to create a critical mass of people, employment, and service needs in the location, while sharing infrastructure, transportation, parking, and a unique user experience.

The following mixed use use types are highlighted on **Figure 3.6**:

- Mixed Use

Figure 3.6 Mixed Use Key Map



LAND USE CATEGORY: MIXED USE

Mixed Use

The Mixed Use type is a planned mix of uses at its inception, similar to a master planned development. Regardless of the type of Mixed Use (horizontal, vertical, or hybrid), the mix of uses should complement one another in arrangement, design, and function to develop a cohesive place of differing uses. Mixed Use allows many land use types, including Residential, Commercial, Flex Industrial/Warehouse, Community Facilities, and Parks/Open Space.

This variety in land use types allowed should be appropriately blended through site, building, and public space design; landscape; materials; branding and signage; lighting; and other pedestrian amenities. Shared sidewalks, public open spaces or parklets, parking, internal connected road systems, and primary development entries should be incorporated to create a district or center feel. Overall, an emphasis must be placed on materials and aesthetics, including the site itself, the buildings, and the amenities that are integrated.

Mixed Use sites should be accessed from a Collector or Arterial.



An aerial photograph of a large, modern industrial building with a dark facade and several arched entrances. A parking lot with several cars is visible in front of the building. The image is overlaid with a semi-transparent purple filter. In the top right corner, there is a circular icon containing a white line-art illustration of a factory with smokestacks and pipes.

LAND USE CATEGORY

Industrial

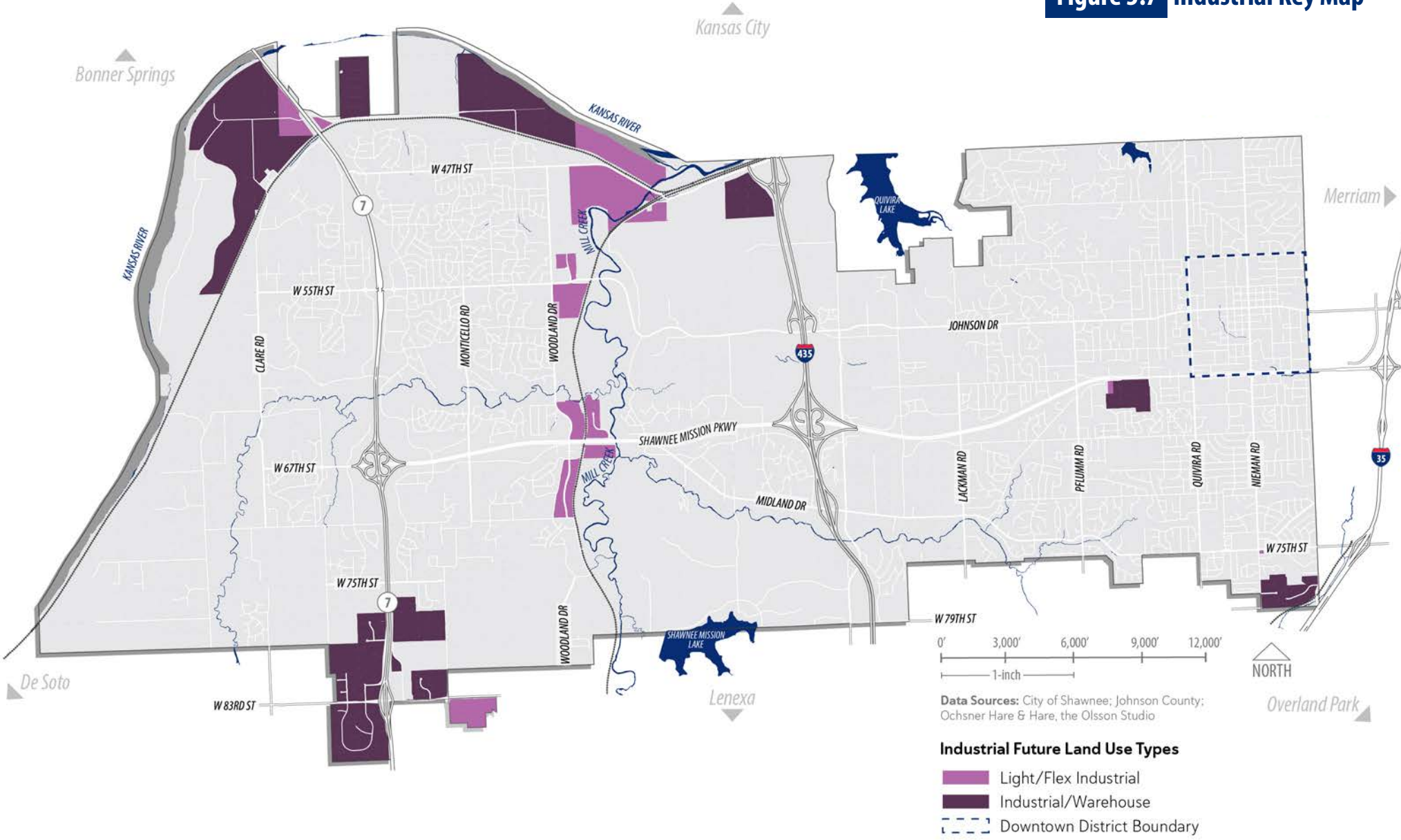
Industrial uses are intended for businesses focused on manufacturing, assembly, storage, warehousing, distribution, research and development, technology, service, transportation, raw materials handling and storage, outdoor storage and handling, repair and maintenance, and waste management. Industrial is divided into subcategories, based upon its type, purpose, intensity, or demand for services. This includes light industrial and flex/innovation uses, and general medium- to heavy-industrial uses.

Industrial uses also serve important employment centers and help diversify the tax base of the city. Lot size demands vary specifically by business and operation type, although most demand flat sites and accommodations for larger areas under roof or large storage areas or yards, and/or significant areas for access, movement, and turning of trucks. Market demands, availability, access to transportation, access to workforce, access to utilities and infrastructure, site development needs, and lot size are critical considerations.

The following industrial use types are highlighted on **Figure 3.7**:

- Light/Flex Industrial
- Industrial/Warehouse

Figure 3.7 Industrial Key Map



LAND USE CATEGORY: INDUSTRIAL

Light/Flex Industrial

Light/Flex Industrial considers light industrial users such as front offices, showrooms, research and development, light manufacturing, assembly, light material handling, green house and nursery operations, and indoor storage operations. The 'flex' component of this use also includes innovation or flex uses that may require non-medical laboratories and testing facilities and workshops, but does not include assembly, material handling, and manufacturing. Light/Flex Industrial also accommodates employment centers. The use must be accessed from a Collector or Arterial.

The character of Light/Flex Industrial includes single story buildings that have front office facilities that may be office and light industrial hybrids. Building style and materials are varied but should be compatible with the community and reflect permanence. The sites should be landscaped and utilize appropriate screening for outdoor storage needs to conceal unsightly uses from adjacent non-industrial users. Parking would follow the applicable Zoning Code requirements.



LAND USE CATEGORY: INDUSTRIAL

Industrial/Warehouse

The Industrial/Warehouse use includes warehousing, manufacturing, assembly, heavy material handling, extractive services, outdoor storage operations, bulk material storage, logistics operations, transportation, power generation, landfill, and auto repair and salvage, as well as employment center uses. The Industrial/Warehouse use must be accessed from a Collector or Arterial.

The character of Industrial/Warehouse includes large buildings with considerable open areas under the roof and wide pavements and drives to accommodate truck turning movements. The physical building style and materials used can vary but should consider surrounding land uses and character. Regardless, all industrial areas should be buffered from other uses to mitigate safety hazards and minimize the impacts of noise, pollution, odors, vibration, and other effects on non-industrial properties. Industrial/Warehouse sites should be landscaped with any accompanying service requirements and outdoor storage screened and/or enclosed. Parking would follow the applicable Zoning Code requirements.



LAND USE CATEGORY

Community Facilities

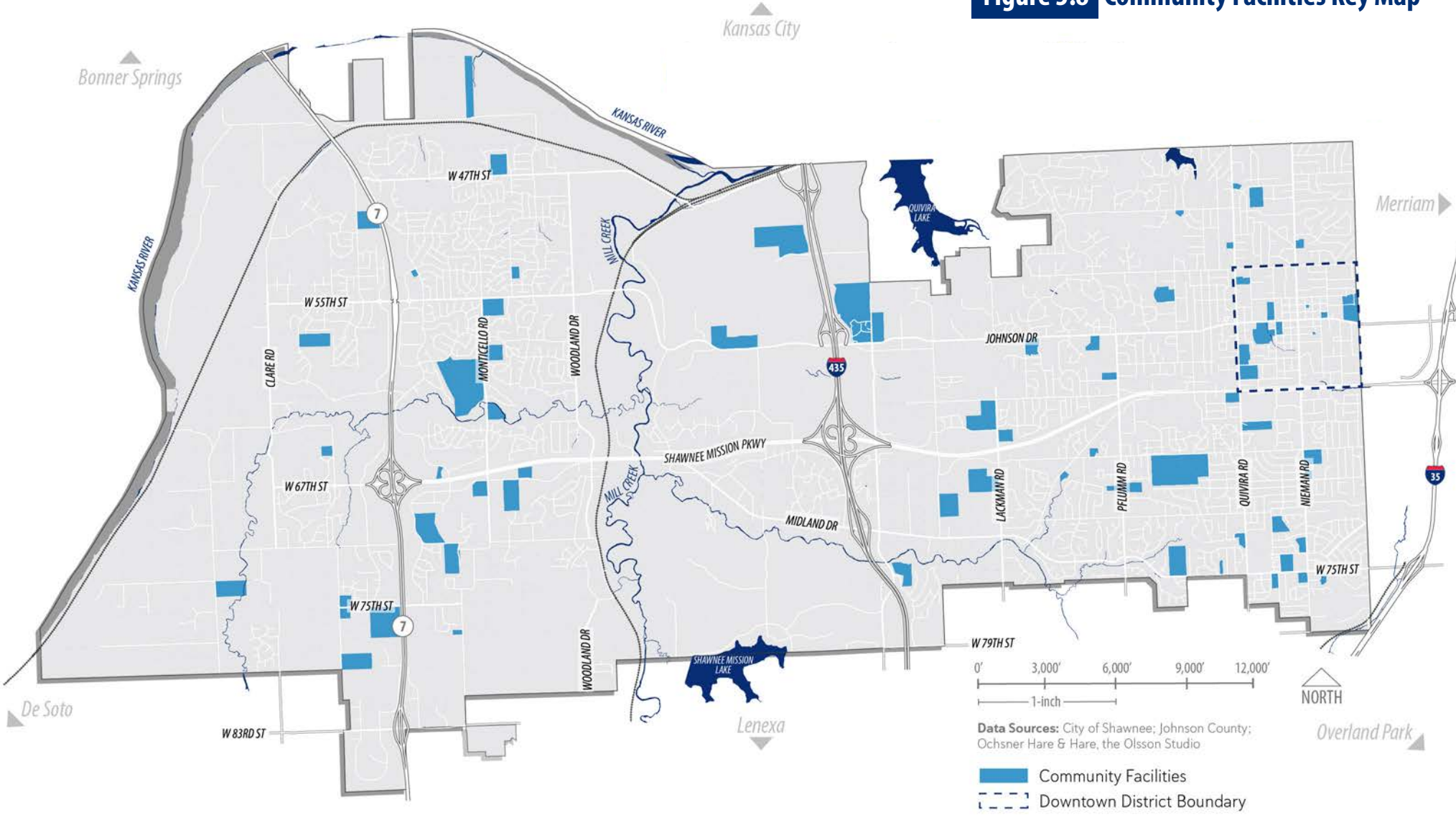


Community Facilities uses are those that have a public or community focused intent but are not parks and/or recreation based. These would include schools, faith organizations, cemeteries, public utilities, city or county buildings or facilities, public safety facilities, hospitals, etc. Size and site requirements depend entirely on use.

The following community facilities use types are highlighted on **Figure 3.8**:

- Community Facilities

Figure 3.8 Community Facilities Key Map



LAND USE CATEGORY: COMMUNITY FACILITIES

Community Facilities

The Community Facilities use provides for the necessary functions of the community which include schools, faith organizations, cemeteries, public utilities, city or county buildings or facilities, public safety facilities, hospitals, etc. Size and site requirements depend entirely on use, as do access and parking requirements. Regardless of Community Facility type, appropriate buffers should be implemented between adjacent land uses and screening should be used for any exterior storage associated with the use.

Community Facilities often have a limited lifecycle for use. This use type may be redeveloped to other land use types once they have outlived their current use, which can occur due to growth, change in community needs, technology, and/or relocation of services or operations.



LAND USE CATEGORY

Parks/Open Space



Parks/Open Space uses include parkland, cemeteries, museums and historical areas, open space areas, shared use paths, recreation areas (e.g., golf, sports fields, etc.), playgrounds, and public park amenities. These uses are important for quality of life, community health and vitality, preservation and protection of vital resources, and overall community aesthetic.

The following parks/open space use types are highlighted on **Figure 3.9**:

- Open Space
- Recreation
- Parks

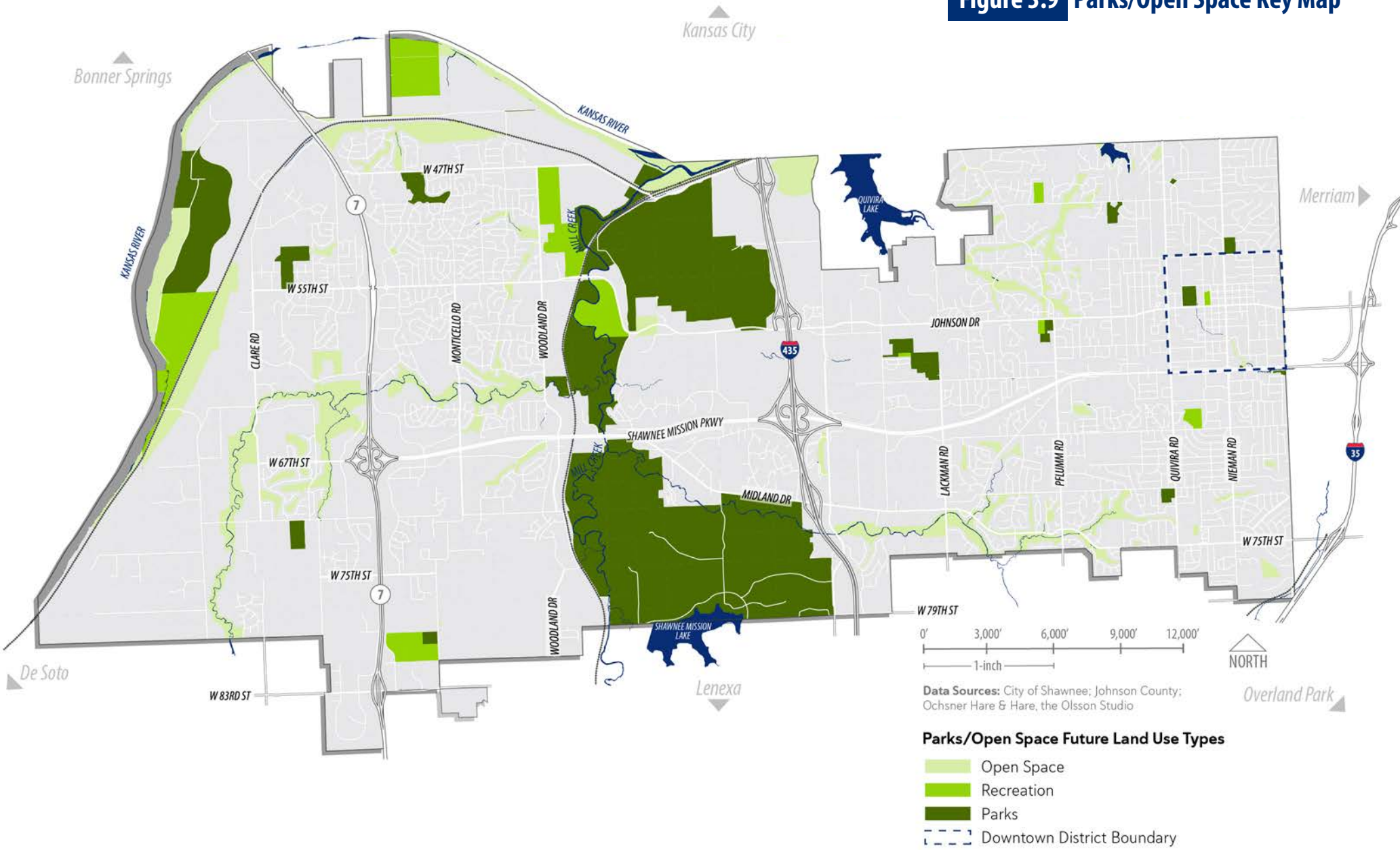
Conservation Subdivisions and Cluster Development

There are many ways for designers to prepare design layouts for all development types. While commercial and industrial layouts are based mostly on transportation and building needs, residential design tends to have more flexibility in site plan development. Traditional residential design may have blocks with individual lots, known as a grid. Some are modified grids, or curvilinear in design that react more to changes in topography, obstacles, or existing conditions. These forms are typically focused on lot yield on the site with some amenity and open space, often required by city's codes. They result in large lot yield, but also significant length of road and other supporting infrastructure.

An alternative to this more typical type of development is cluster development and conservation subdivision design. These design methods focus development into specific areas or clusters, while preserving significant open space surrounding the clusters. In the case of most cluster development, the areas surrounding the clusters is environmentally sensitive or unbuildable. In the case of conservation subdivision design, the objective is to increase the total open space yield by reducing size or numbers of residential lots, reducing development road infrastructure cost, and reducing development sanitary sewer cost.

Cluster development and conservation subdivisions that are developed to City of Shawnee Code of Ordinances can be developed currently and provide a unique alternative to existing development types in available in the market.

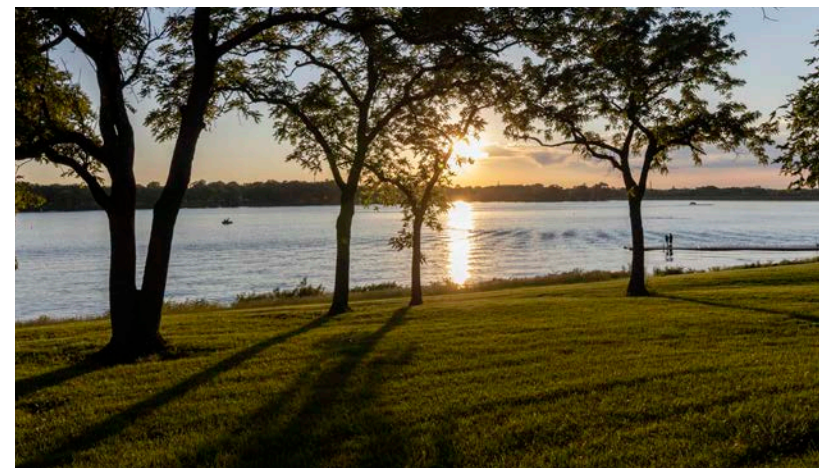
Figure 3.9 Parks/Open Space Key Map



LAND USE CATEGORY: PARKS/OPEN SPACE

Open Space

Open Space is represented by undeveloped, preserved, or dedicated space that may be used for resource conservation, buffering, greenways, and shared use paths. The Open Space use also includes publicly owned lands that are used for watershed protection, hazard protection, and natural resource protection. Open Space areas are largely unprogrammed natural areas that contain wetlands, tree cover, wooded areas, water features, and non-mowed native landscape. Open Space uses provide natural wildlife habitat. Typically, areas existing as Open Space are not developable due to topography, floodplains, floodways, or other natural/physical constraints.



LAND USE CATEGORY: PARKS/OPEN SPACE

Recreation

Recreation considers public lands utilized for sports, active play, and recreation uses. This includes organized sports fields and courts, sports facilities, adventure play, and bicycle facilities. Museums are also considered a Recreation use type. These uses often include accompanying infrastructure, such as spectator facilities and seating, support and maintenance facilities, concessions, restrooms, meeting rooms, landscaping, and parking. Open Space can also be incorporated as part of a Recreation area.

Alternative lodging options are also appropriate in the Recreation use, including campgrounds, recreational vehicle (RV) camping and/or parking, tiny homes and/or tiny home villages, and other lodging options that are not a hotel and/or motel.

Access varies for Recreation uses, including Local, Collector, and/or Arterial, as do parking requirements.

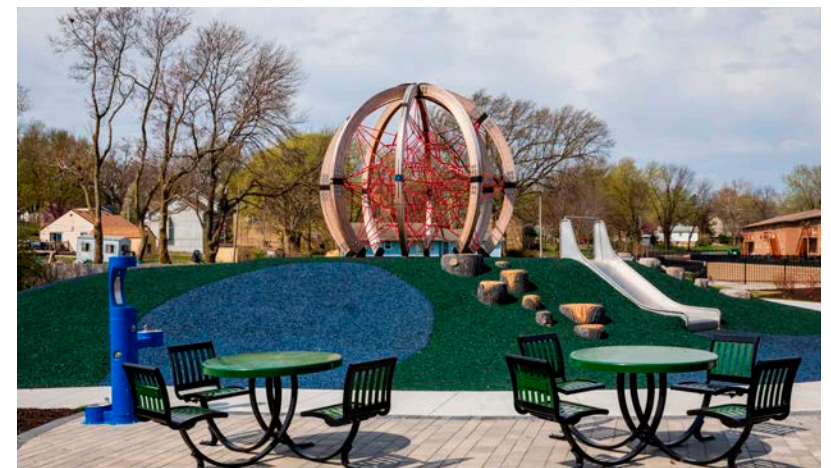


LAND USE CATEGORY: PARKS/OPEN SPACE

Parks

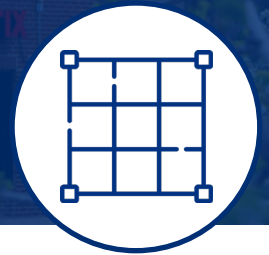
Parks represent public lands dedicated to parkland, including neighborhood, community, and regional facilities, as well as cemeteries. The Parks use includes open space, playgrounds, gardens, greens or lawns, meadows, woods or trees, ponds or streams, walkways and paths, fountains and civic plazas, shelters and picnic areas, historic or interpretive facilities, amphitheaters and performance space, restroom facilities, and parking.

Access varies for Recreation uses, including Local, Collector, and/or Arterial, as do parking requirements.



DISTRICT

Downtown District



The Downtown District encompasses the downtown core of Shawnee, which is the heart of the community and home to City Hall, parks and recreation attractions, such as Shawnee Town 1929 and Splash Cove, as well as service businesses, specialty shops, and dining and entertainment options. Downtown continues to be a special place for the community.

Downtown Shawnee is a complex blend of business, service, civic, retail, dining, entertainment, residential, recreation, and parks uses and serves important social and cultural roles for the community. To ensure all the pieces fit together, downtown is considered as a whole, or a district, that not only includes the core, but also the surrounding and supporting neighborhoods. This Comprehensive Plan identifies this area as the Downtown District. This designation allows for creative solutions for redevelopment and revitalization while respecting and preserving its aesthetic and quality, consider elements such as scale, height, and density.

The Downtown District is generally defined as 55th Street on the north, Shawnee Mission Parkway on the south, Quivira Road on the west, and the City boundary on the east. Johnson Drive (East/West) and Nieman Road (North/South) form the “Main and Main” crossroads in the Downtown District. Johnson Drive connects numerous neighborhoods to Downtown, to I-35 on the east, and through the community to the west, ultimately tying in to I-435 and K-7 at interchanges. Nieman Road does the same to the north but is a well-established and reinvigorated commercial corridor to the south due to the investment of the Nieman Road infrastructure, which connects to Shawnee Mission Parkway, the City’s main regional commercial corridor.

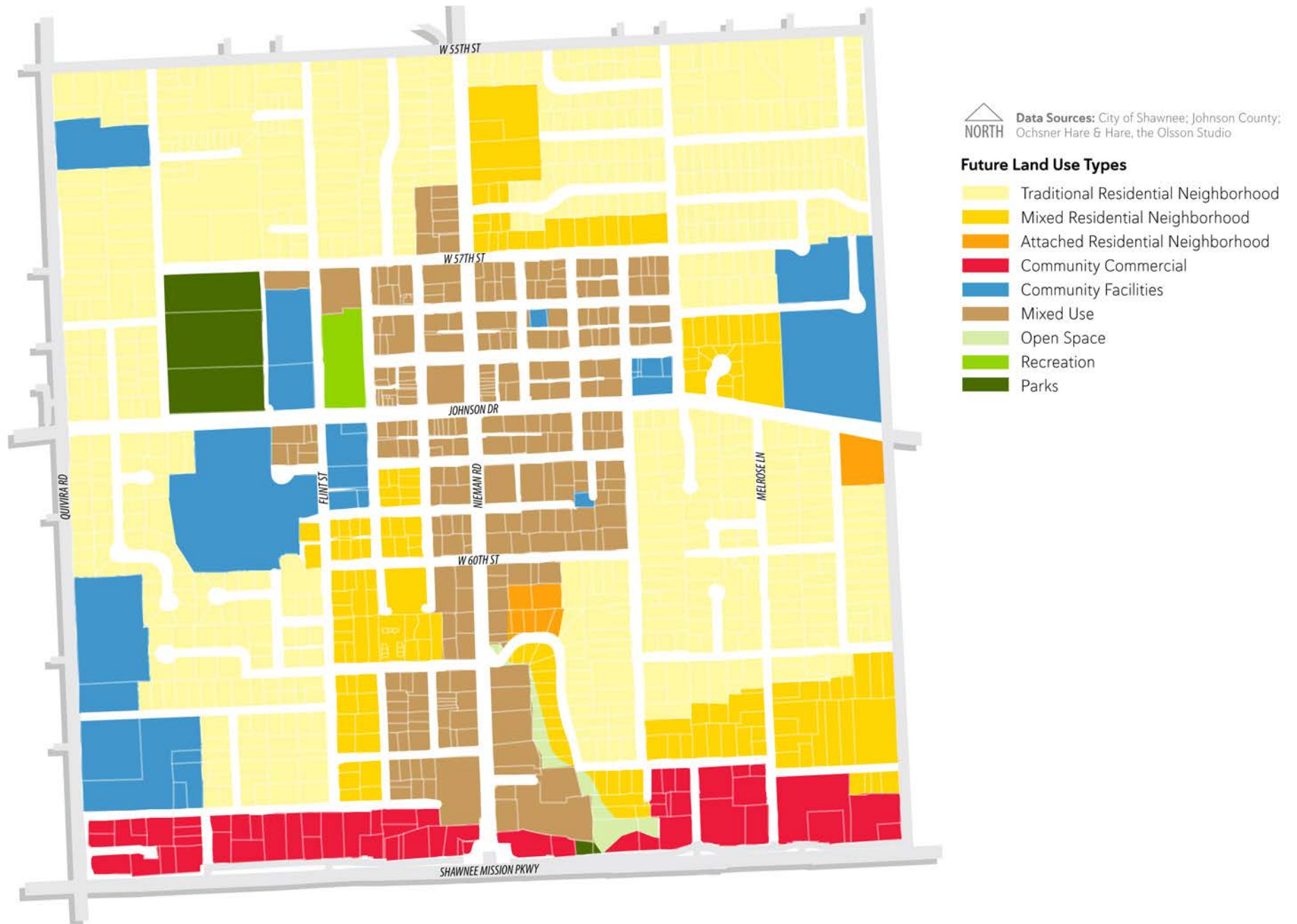
The Downtown District includes the downtown core, the surrounding neighborhoods, and the major transportation routes. There is a mixture of land use types within the district. Refer to **Figure 3.10**.

Vision for the Downtown District

As the heart of the community, the revitalization of Downtown Shawnee should be focused on increasing the economic health and vitality of businesses, improving its overall appearance, providing for improved mobility and access, revitalizing surrounding neighborhoods, and preserving and enhancing the built environment while allowing for flexible and innovative design with a focus on placemaking.

This vision encapsulates the efforts performed to date while focusing on future efforts for success of the area based on community and stakeholder input.

Figure 3.10 Downtown District Key Map



DISTRICT

Downtown District

Downtown Standards, Regulations, and Guidelines

Several standards, regulations, and guidelines govern and influence the downtown area, all of which relate to different aspects, areas, and corridors. The following summarizes these factors for downtown:

- The Pedestrian Zone and South Nieman Road Design Guidelines influence the aesthetic character of the downtown core along Johnson Drive and Nieman Road.
- Zoning regulations specific to downtown and the surrounding neighborhoods - including the Townsquare Zoning District, Single Family Residential Overlay District, and Commercial Highway Overlay District - create flexibility to incorporate a mix of commercial and residential uses. The zoning regulations focus on connectivity and designing a built environment that emphasizes human-scale development and maintaining traditional forms of community development patterns by requiring contextually sensitive solutions to infill and redevelopment.
- Economic incentives offer many resources for physical improvements to both existing and new residential and commercial properties beyond the primary downtown district. These incentives aim to improve the commercial gateways along Shawnee Mission Parkway and Johnson Drive, sustain surrounding established neighborhoods, and encourage redevelopment of underutilized properties in line with the established vision for downtown. Current economic incentives in place for downtown include the Kansas Neighborhood Revitalization Area, the Federal Opportunity Zone program, and the Downtown Improvement Grant Program.



DISTRICT

Downtown District (Continued)

There have been significant efforts by diverse stakeholders to create a vision and reinvest in downtown. This vision has been embraced by the community resulting in momentum, reinvestment, and revitalization in the area. Some efforts include establishment of a group solely focused on downtown issues, opportunities, developing studies to identify opportunities and implementation strategies, regulatory improvements to protect and improve the pedestrian environment, zoning code updates, infrastructure investment, and placemaking. Specific efforts include the following:

- Creation of a downtown partnership
- Zoning Code amendments
- Public infrastructure investments
- Civic resource investments
- Development of Design Guidelines
- Establishment of a neighborhood revitalization fund

Additionally, many studies have considered downtown and downtown adjacent planning efforts, including the Shawnee Mission Parkway Visioning Study, the Community Connections: Nieman Road Study, and the Downtown Action Plan. Per the recommendations of the Community Connections document, complete street treatments were added to portions of Nieman Road, which led to private investment along the Nieman Road corridor and elsewhere throughout downtown.

A targeted approach for the future was developed to implement the recommendations of the aforementioned visioning and planning studies. A combined Downtown Action Plan was updated in 2014 to include critical steps in furthering the vision for downtown, including a revised Downtown Action Agenda and a compilation of recommendations from the Shawnee Mission Parkway study and the Community Connections: Nieman Road study. Its purpose was to identify goals and actions to continue investment in downtown over the next decade and concentrate on the Nieman Road corridor. The Downtown Action Plan also provided a commitment by the City to invest in downtown by undertaking and supporting various projects and improvements to demonstrate ongoing investment in the area and encourage private reinvestment. Several Key Actions (goals) were identified, including to:

- Make the area a walkable, safe, and convenient multi-modal corridor.
- Offer more live, work, and play choices.
- Better pedestrian connectivity within the Downtown district.
- Enhance the economic value of businesses and properties.
- Develop alternative means of community outreach.
- Reintroduce natural features and to enhance the habitat.
- Enhance the identity of the corridor.
- Continue to upgrade the development potential along Shawnee Mission Parkway.

DISTRICT

Downtown District (Continued)



Shawnee Town 1929 Strategic Plan

Adopted in 2016, this concept illustrates Shawnee Town 1929 at its fullest potential. Building upon the museum components, the addition of a Chapel and Bandshell complement the community need for year-long destinations.

DISTRICT

Downtown District (Continued)

These Key Actions have been the basis for much of the recent downtown improvement efforts, including the Nieman Now! project and its construction and completion. This work also incorporated storm water management improvements necessary for revitalization and redevelopment work. Improvements along Nieman Road has improved downtown's overall appeal while setting the stage for private investment. Important regulatory changes have protected that investment and encouraged development that is focused on quality, placemaking, and character that fits into a reinvigorated downtown. These Key Actions are relevant and incorporated as part of the future of the Downtown District goals in this Comprehensive Plan.

As this Comprehensive Plan is implemented, there are several opportunities to capitalize on for the continued success and momentum of downtown, including:

- Additional revitalization and redevelopment.
- Providing denser housing options.
- Developing the edges of the downtown core that are in scale and character to adjacent neighborhoods, considering factors such as height and aesthetics.
- Placemaking, destination creation, and leveraging of existing assets to cultivate a sense of place.
- Developing a central, civic green space for active and passive gathering.
- Surrounding neighborhood revitalization to support existing and future downtown businesses.
- Utilizing vacant or underutilized property to increase housing opportunities and add variety to retail, entertainment, and dining uses.

When the core of downtown is considered as a Downtown District, a broader plan and vision for the future can be considered. A district approach protects the character this is unique of downtown environments while ensuring the overall goals of the area - from a development, redevelopment, and revitalization perspective - are being met. The creation of additional design guidelines that are uniformly applied across a district provide opportunity to unify the brand and marketing program for the area while providing a tailored pedestrian experience with consistent streetscape, amenities, signage, and wayfinding. Downtown is a critical part of the civic, social, and business heart of the city. Developing a district that encompasses the uniqueness of downtown and its surrounding neighborhoods will assist in building on the momentum that has been created and allow for revitalization to occur into the future.

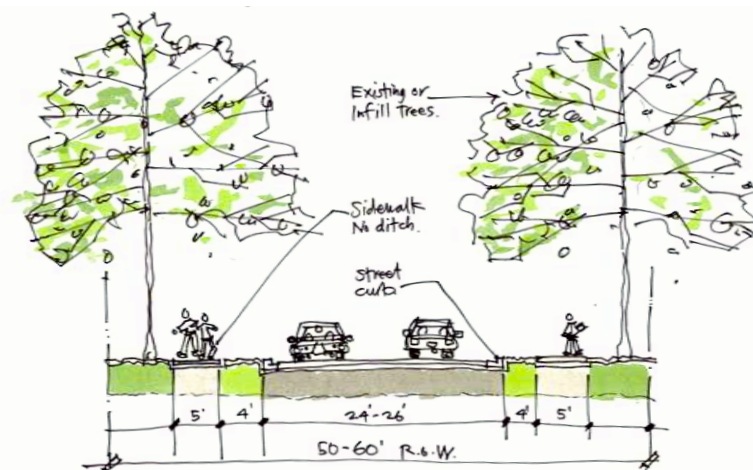


Figure 3.12 Neighborhood Revitalization Section Concept

This concept illustrates that downtown neighborhood revitalization can be scalable and include street trees, consistent sidewalks, curbs, and gutters.

DISTRICT

Downtown District (Continued)

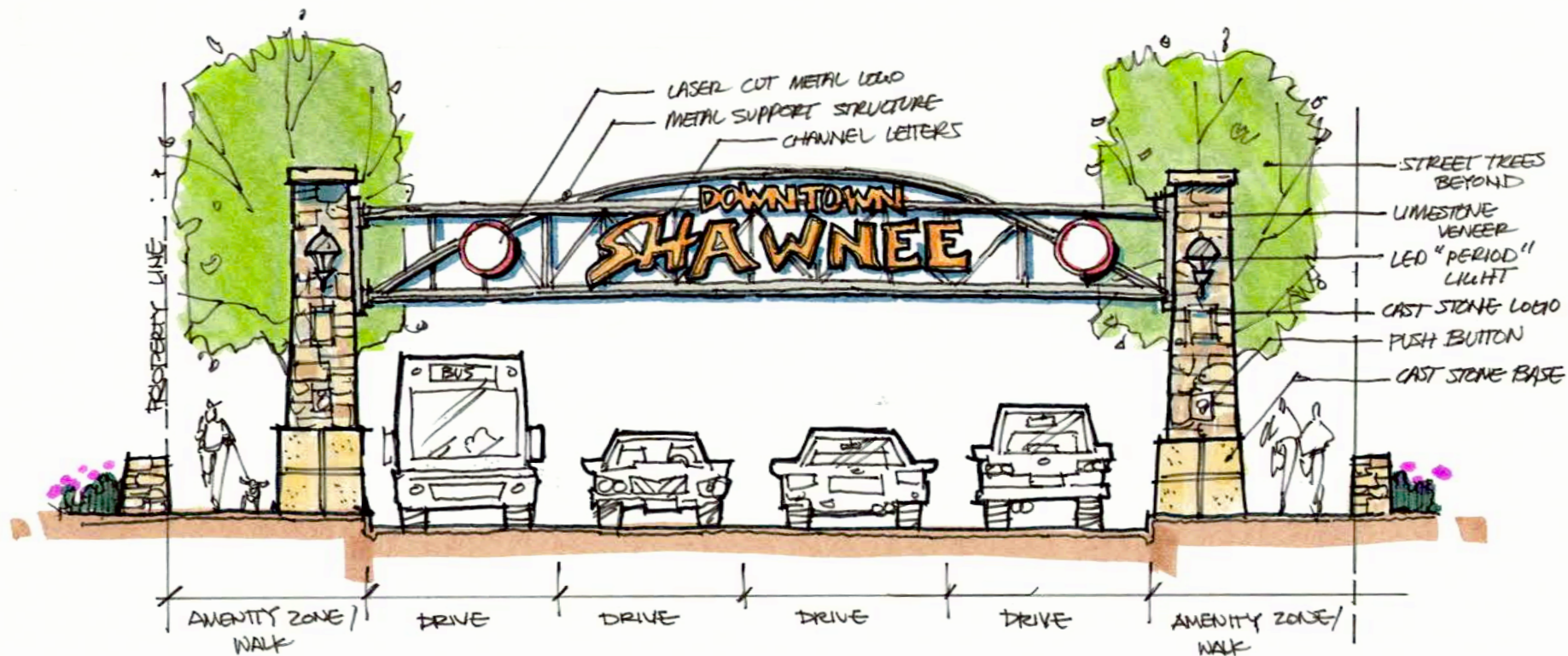


Figure 3.13 Primary Downtown Gateway Concept at Johnson Drive and Bluejacket Avenue

Gateways can help define the boundaries of a district like Downtown Shawnee. This concept sketch illustrates an idea of what a gateway could look like at Johnson Drive and Bluejacket Avenue, which is one of the primary entry points into downtown.

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Transportation Framework

Section 4

Section 4 provides guidance on the future of transportation within Shawnee. Much of the City of Shawnee's transportation network is well defined and serves the community well with a mixture of travel modes. A balanced transportation network enhances economic development, the quality of life, and equity for all users while balancing the ongoing costs and maintenance of what is often the single largest investment of a city. To address this, it is important to understand the long-term vision of the community, including what types of land uses are planned, where enhancements to the existing network should be explored, how to leverage available resources to improve existing roadways, and where to preserve right-of-way for potential future needs.



“ Location, location, location! Shawnee is close to freeways and so close to Downtown Kansas City; it is easy to get to most places.

- *Shawnee resident*

Transportation Framework

The transportation framework addresses transportation issues and opportunities in Shawnee. **Figure 4.1** emphasizes proper classification and subsequent connectivity of existing and future roadways citywide, strategic interchange upgrades, complete streets opportunities as roadways are redesigned or reconstructed, and green street opportunities (illustrated on **Figure 4.2**). All proposed transportation improvements should be implemented in conjunction with the Future Land Use Framework (see **Figure 3.3**) to facilitate citywide connections and improvements that align with future growth patterns.

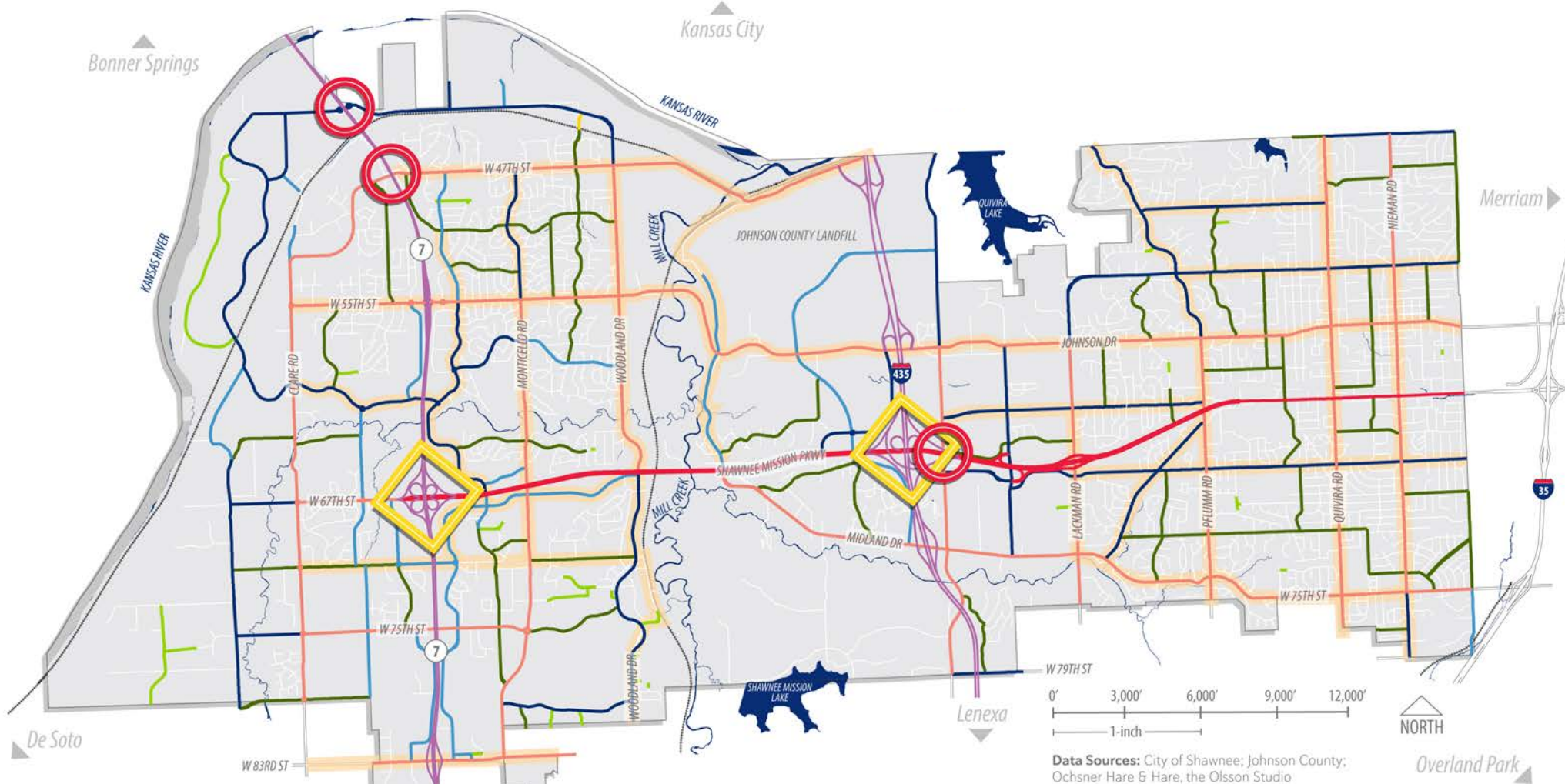
The transportation framework focuses primarily on vehicular connectivity. Active transportation modes are discussed in **Section 5**. The following subsections describe each feature of the transportation framework, including:

- This Comprehensive Plan serves as the official Circulation Plan and Bike and Recreational Trail Master Plan for the City of Shawnee.
- The **roadway classifications**, which are in alignment with the Circulation Plan. In addition to the more traditional roadway classifications, **green streets** are designated and described in more detail.
- **Complete Streets** opportunities are explored along key transportation corridors in Shawnee. These complete streets can vary in intensity, can be implemented in sections, and aim to better connect the city in all directions on various modes of transportation.
- To enhance both the flow of traffic and provide a major economic development opportunity, potential **interchange updates** are illustrated along Shawnee Mission Parkway at major intersections, as well as along K-7.
- A **reimagination of Shawnee Mission Parkway** is meant to inspire a new way of using this major east/west transportation route that would safely and efficiently integrate more users.

Recommendations in this Section are supported by Guiding Principle 4: Connected Community and supporting goals and policies, as outlined in **Section 2**.



Figure 4.1 Transportation Framework



Roadway Classifications

-  Interstate / Highway
-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Service Collector
-  Minor Residential Collector
-  Local Street Connection
-  Safety Access Road

Vehicular Transportation Enhancements

-  Complete Streets Potential
-  Potential New Interchange
-  Potential Interchange Narrowing

Data Sources: City of Shawnee; Johnson County; Ochsner Hare & Hare, the Olsson Studio



Circulation Plan

In conjunction with this Comprehensive Plan, an updated Circulation Plan was developed, which indicates the vision for arterial, collector, and local roadways throughout Shawnee. While many of the future streets are developed already, there are some areas, particularly west of I-435, where future roadways are not yet constructed. In those areas, the alignments shown on **Figure 4.1** are conceptual and may deviate upon construction as plans by either private developers or the city come forth. The intent is that these levels of roadways serve the connections to other roadways and begin and end approximately as shown on **Figure 4.1**, but the path from one point to another could vary.

Figure 4.1 should serve as the guiding document to preserve right-of-way as future development occurs.

Complete Streets

The concept of complete streets encourages communities to make deliberate and conscious decisions regarding investments in roadways to consider all potential users of the right-of-way, including vehicular traffic, trucks, transit, on-street parking, bicycles, and pedestrians, as roadways are either constructed or improved through reconstruction or major maintenance activities. Consideration to open and green space is also given to preserve trees and native landscaping. These deliberate and conscious decisions do not mean that facilities for pedestrians and/or bicycles are necessary on all roadways. Financial implications, restricted right-of-way, adjacent land uses, and utilities should also be taken into consideration as these decisions are made, as should the impact to potential users, such as if a pleasant and safe environment can be provided for the more vulnerable network users.

Figure 4.1 illustrates potential streets for Complete Street considerations, specifically on corridors that connect activity centers and residential areas where options of enhanced facilities could create less dependence on automobiles.

What are Complete Streets?

Complete streets are planned, designed, constructed, operated, and maintained to support an integrated transportation system inclusive of vehicular traffic, as well as bicyclists, transit riders, pedestrians, scooters, mobility devices, and more. Complete street upgrades may occur as independent projects (e.g., new construction) or concurrent with repaving activities. Such upgrades could be accommodated through the following actions:

- Reconstruction;
- Adding sidewalks;
- Adding shared use paths;
- Repurposing shoulders; and/or
- Changing lane widths to provide other dedicated facilities or changing the number of traffic lanes.



PlanOKC street typology conceptual illustration shown for illustrative purposes only

Green Streets

As part of the most recent update to the Circulation Plan, green streets were added as a new roadway classification (see **Figure 4.2**). Green streets lower the cost of future maintenance by providing less pavement to maintain, while simultaneously providing more natural storm water treatment through engineered ditches (versus an enclosed stormwater system) and a street diet to reduce the amount of stormwater runoff.

This concept, which could serve as an interim investment to a future project or as the ultimate configuration for a roadway, would allow the city to improve more miles of streets and stretch construction dollars. The construction of green streets should be undertaken with the potential that these are interim improvements, with right-of-way persevered for the ultimate Circulation Plan (see **Figure 4.1**).

Further, green streets are not in conflict with Complete Streets. Where they overlap, complete street applications can still be considered, although they may look different than in other parts of the city. For instance, a small, paved shoulder could be constructed to enhance safety for bicycles or pedestrians, or shared use paths could be constructed behind the drainage ditches as separate projects.

What is a Green Street?

Green Streets is an alternative street classification in rural and low density areas of the City that provides the connectivity and amenities many residents desire and encourages development while also saving the City money. A green street is a proposed improvement for currently unimproved streets where development is set to occur and will provide the amenities of a trail system and streetlights our residents desire yet will not include the infrastructure a higher density and higher traffic volume street requires.

Figure 4.2 Green Streets Framework



Interchanges

Potential New Interchanges

To enhance access in areas where growth is anticipated, two potential new interchanges are shown along K-7 at West 47th Street and West 43rd Street. As illustrated on **Figure 4.1**, these are existing at-grade intersections that are recommended to be upgraded to interchanges.

As this part of Shawnee expands both industrial offerings and recreation destinations, interchanges may be necessary in the future to enhance access, reduce congestion, and improve safety. Further, these improvements would make it more attractive for private industry to invest in this part of Shawnee.

Potential Interchange Narrowing

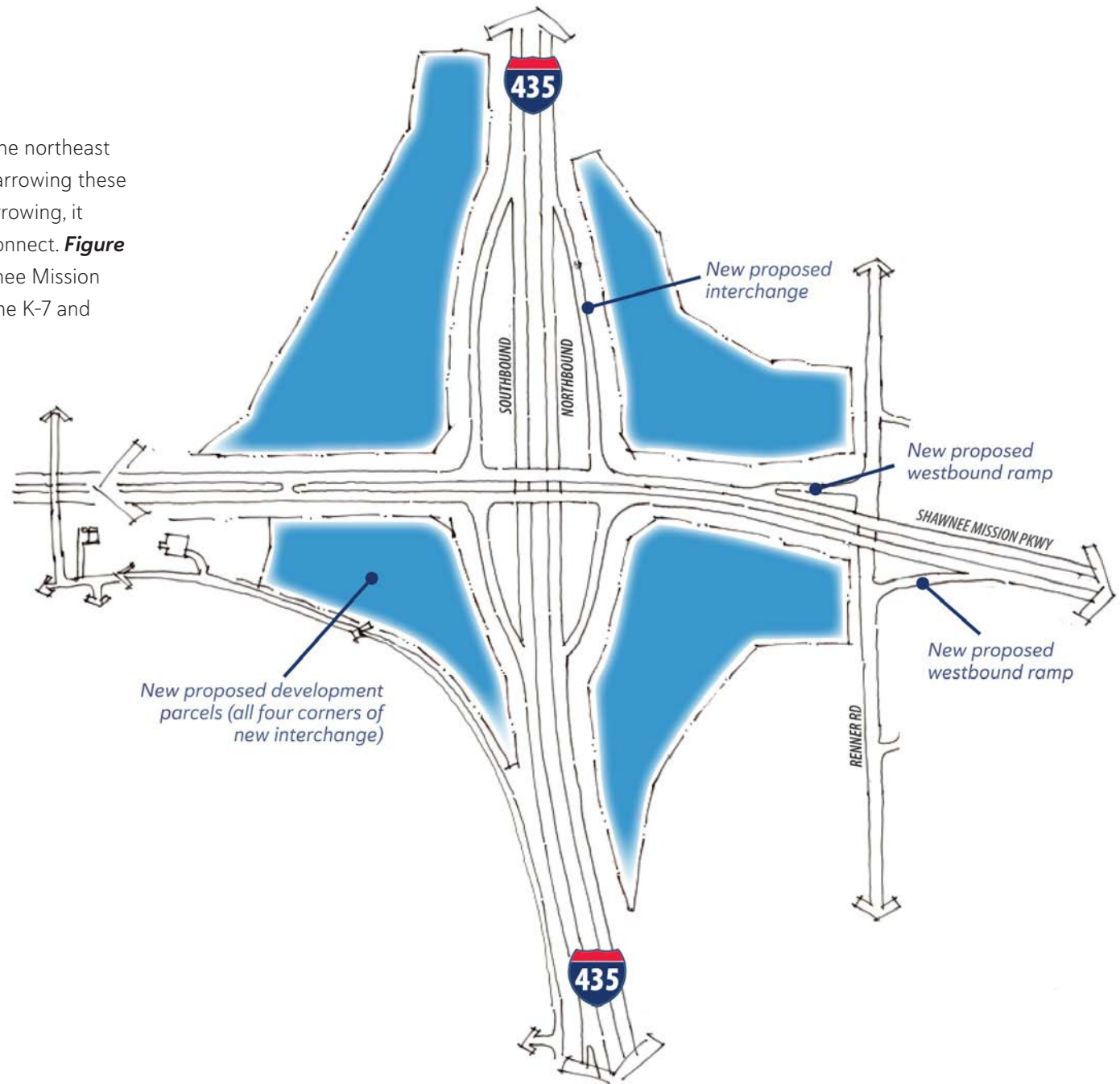
The interchanges of Shawnee Mission Parkway with I-435 and K-7 have been designed for the free-flow of traffic with clover-leaf configurations. While efficient at moving traffic, these designs take a significant amount of physical space, restrict access to adjacent property and major roadways (collectors and arterials), and provide no accommodations for either pedestrians or bicyclists.

Consideration should be given to converting these large interchanges to more typical designs, such as a diamond interchange (see **Figure 4.3**), that would free land for additional economic activity, provide the opportunity for pedestrian and bicycle accommodations, and enhance access to intersecting roadways. In addition to the community benefits provided by this updated design, both the I-435 and K-7 bridges/interchanges are aging. Both were constructed in the early 1980s. The Kansas Department of Transportation (KDOT) considers the lifetime of this type of infrastructure to be approximately 50 years. The reconstruction of both of these bridges/interchanges is therefore within the lifetime of this Comprehensive Plan. With KDOT's increasing priority of having less pavement to maintain and right-sizing infrastructure to demand, this design offers a mutually agreeable option. It should be noted that additional studies would be required to evaluate these changes with approvals necessary from KDOT and the Federal Highway Administration (FHWA).



Figure 4.3 Potential I-435 and Shawnee Mission Parkway Interchange Narrowing

Additional developable land—most notably at the northeast and northwest corners—could be realized by narrowing these two interchanges. Specifically, for the I-435 narrowing, it presents the opportunity for Renner Road to connect. **Figure 4.3** illustrates this potential at I-435 and Shawnee Mission Parkway (a similar design is recommended at the K-7 and Shawnee Mission Parkway interchange).



Shawnee Mission Parkway Framework

Shawnee Mission Parkway, the only major arterial in the city, serves as the primary route to the economic activity for Shawnee with connections that extend east into Kansas City, Missouri. The design and layout of this roadway varies significantly, with a major transition occurring at Pflumm Road. East of Pflumm Road, Shawnee Mission Parkway functions primarily as a six-lane arterial street typical of major suburban communities. In contrast, west of Pflumm Road, Shawnee Mission Parkway has been designed and constructed as a high-speed expressway with restricted access, and large, fully directional interchanges with I-435 and K-7. The right-of-way for Shawnee Mission Parkway varies from 300 feet west of Pflumm Road to approximately 140 feet east of Pflumm Road.

A long-term vision for this roadway could include converting the expressway portions west of Pflumm Road to a more typical arterial street, and considering the application of some complete street components, such as additional native landscaping, decorative lighting, sidewalks, and off-street bicycle facilities (on-street bicycle facilities would not be recommended due to the speed limit or volume of traffic on Shawnee Mission Parkway). Particularly west of Pflumm Road, Shawnee Mission Parkway is suited for a green street application to maintain the more open space and less dense character. East of Pflumm Road, more robust complete street treatments could be appropriate. **Figure 4.4** illustrates these overall potential upgrades (see **Figure 5.2** for an example section east of Pflumm Road).

Another innovation along Shawnee Mission Parkway could include a concept known as the Michigan Left. West of I-435, Shawnee Mission Parkway's signalized intersections may be good candidates to convert to Michigan Left intersections. A Michigan Left is an intersection where left-turns are restricted. Instead, drivers must continue through the intersection then make a U-turn at a median crossover. Removing left-turns at the intersection reduces conflicts and thus increases safety. Additionally, removing the left-turn signal phases increases capacity. Michigan Lefts work best with well-spaced intersections and large medians, similar to on Shawnee Mission Parkway.

Bird's eye view of Shawnee Mission Parkway

Figure 4.4 Shawnee Mission Parkway Framework



Data Sources: City of Shawnee; Johnson County; Ochsner Hare & Hare, the Olsson Studio

- Access, Intersection, and Connectivity Improvements**
- Shawnee Mission Parkway (300' Existing Right-of-Way)
 - Shawnee Mission Parkway (140' Existing Right-of-Way)
 - Existing Intersection
 - Potential New Intersection
 - Potential Interchange Narrowing
 - Potential New Cycle Track
 - Potential New Pedestrian Sidewalk

Parks and Recreation Framework

Section 5

Section 5 provides parks and recreation recommendations to serve Shawnee into the future. Parks and recreation facilities provide opportunities to explore the city, connect with neighbors, learn new hobbies, promote physical and mental health, and enjoy the natural beauty of the surrounding environment. They play a major role in the wellbeing of a community and overall quality of life.

Shawnee has a diverse inventory of facilities, such as the iconic and historical Shawnee Town 1929, the extensive Clear Creek Trail system, and the technically challenging skate bowl at Swarner Park. With countless opportunities to get moving outside or simply enjoy the scenery, Shawnee offers something for everyone. The existing network provides opportunity for future parks, recreation opportunities, and connectivity between existing and future destinations.

Recommendations in this Section are supported by *Guiding Principle 3: Healthy Lifestyles* and the accompanying goals and policies, as well as Goal SC-5 and the accompanying policies, as outlined in **Section 2**.



I love the parks, and focus on outdoor recreation and trails. I love the opportunities people have to express themselves.

- Shawnee resident

Listowel Park

Parks and Recreation Framework

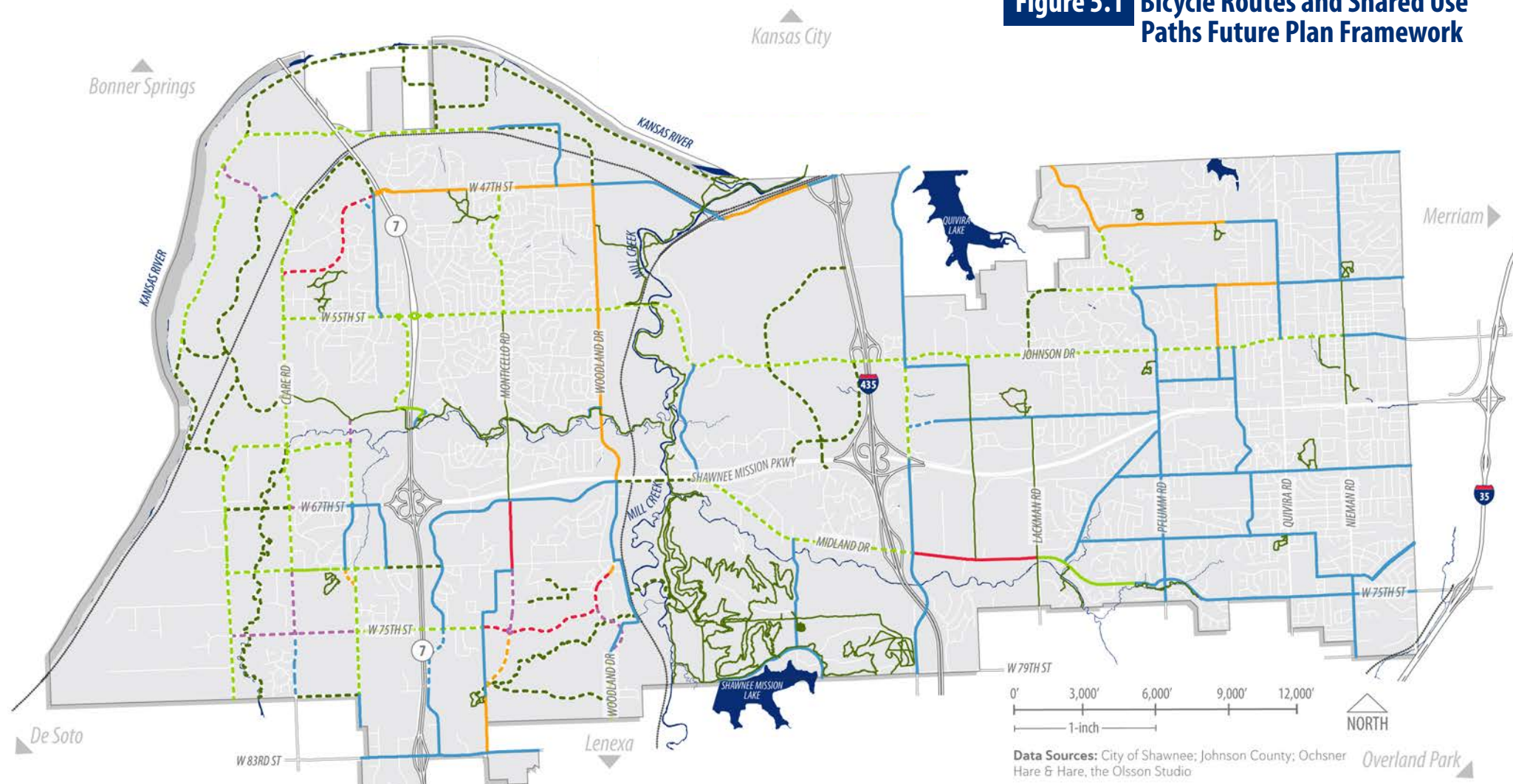
Figure 5.1 and **Figure 5.3** show a comprehensive framework for bicycle routes, shared use paths, parks, and recreation opportunities in Shawnee. The maps features two main components: active transportation connectivity and parks, recreation, and destination areas. Shared use path infrastructure is part of Shawnee’s active transportation network, representing ways to recreate and commute around the city in the future. Parks and recreation facilities feature Shawnee’s existing and proposed parks or recreation areas, as well as “big idea” visioning studies that are proposed for major recreation destinations. Each of these components are described in the following section.

The Parks and Recreation Framework integrates Shawnee’s existing and proposed park facilities into one framework plan and section in this Comprehensive Plan. Shawnee has studied its park and recreation facilities at length, indicating the importance these amenities have in the community. This Comprehensive Plan brings all of these pieces together, drawing from the Parks and Recreation Master Plan, Shawnee Town 1929 Strategic Plan, the Shawnee Bicycle Routes and Trails Future Plan, and special project area studies (Holliday Sand and Gravel Company, Destination Recreation, and Vision Document for Kaw Lake Park and Recreation Area. *Please note, the special project area studies were not formally adopted by the Governing Body.*

Lastly, the future of the Johnson County Landfill offers the potential for unique future recreation uses with the steep topography and large acreage. Although beyond the lifetime of this Comprehensive Plan with its closure currently anticipated in 2043, this represents a significant component of the city that is reserved for parks and recreation uses. Inspiration for this area is described in this section.



Figure 5.1 Bicycle Routes and Shared Use Paths Future Plan Framework



Existing Routes and Paths

- Shared Use Path
- Share the Road Route and Shared Use Path
- Share the Road Route
- On-Street Bike Lane
- On-Street Bike Lane and Shared Use Path

Proposed Routes and Paths

- Proposed Shared Use Path
- Share the Road Route and Proposed Shared Use Path
- Proposed Share the Road Route
- Proposed Share the Road Route and Proposed Shared Use Path
- Proposed On-Street Bike Lane
- Proposed On-Street Bike Lane and Proposed Shared Use Path

Data Sources: City of Shawnee; Johnson County; Ochsner Hare & Hare, the Olsson Studio Overland Park

Active Transportation Connectivity

Bicycle Infrastructure

Bicycling infrastructure in Shawnee is broken out into two types of infrastructure: on-street bike lanes and share the road routes. On-street bike lanes represent bicycle lanes that are on *alongside* vehicular traffic lanes but designated for bicycle users only. They are indicated by painted striping, not raised curbs and/or buffers. The standard width for on-street bike lanes is six feet from the back of the curb or four feet from the edge of the pavement.

Comparatively, share the road routes (sometimes referred to as “sharrows”) represent the potential presence of bicyclists *in* vehicular traffic lanes. This is a designated on-street bike route utilizing standard width streets. Certain roads have been specifically identified as a share the road route because of their access to schools and parks. Most often, share the road routes are represented by a painted symbology in the center of the roadway. Because a bicycle is classified as a vehicle by state statute, any roadway, except limited access highways, freeways, and other roadways that specifically prohibit bicycle traffic, may be considered part of the on-street system for bicyclists.

In conjunction, the proposed bicycle infrastructure facilitate connections from existing routes to continually build out Shawnee’s bicycle infrastructure. In particular, connections are facilitated west of Woodland Road to address gaps in the existing system.

Shared Use Paths

This type of infrastructure refers to pathways physically separated from motorized vehicular traffic by a buffer of some sort. Shared use paths are for use by many users, including bike riders, walkers, joggers, skaters, wheelchair users, and others. Existing shared use paths in Shawnee mostly run along stream corridors and existing parks or as off-road facilities along roadways. In many cases, the shared use paths provide connections to the larger trail network of Johnson County. This system is critical to maintain. Public sentiment overwhelmingly supports the maintenance and preservation of the existing shared use path system and the destinations they connect to. The existing shared use paths also serve as an economic development benefit to the City of Shawnee, drawing non-locals to the community for recreation.

Concentrated west of I-435, shared use paths are proposed to connect along future destination recreation areas on the northern and western boundaries of the City along the Kansas River. Shared use paths are also proposed along a streamway corridor west of Clare Road to facilitate multimodal connections to these future recreations destinations from existing and future neighborhoods.

Shawnee Mission Parkway

In addition to better connecting the existing bicycle infrastructure citywide, a reimagined non-vehicular network is proposed along Shawnee Mission Parkway, with emphasis on the section east of Pflumm Road (see **Figure 5.2**). With features such as off-street bicycle lanes and native landscape buffers between vehicles and sidewalks, these features would transform this roadway into a multimodal route. The available right-of-way could be reportioned east of Pflumm Road to a more traditional arterial street section with complete and/or green street treatments.

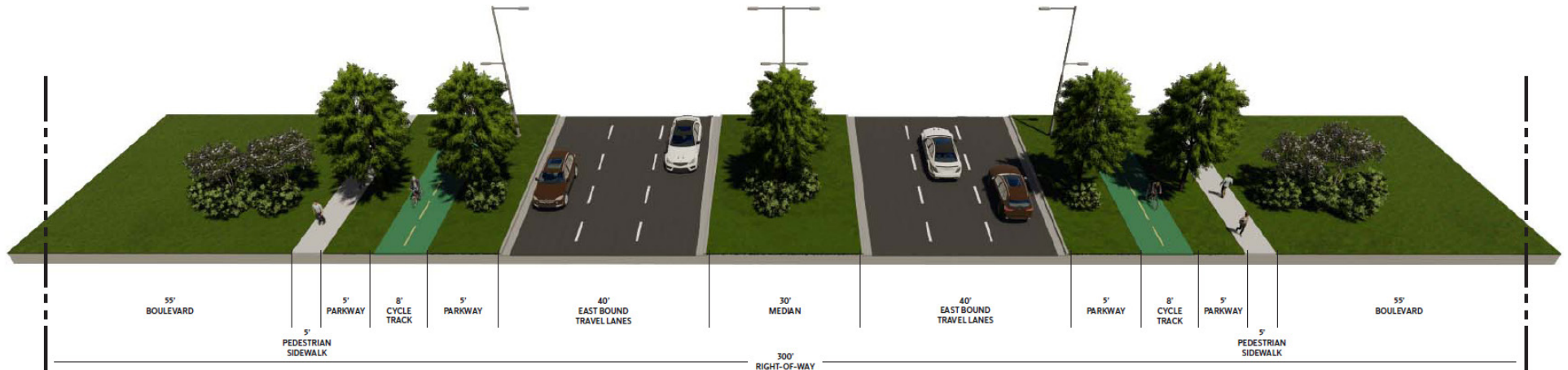
There are many ways to achieve enhanced non-vehicular connectivity along Shawnee Mission Parkway, including:

- Continuous sidewalks for pedestrians;
- Shared use paths with ample space for bicycle riders, walkers, and scooters alike;
- Landscape buffers to protect off-street uses from car and truck traffic; and
- Pedestrian amenities that provide increased comfort, such as benches and lighting.

West of Pflumm Road, green street treatments are more appropriate. Achieving connectivity between the varying section treatments east and west of Pflumm Road is important to make Shawnee Mission Parkway a cohesive multimodal corridor.

It is important to note that providing these multimodal facilities along this major corridor would not infringe upon traffic flow and would protect Shawnee Mission Parkway as the City’s primary arterial. Rather, dedicating buffered space fosters a safer environment for all users and introduces Shawnee Mission Parkway as a viable commuting option without a personal vehicle.

Figure 5.2 Shawnee Mission Parkway Potential Section east of Pflumm Road



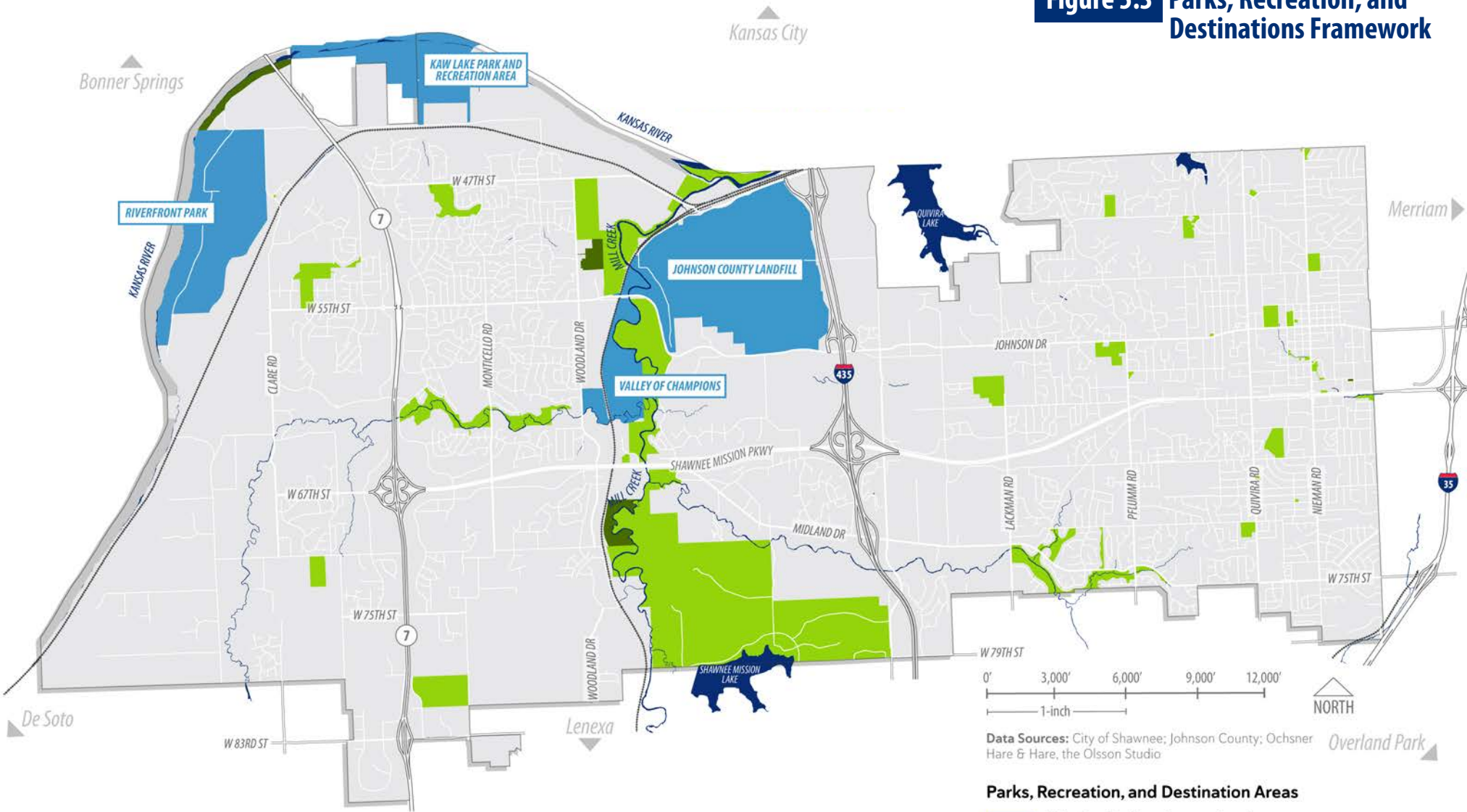
Parks, Recreation, and Destination Areas

Shawnee's Parks and Recreation Department manages 26 developed parks, six undeveloped parks, a museum, a Civic Centre, and two aquatic centers. Existing parks and recreation areas in Shawnee are mostly congregated along the Clear Creek and Mill Creek Streamway corridors, with neighborhood-scale pocket parks in some residential and commercial areas throughout the city. Shawnee boasts a wide variety of parks with sports facilities, special use facilities, shared use paths, and open spaces.

Figure 5.3 shows existing park or recreation areas, along with proposed areas and proposed major recreation destinations. There are four large areas in the city, indicated on **Figure 5.3** in light blue, that either have existing plans or have the potential to become significant destination areas. Details on each are provided in the following sections.



Figure 5.3 Parks, Recreation, and Destinations Framework



Data Sources: City of Shawnee; Johnson County; Ochsner Hare & Hare, the Olsson Studio

Parks, Recreation, and Destination Areas

- Existing Park or Recreation Area
- Proposed Park or Recreation Area
- Proposed Major Recreation Destination* (Valley of Champions, Kaw Lake Park and Recreation Area, Riverfront Park, and Johnson County Landfill)

*Note: Pieces of Kaw Lake Park and Recreation Area are not within Shawnee city limits. Discussions about the future of this amenity are ongoing with the City of Bonner Springs.

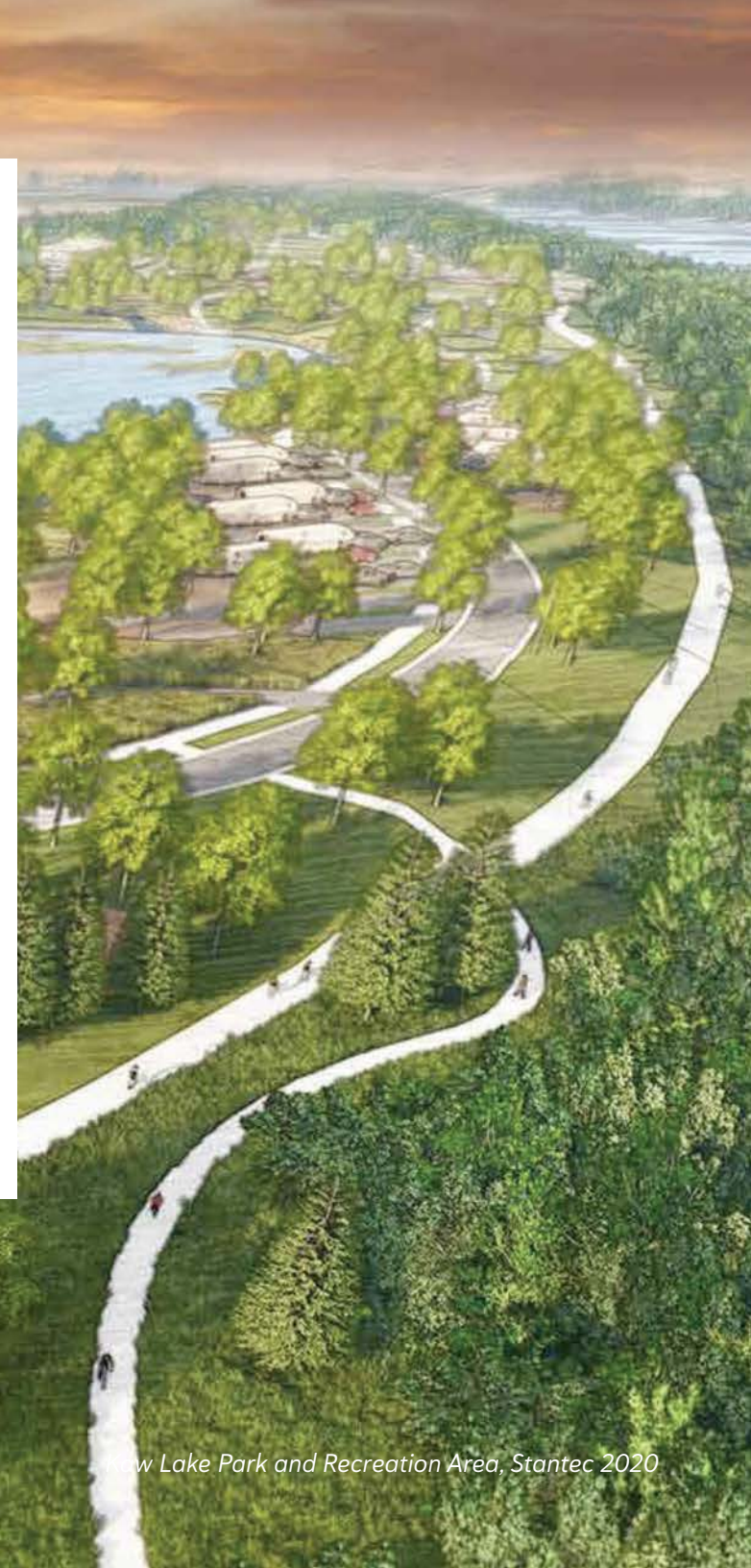
Kaw Lake Park and Recreation Area

The Kaw Lake Park and Recreation Area, in partnership with the City of Bonner Springs and Johnson County Park and Recreation District, is a vision to activate the riverfront by adding a lake and plentiful outdoor recreation amenities. The new park and recreation area would allow visitors to engage in a variety of activities in and around the water and would be a local and regional draw.

The main park entrance is located off West 43rd Street, leading into the primary lake drive loop that circles through the park and connects to a smaller vehicular traffic loop around the open lawn space and main parking lot. Kaw Lake will be surrounded by native plantings at the water edge, creating kayak trails and spaces for floating observation platforms, floating campsites, and floating shelters available for rent. The floating structures may be accessed by land, kayak, or through walkway connections. Swimmers can access the lake at the beach and swim to the large floating platform for additional sunning spots. Boat ramps and kayak launches for both Kaw Lake and the Kansas River will be accessible from the lake drive loop.

A corner section of the lake will be programmed as a kayak run, which will pump water from the lake to an upper pool to cascade down through a series of channels and pools, providing an exciting water trail for users of multiple experience levels.

A shared use path will surround the site and connect to a cyclocross loop, adventure park, and open lawn space. The adventure park could include activities such as zip lines, ropes courses, rock climbing, bicycle pump tracks, BMX tracks, a skatepark, and more. RV and camp sites will be available in areas along the lake drive loop. Permanent structures will include a facility and administration building and a space for an outfitter to provide rentals for equipment, campsites, and structures.



Kaw Lake Park and Recreation Area, Stantec 2020

Riverfront Park

Plans for Riverfront Park were originally created in 2007 (see **Figure 5.4**). Since then, the city has classified the area as an undeveloped park site and listed the creation of an updated master plan and vision for the park as a key recommendation in the Parks and Recreation Master Plan. To ensure proper connectivity between Riverfront Park and Kaw Lake Park and Recreation Area - two expansive riverfront destinations - a future shared use path along the Kansas River is proposed to connect these two amenities (see **Figure 5.1**).

The existing plan calls for the creation of an approximately 144-acre lake with a surrounding shared use path. Site amenities include shelters, camp sites, and sport courts. Surrounding land uses would be industrial in nature. An additional park, adjacent to the lake, is also shown with field spaces, shared use path connectivity, and viewpoints of the Kansas River.



Figure 5.4 Riverfront Park Concept

Riverfront Park Concept, HNTB 2007

Valley of Champions

The Valley of Champions Plan is a vision to upgrade current facilities at the Mid-America and Mid-America West Sports Complexes and Stump Park, and to expand this place into a recreation destination along the Mill Creek Corridor. See **Figure 5.5**.

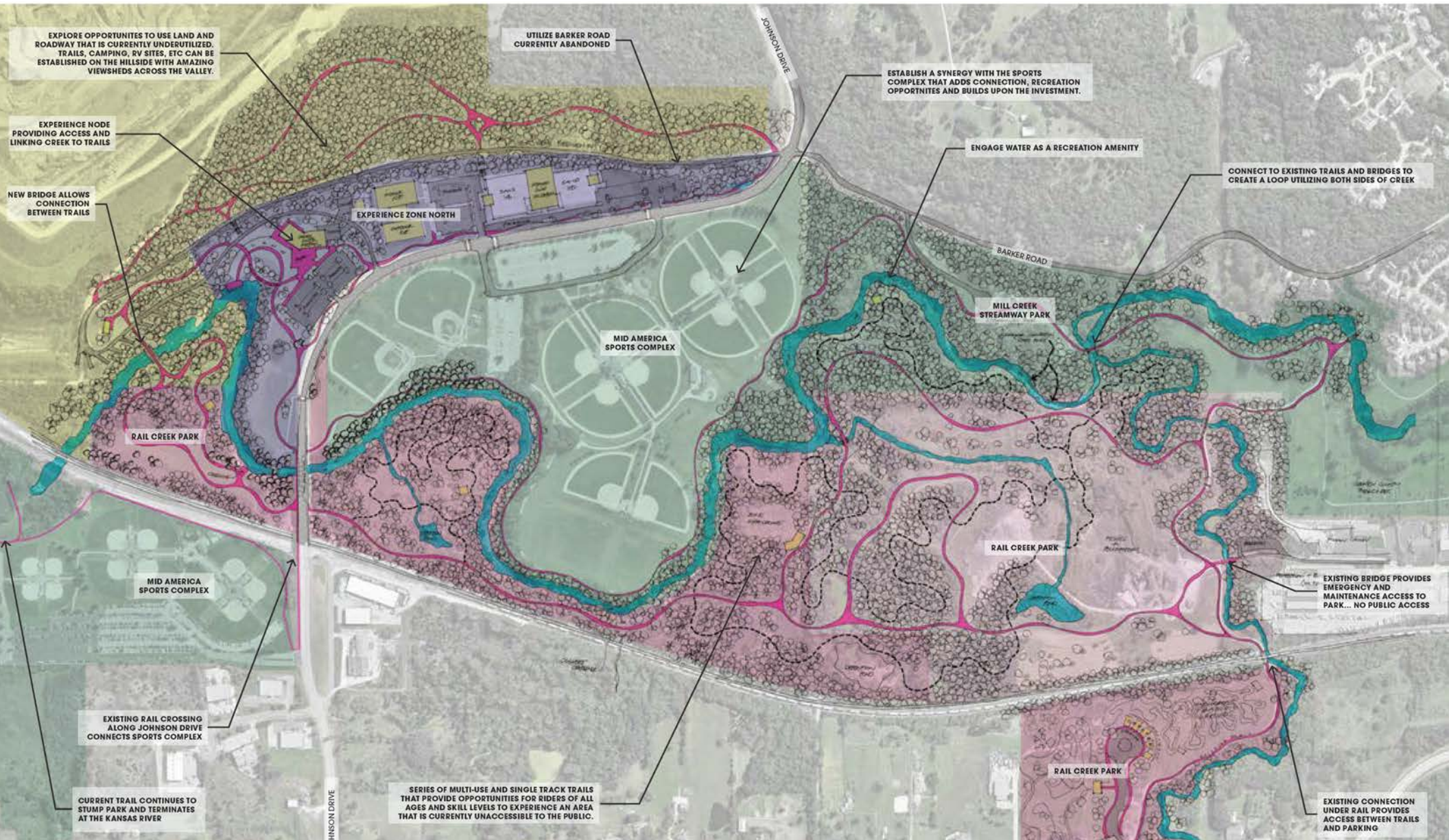
The vision for the site is to expand the current facilities and create a destination site beyond sports tournaments. The proposed build out would enhance the offerings to excite a wide variety of recreation seekers. Using existing fields, amenities along Mill Creek Streamway Park, and shared use path connectivity with the Gary L. Haller Trail, the Valley of Champions is envisioned as a major destination.

Specifically, the proposed plan expands on the Mid-America and Mid-America West Sports Complexes and Mill Creek Streamway Park by adding three additional amenity zones:

1. The proposed **Rail Creek Park** will provide high-quality shared use paths and training areas for bicyclists of a variety of experience levels. The shared use path system will be integrated throughout the wooded area surrounding the fields and Experience Zone North and connect to the existing Mill Creek Streamway trails.
2. The **Kayak Experience** will program Mill Creek into a kayak facility. A launch point accessible from Mill Creek Streamway Park allows for an entry point into the creek, which flows to the landing point at Experience Zone North. An outfitter near the landing will provide equipment rentals.
3. The area surrounding the existing KC Ice Center and sand volleyball facility - **Experience Zone North** - will be expanded into an amenity and lodging area for visitors. Lodging will include RV sites, cabins, and a hotel. Development will include spaces for retail, restaurants, and outfitters. Shared use paths and access to the Rail Creek Trails, Mill Creek trail network, and playing fields will be integrated throughout.



Figure 5.5 Valley of Champions Overall Vision



Overall Vision for Valley of Champions, Stantec 2020

Johnson County Landfill

Although outside of the timeline of this Comprehensive Plan, the closure of the landfill in 2043 will free up approximately 850 acres of land suitable only for certain parks and recreation purposes. **Figure 5.6** shows one idea for the future of the site. This concept imagines an all-season winter sport park using a synthetic panel system product to replicate the speed of snow. The existing topography of the site can be used to create ski slopes, toboggan runs, extreme jumps, a Nordic trail, and a bumper car-style tubbies track. The synthetic material is designed for typical ski and snow equipment.

The flat plateau at the current landfill entry will serve as the Resort Village. Existing landfill roadways will allow visitors to climb up to the Hilltop Oasis consisting of shelters and trees. New shared use paths and native plantings will provide open space exploration. Additionally, some of the large open areas in this flat plateau could serve as a future solar farm. Representative imagery of existing all-season winter park resorts is shown to illustrate what this might look like in Shawnee.

It is important to note that topography in this site offers challenges associated with development. At the time of the landfill's closure, appropriate studies must be completed to ensure any prospective development is safely constructed.

Figure 5.6 Winter Park Concept



A scenic view of a stream with a wooden bridge and people sitting on the bank. The stream flows through a wooded area with trees showing early spring foliage. A wooden bridge with railings crosses the stream, and two people are sitting on the rocky bank near the bridge. The water is calm and reflects the surrounding greenery.

Stream Buffers

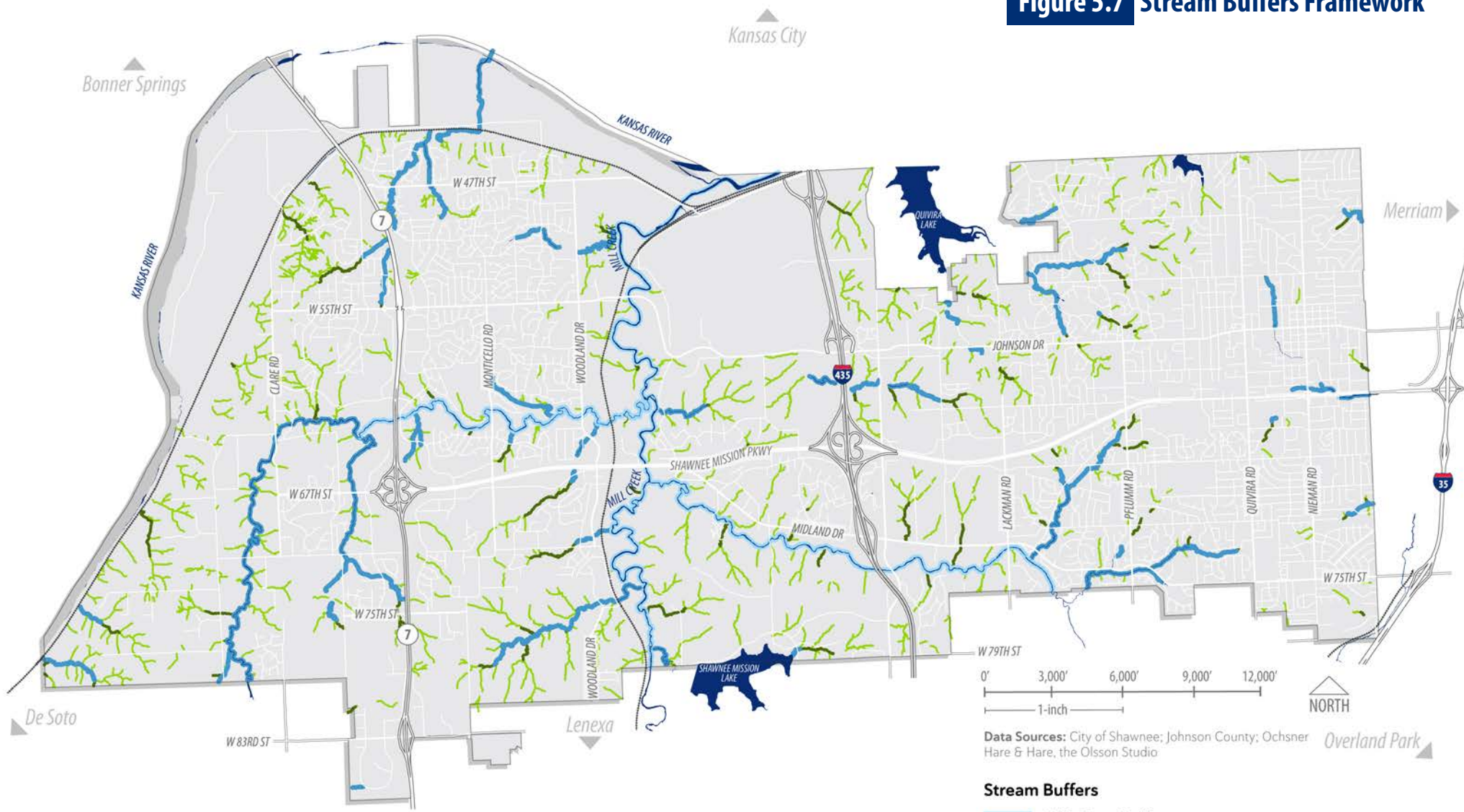
In 2014, the City adopted a stream corridor policy to preserve and protect stream corridors and other valuable aquatic riparian resources within the City. Stream corridors provide multiple benefits to the citizens of Shawnee including:

- Preservation of habitat for plants and animals.
- Protection of water quality and base flow potential through infiltration, filtration, runoff velocity control and sediment retention.
- Stabilization of stream banks which minimizes bank erosion, stream migration, and property damage due to stream bank instability.
- Temporary storage and velocity reduction of flood waters.
- Recreational and educational opportunities.
- Beautification and aesthetic enhancement of the City.
- Effective visual and auditory screening between adjoining land uses.
- Enhancement of property values.

Proper management of stream corridors will continue to enhance the quality of life for residents and conserve and preserve stream corridors to protect the public health, safety, and welfare. Regulation of stream corridors by establishing acceptable minimum standards is an important component of the City's overall storm water management strategy and that such regulation is consistent with the provisions and goals of the Clean Water Act, the National Pollutant Discharge Elimination System, and other federal, state, and local requirements for water quality and environmental preservation.

Figure 5.7 illustrates stream buffers throughout the City of Shawnee. Note that the buffer amount shown indicates the total stream buffer (e.g., an 80-foot buffer represents a 40-foot buffer on either side of a stream).

Figure 5.7 Stream Buffers Framework



Data Sources: City of Shawnee; Johnson County; Ochsner Hare & Hare, the Olsson Studio *Overland Park*

Stream Buffers

- 240-Foot Buffer
- 200-Foot Buffer
- 120-Foot Buffer
- 80-Foot Buffer

Note: Buffer amount indicates the total (e.g., an 80-foot buffer represents a 40-foot buffer on either side of a stream).

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Action Plan

Section 6

Section 6 ties together all the goals, policies, and framework sections into a streamlined action plan that should be used as an implementation guide for the Comprehensive Plan. This section sets forth specific actions that various departments, bodies, and organizations should take to advance the Comprehensive Plan. The action plan supports the existing strategic planning efforts of Imagine Shawnee while providing additional direction for citywide programs, planning, and initiatives and helps integrate the Comprehensive Plan into daily decision making.

Although planning is a fluid and continuous process, adoption of this Comprehensive Plan begins a long and collaborative journey of implementing the recommendations and holding a promise to the community to do what has been stated is desired. The Comprehensive Plan provides a road map for the future of Shawnee that has been vetted by the community, city staff members, and the Governing Body. The action plan demonstrates how to implement the Comprehensive Plan.



Love the downtown...!
It's becoming a
destination spot for
[the] KC metro.

- *Shawnee resident*

Comprehensive Plan Maintenance and Monitoring

The Comprehensive Plan is a working document and the action plan represents the most fluid component. As actions are completed or priorities shift based upon community input, staff availability, and/or political will, this action plan (and other components of the Comprehensive Plan) will be revisited and revised.

In Kansas, planning commissions are required to review and reconsider comprehensive plans at least once per year and propose amendments, extensions, or additions to the plan, as necessary. Comprehensive plans can be amended as a whole or in parts. The required process for adopting amended plans is the same as the process for adopting the original plan.

Regardless of when minor or major amendments occur, an annual progress report should be created and presented to the public and elected bodies by the Community Development Department. This provides an opportunity to celebrate the successes and accomplishments of the Comprehensive Plan implementation process, note any minor amendments, and communicate what the priorities are for the coming year. Lastly, the Governing Body should take an active role in the ongoing maintenance and monitoring of the Comprehensive Plan by advocating for their constituents and communicating changes and updates to be made.

Minor Amendments

Minor amendments to the Comprehensive Plan are those that relate to specific text or framework revisions that do not substantially impact other Comprehensive Plan goals or supporting policies. They can be initiated by the Community Development Department or City Council. Minor amendments can be identified and subsequently adopted on any timeline as long as City Council finds the changes to be justifiable, which could include necessary revisions to mapping, updates to statistical information that has changed, changes to City department structure, or other changes as appropriate.

Major Amendments

Major amendments are more substantive updates that influence the direction provided in the Comprehensive Plan. These can be initiated by the Community Development Department, the Planning Commission, City Council, or an individual's application. The Community Development Director would make a recommendation of the proposed amendments to the Planning Commission who would provide a recommendation to City Council.

Major amendments should not alter the overall intent of the Comprehensive Plan nor the guiding principles, goals, and policies. Rather, major amendments focus on significantly changed conditions and/or further study that has been conducted that influences the implementation of the Comprehensive Plan.

How to Use the Action Plan

With the research and analysis that occurred and the community engagement that took place, now it is time to put the Comprehensive Plan to work. Adoption of this Plan is the first step to putting the recommendations into action to realize the vision set by the community.

Integral to implementation efforts are the following overarching sentiments:



Use the Comprehensive Plan Daily

The Comprehensive Plan should be actively used and incorporated into daily decision making and policy guidance for future land use, development and redevelopment, transportation, and parks and



Actively Communicate

Implementation strategies must be shared transparently amongst City staff members, elected leaders, and community members.



Engage Plan Champions

Maintain active participation from members of the Stakeholder Committee and Technical Committee who championed the Comprehensive Plan during the process and can provide excitement and momentum during implementation.



Celebrate Little Wins

Celebrate the early advancements of the Comprehensive Plan's vision and understand it is a long-term action plan to Achieve Shawnee.

The action plan is organized as a series of matrices to clearly lay out the steps that will advance the Comprehensive Plan. Although each recommendation is inherently interrelated, action steps are organized by the six guiding principles:

- Strong Neighborhoods (**Table 6.1**)
- Lively Spaces (**Table 6.2**)
- Healthy Lifestyles (**Table 6.3**)
- Connected Community (**Table 6.4**)
- Vibrant Economy (**Table 6.5**)
- Sustainable and Resilient Community (**Table 6.6**)

Specific actions are described that, when completed, will help advance the goals, policies, and recommendations set forth in the Comprehensive Plan. For each action described, there is an accompanying responsible party/parties, recommended time frame to complete the action, and resources required to do so.

Action

Describes the program, process, or plan that advances the intended action to complete or strategy to implement.

Participants

The implementation of the Comprehensive Plan is a collaborative effort and one that extends beyond City staff members (although their involvement is critical to leading or initiating many actions). The Governing Body also plays a role in each action to educate and advocate for community members. This element of the action plan identifies roles and responsibilities in advancing the described action or strategy, including both the owner/lead of the action, as well as those who play a supporting role.

Timing

Implementation takes time and some actions require more effort than others. This part of the action plan states when an action should be completed in order to maintain community momentum and implement actions that are necessary to complete other identified actions.

- **Immediately** (0-1 year): To be completed or started within the first year of Comprehensive Plan adoption. These actions directly advance other actions and/or address critical issues.
- **Short Term** (1-3 years): To be completed or started within the first three years of Comprehensive Plan adoption.
- **Long Term** (3 or more years): To be completed or started three or more years after Comprehensive Plan adoption.
- **Continuous** (ongoing): These actions are ongoing efforts either already underway or to be integrated into day-to-day staff responsibilities.

Investment

The resources necessary to see a task through include staff time, collaborations or partnerships, existing funding streams, the securement of new funding mechanisms, outside support, or some combination thereof.

- **City Staff Time:** City staff and the Governing Body play an important role in the implementation process and many of the actions will rely primarily on this group. Even if City staff are not listed as the primary resource, their involvement in initiation and/or coordination of the necessary parties will play a critical role.
- **Partnership:** Many actions cannot be completed by City staff alone and will require additional support. Collaborating with organizations that have additional capacity and/or political influence to advance the implementation of the Comprehensive Plan may be necessary. Entities could include the Mid-America Regional Council (MARC), Johnson County, Shawnee Chamber of Commerce, Shawnee Economic Development Council, Kansas Department of Transportation (KDOT), and others.
- **Outside Support/Funding:** Some actions will require support or funding outside of existing City funding streams and/or staff capacity. This could include procuring grants to fund special projects or studies, soliciting special services beyond capacity or capability of the City, or other external support mechanisms.

Table 6.1 | STRONG NEIGHBORHOODS

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Align Codes with Comprehensive Plan. Update the City Code of Ordinances and Zoning Code to be in alignment with the Comprehensive Plan.</p>	<p>Lead: Community Development Support: N/A</p>	<p>Immediately</p>	<p>City staff time</p>
<p>Action. Support Aging in Place. Expand the Zoning Code to support residential facilities that provide transitional and long-term care options for seniors, including senior apartment communities, assisted living, nursing homes, memory care, and other advanced services. In particular, developments that allow members to transition from one level of care to another, such as assisted living to a nursing home, should be prioritized. This will make housing available for new populations to purchase while transitioning seniors into appropriate home formats that support their unique needs.</p>	<p>Lead: Community Development Support: City Clerk/Senior Services</p>	<p>Short Term</p>	<p>City staff time</p>
<p>Action. Promote Neighborhood Beautification, Revitalization, and Stabilization. Shawnee has strong and established neighborhoods that should not only be protected, but also supported in continued maintenance and upkeep. City code enforcement officers should be educated about what is and is not allowed in certain residential areas to maintain aesthetic and safety standards while supporting residents who struggle with the level of upkeep expected. This could be achieved through two mechanisms:</p> <ol style="list-style-type: none"> 1. Consider an expansion to the Good Neighbor Program to appoint volunteer ambassadors that serve as support for Code Enforcement officers, as well as assistance to struggling homeowners. This could include assistance with mowing, trash and debris clean up, tree trimming, painting, and more to stabilize the neighborhood overall. To encourage compliance, provide incentives for homeowners that follow through on code enforcement violations after the first warning. 2. Increase the number of neighborhoods in the Neighborhood Focus Program to improve resources available for disadvantaged, older, minority, and/or low income residential areas of Shawnee. 	<p>Lead: Community Development/Code Enforcement Support: Good Neighbor Program</p>	<p>Continuous</p>	<p>City staff time</p>

Table 6.1 | STRONG NEIGHBORHOODS (CONTINUED)

Action	Participants	Timing	Investment
<p>Action. Identify and Protect Historic Resources.</p> <p>Conduct a historic resources survey of areas perceived to have historic value, including existing neighborhoods and the downtown area, to identify potentially eligible structures and/or districts. For structures and/or districts identified, update the Zoning Code to institute formal protections. Historic properties and districts preserve the integrity of Shawnee’s history while creating new funding mechanisms for their upkeep and/or revitalization.</p>	<p>Lead: Historical Resources Expert</p> <p>Support: State Historic Preservation Office, National Parks Service, Community Development</p>	Long Term	Outside support/ funding
<p>Action. Concentrate Neighborhood Services and Amenities.</p> <p>Provide development incentives and/or density allotments when key neighborhood-serving uses, such as gas stations/electric charging stations, convenience stores, parks, pharmacies, food markets, and professional services (e.g., dental, medical offices, etc.) are within one-third mile of the neighborhood.</p>	<p>Lead: Community Development</p> <p>Support: N/A</p>	Continuous	City staff time
<p>Action. Cluster Density Strategically.</p> <p>In line with the Future Land Use Framework (see Figure 3.3), direct density and higher intensity uses along major transportation corridors and their intersections, including K-7, I-435, Shawnee Mission Parkway, and Johnson Drive, as well as in the Downtown District. Development and redevelopment efforts should be focused along these major corridors, their intersections, and the Downtown District in order to preserve open space, protect transitions from higher to lower intensity uses, and appropriately buffer larger footprint developments to neighboring uses (particularly residential areas). Review and update zoning code and development standards accordingly to allow clustered developments to utilize shared amenities (such as parking, sidewalks, etc.) and increase lot coverage to maximize site usage in areas planned for development.</p>	<p>Lead: Community Development</p> <p>Support: N/A</p>	Immediately	City staff time
<p>Action. Evaluate the Removal of Barriers to Affordable and Workforce Housing</p> <p>Review the Zoning Code and update to remove requirements that may discourage or prevent the construction of affordable and workforce housing (e.g., minimum unit sizes, minimum floor area requirements, etc.).</p>	<p>Lead: Community Development</p> <p>Support: N/A</p>	Immediately	City staff time

Table 6.1 | STRONG NEIGHBORHOODS (CONTINUED)

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action. Preserve Existing Neighborhoods.</p> <p>Preserve existing housing stock that supports important community need, particularly in older neighborhoods east of I-435. Opportunities for infill and revitalization should be considered on a lot-by-lot or case-by-case basis. Available state and local incentive programs should be utilized in the revitalization of existing neighborhoods and housing stock.</p>	<p>Lead: Community Development</p> <p>Support: N/A</p>	<p>Immediately</p>	<p>City staff time</p>
<p>Action. Enhance Existing Neighborhoods.</p> <p>Provide for public right of way enhancements in existing older neighborhoods, generally east of I-435. Enhancement opportunities include gateways and monumentation, wayfinding, street trees, sidewalks, storm sewers, and curb and gutter improvements. Utilize available state and local incentives and programs as well as annual dedicated commitments in the CIP to provide funding for neighborhood enhancements over time.</p>	<p>Lead: Community Development</p> <p>Support: Public Works</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action. Protect Neighborhood Transitions.</p> <p>Modify city codes and regulations to ensure compatibility in transitions between greater intensity uses and residential uses. Modifications should focus on the edges and adjacency of differing uses and can include height, form, setbacks, lighting, screening, fencing, and landscaping.</p>	<p>Lead: Community Development</p> <p>Support: N/A</p>	<p>Immediately</p>	<p>City staff time</p>
<p>Action. Modify Single Family Residential Overlay.</p> <p>Modify the requirements of the existing Single Family Residential Overlay to allow and promote more diverse housing options in and around the downtown area, including Mixed Residential Neighborhood, Attached Residential Neighborhood, and Mixed Use, in addition to Traditional Residential Neighborhood.</p>	<p>Lead: Community Development</p> <p>Support: N/A</p>	<p>Immediately</p>	<p>City staff time</p>

Table 6.2 | **LIVELY SPACES**

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Update Regulatory Tools for Downtown.</p> <p>Existing measures are in place to protect and enhance downtown area development, redevelopment, infill, and revitalization, including design guidelines for two pedestrian zones (Pedestrian Zone 1 and 2) in the downtown core and South Nieman Road, as well as numerous planning studies related to the area. The Comprehensive Plan considers the boundary of the downtown core as the Downtown District (see Downtown District discussion in Section 3). To strengthen the protections for the Downtown District, the surrounding neighborhoods and transportation corridors it interacts with (Nieman Road and Johnson Drive) the following are recommended:</p> <ul style="list-style-type: none"> · Evaluate allowances for high-rise residential in Pedestrian Zones 1 and 2 and adjust as necessary. · Expand the existing Downtown Design Guidelines to include Pedestrian Zones 1 and 2 and tailor guidelines as necessary to reinforce the desired scale and mix of uses in this area. Specific needs include the addition of: <ul style="list-style-type: none"> · Design guidelines for residential buildings located on streets/blocks that do not front onto Johnson Drive or Nieman Road. · Expanded neighborhood transition guidelines (to adjacent single-family neighborhoods) versus adjacent downtown buildings. · Incorporate the Downtown Design Guidelines as standards in Title 17 (Zoning) versus adopting them by reference. · Consider regulatory incentives for the Downtown District (e.g., reduced parking, density bonuses) to encourage private investment. · Require downtown businesses to put in bike racks to encourage increased bicycle and pedestrian traffic. 	<p>Lead: Community Development</p> <p>Support: N/A</p>	<p>Immediately</p>	<p>City staff time</p>
<p>Action: Establish a Downtown Community Task Force.</p> <p>Create a Downtown Community Task Force to provide support to City staff during the future development, redevelopment, and revitalization of Downtown while providing the community perspective regarding these decisions. The Downtown Community Task Force would serve as an additional filter for the future of Downtown to help ensure plans submitted are in line with both this Comprehensive Plan and community desires.</p>	<p>Lead: Community Development</p> <p>Support: Shawnee Economic Development Council, Shawnee Chamber of Commerce, Downtown Partnership</p>	<p>Short Term</p>	<p>City staff time</p>

Table 6.2 | **LIVELY SPACES (CONTINUED)**

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Address Neighborhood Transitions Around Downtown.</p> <p>Develop an overall set of design guidelines for the Downtown District. The guidelines should incorporate existing design guidelines in the district to provide a cohesive and easy-to-understand playbook for the revitalization and redevelopment of the area. It should include guidelines and requirements in the public realm including streets, sidewalks, access, on-street parking, streetscape, signage, wayfinding, district branding, and public amenities. It should also include guidelines for redevelopment of existing structures, parking, site development, amenities, lighting, and other specific redevelopment issues. Additionally, it should provide for specific regulation of more intense uses adjacent to less intense residential uses which includes transition and edge compatibility of existing single family residential uses and newer more intense uses. These issues include height, setback, intensity, streetscape, access, and on-street parking.</p>	<p>Lead: Community Development</p> <p>Support: N/A</p>	<p>Immediately</p>	<p>City staff time</p>
<p>Action: Create a Development Review Guide.</p> <p>Create a Development Review Guide as a resource for citizens, first-time or one-time developers, seasoned developers and consultants, and City staff. A Development Review Guide would provide clarity on the development review process within the City of Shawnee. Development review exists to ensure each new development or redevelopment aligns with the community vision for the future, as reflected in this Comprehensive Plan. A Development Review Guide should provide guidance on the steps to be taken from the time an application is submitted to approval of the governing bodies. The guide should address land use, zoning, transportation, traffic, neighborhood/community fit and appropriateness, adjacent land use compatibility, density, utilities, storm water, tree preservation, and more.</p>	<p>Lead: Community Development</p> <p>Support: Public Works, Parks and Recreation</p>	<p>Immediately</p>	<p>City staff time (possibly outside support/funding)</p>
<p>Action: Increase Public Art and Monumentation.</p> <p>Support and promote the arts through events and both temporary and permanent installations to showcase the arts community. Integrate public art throughout the City with special emphasis in the Downtown District and at community gateways that define Shawnee, including along major corridors and public spaces. Work with local artists and consider both rotating and permanent displays.</p>	<p>Lead: Public Arts Task Force</p> <p>Support: Public Works, Parks and Recreation, Planning and Community Development</p>	<p>Continuous</p>	<p>City staff time</p>

Table 6.2 LIVELY SPACES (CONTINUED)

Action	Participants	Timing	Investment
<p>Action: Prepare for the Johnson County Landfill Closure.</p> <p>Prepare for the closure of the Johnson County Landfill. In addition to the eventual park and recreation amenity this will provide for the community, consider current space dedication for uses that earn the City property tax and/or other revenues to support the future park or other City operations, such as solar arrays or a transfer station.</p>	<p>Lead: Parks and Recreation</p> <p>Support: Planning and Community Development, Kansas Department of Health and Environment, Environmental Protection Agency, Waste Management (WM) Solutions</p>	<p>Long Term</p>	<p>City staff time</p>
<p>Action: Advance Destination Recreation Initiatives.</p> <p>Visions have been clearly cast for destination recreation areas in Shawnee (see Figure 5.2). Logistics must be prioritized to realize the full potential of these sites, including:</p> <ul style="list-style-type: none"> · Coordinate with property/landowners that may be impacted and/or require buyouts. · Secure funding for park construction and ongoing maintenance. · Upgrade existing intersections along K-7 to interchanges to accommodate future traffic demands in northern Shawnee (see Figure 4.1). · Integrate citywide and regional wayfinding to these destination recreation areas to direct users to these areas. 	<p>Lead: Parks and Recreation</p> <p>Support: Community Development, MARC, Kansas Department of Parks and Wildlife</p>	<p>Long Term</p>	<p>City staff time</p>
<p>Action: Permanent Farmers Market Pavilion.</p> <p>Secure a physical location and funding for a permanent farmers market pavilion. Consult with existing farmers and other market vendors to understand their needs, wants, and desires for a permanent space. Once an ideal space is identified, work with necessary land/property owners to procure the space for a permanent farmers market pavilion.</p>	<p>Lead: Community Development</p> <p>Support: Parks and Recreation, Shawnee Economic Development Council, Shawnee Chamber of Commerce</p>	<p>Long Term</p>	<p>City staff time</p>
<p>Action: Identify Target Growth Areas.</p> <p>Use the Economic and Market Analysis (Appendix D) and the Future Land Use Framework (Figure 3.3) to identify target growth areas. Assign priority to each of these target growth areas (e.g., Tier 1/Priority 1, Tier 2/Priority 2, etc.). Use these areas to understand where expansion of services, infrastructure, and development should be directed.</p>	<p>Lead: Community Development</p> <p>Support: Public Works</p>	<p>Short Term</p>	<p>City staff time</p>

Table 6.3 HEALTHY LIFESTYLES

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Prioritize Connections in Underserved Neighborhoods. Continue the funding in the Capital Improvement Plan dedicated to the Street Maintenance Program focusing on completing missing sections of sidewalks in order to enhance pedestrian connectivity. Prioritize older neighborhoods that lack connections in order to enhance multimodal options for residents.</p>	<p>Lead: Public Works Support: Parks and Recreation, Community Development</p>	<p>Short Term/ Continuous</p>	<p>City staff time</p>
<p>Action: Support Health and Human Services Offerings. Community members indicated a need for more affordable daycare, safe and reliable after-school programming for working parents, better all-around transportation access (particularly west of I-435), and services for low income, senior, veteran, and disabled populations in order to enhance quality of life. Support the Johnson County Department of Health and Environment in their efforts to enhance programs and service offerings available to Shawnee residents. Increase marketing and availability of these programs to enhance awareness of existing resources while continually working to address unmet needs.</p>	<p>Lead: Johnson County Department of Health and Environment Support: Community Development</p>	<p>Short Term/ Continuous</p>	<p>City staff time</p>
<p>Action: Community Programming. Support and bolster the efforts of the existing Parks and Recreation programming and seek new opportunities and experiences for residents. Pay special attention to how future programs could better provide for underserved community members through discounted or free offerings, after-hours programming, etc. Work with local and regional partners to share opportunities and ideas.</p>	<p>Lead: Parks and Recreation Support: Community Development, Johnson County Health Department</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Healthy Food Access for All. Take a supporting role to increase access to and affordability of healthy, local food. Identify and dedicate space for community gardens and reduce barriers for residents to engage in small scale agriculture and personal food production. Engage with MARC to introduce SNAP matching at the Moonlight Market and Saturday Farmers Market to increase access to healthy food while increasing revenue at the market. Collaborate with the Johnson County Food Policy Council on resources and partnership opportunities to increase healthy food access.</p>	<p>Lead: Community Development Support: MARC, Johnson County Food Policy Council, KC Healthy Kids</p>	<p>Continuous</p>	<p>City staff time</p>

Table 6.3 | HEALTHY LIFESTYLES (CONTINUED)

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
Action: Expand Opportunities for Agritourism. Review and update general use regulations (Chapter 17.51), as necessary, to expand opportunities for agritourism in the Agriculture District and introduce support for certain agritourism uses (e.g., wineries, food processing and sales) in additional non-residential zoning districts.	Lead: Community Development Support: Johnson County Extension Office, Kansas Department of Agriculture	Long Term	City staff time

Table 6.4 | **CONNECTED COMMUNITY**

Action	Participants	Timing	Investment
<p>Action: Regional Shared Use Path Collaboration. Regularly collaborate with regional partners, such as MARC, Johnson County, and neighboring cities about shared-use path and trail planning in order to facilitate a regional pedestrian system. Participate in MARC’s quarterly Kansas City Regional Planners Roundtable to engage and collaborate with other partners on how to maximize connectivity across the region and leverage resources for citywide shared use path infrastructure.</p>	<p>Lead: Community Development Support: Parks and Recreation, Public Works, MARC, Johnson County Parks and Rec</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Implement Complete Streets and Green Streets Elements. As significant roadway improvements or new construction occur, implement complete street (see Figure 4.1) and/or green street elements (see Figure 4.2), as appropriate.</p>	<p>Lead: Public Works Support: Community Development</p>	<p>Continuous/Long Term</p>	<p>City staff time, Outside support/funding</p>
<p>Action: Advance Initiatives Along Key Corridors. Advance initiatives related to land use, transportation, transit (e.g., park and rides future locations), pedestrian cyclist mobility, and parks/open space along Shawnee’s identified key transportation corridors: I-435, K-7, and Shawnee Mission Parkway. Work with KDOT to explore interchange narrowing along Shawnee Mission Parkway at I-435 and K-7. If narrowed at I-435, identify private developers/single ownership opportunities to create master-planned sites on the northeast and southwest corners, as well as to facilitate a north/west connection of Renner Road.</p>	<p>Lead: Public Works Support: Community Development, KDOT</p>	<p>Long Term</p>	<p>City staff time, Outside support/funding</p>
<p>Action: Collaborate on Regional Multimodal Transportation Initiatives. Advocate for Shawnee’s transportation system at the regional level to find new partnerships and funding opportunities to support build out of the future roadway system and pedestrian/bicyclist infrastructure. Participate in meetings and discussions with MARC on the implementation of their Regional Transportation Plan to leverage regional efforts at the local level - both for the vehicular transportation system and bicyclist/pedestrian network.</p>	<p>Lead: Public Works Support: Community Development, KDOT</p>	<p>Continuous</p>	<p>City staff time</p>

Table 6.4 | **CONNECTED COMMUNITY (CONTINUED)**

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Prepare for Future Transportation Technologies. Take an active role in regional planning for high-frequency transit (e.g., Streetcar, Bus-Rapid Transit) and other investments that have the opportunity to enhance connections between Shawnee and other destinations within the region. Monitor regional discussions related to electric vehicle charging infrastructure, autonomous vehicles, vertical take-off and landing drones, and other emerging technologies that could have a significant impact on the transportation network, parking requirements, and City investments in the decades to come.</p>	<p>Lead: Public Works Support: Community Development, KDOT</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Develop a Destination Community Gathering Place Downtown. Develop a significant community gathering place that is located at or near the intersection of Johnson Drive and Neiman Road to provide a visible, high-quality, and flexible community amenity that is highly programmable to draw residents and visitors to the heart of downtown. The space should accommodate programmed events as well as casual, non-programmed uses.</p>	<p>Lead: Community Development Support: Economic Development Council, Chamber of Commerce, Downtown Partnership</p>	<p>Long Term</p>	<p>City staff time, Outside support/funding</p>
<p>Action: Continue Pedestrian Improvements Downtown. Continue the design and installation of high-quality pedestrian improvements implemented to date in Downtown in order to cohesively connect pedestrians throughout the district and provide amenities and streetscape that tie the area together.</p>	<p>Lead: Community Development Support: Public Works</p>	<p>Continuous</p>	<p>City staff time,</p>

Table 6.5 | VIBRANT ECONOMY

Action	Participants	Timing	Investment
<p>Action: Business Recruitment and Retention. Work with the Shawnee Chamber of Commerce and Economic Development Council to create a business recruitment and retention strategy. Aim to that identify target industries that align with the community’s vision and identify and prioritize investments in infrastructure and amenities in Shawnee’s employment areas. Market available incentives to individuals, property owners, and organizations seeking to open new businesses or expand existing businesses in Shawnee. Promote Shawnee as a desirable place for remote work.</p>	<p>Lead: Economic Development Council Support: Chamber of Commerce</p>	<p>Long Term</p>	<p>City staff time/ Outside support/ funding</p>
<p>Action: Keep Sales Tax Local. Shawnee suffers from retail sales leakage and experiences one of the lowest pull factors compared to neighboring cities. When considering Shawnee’s income level, this loss becomes more dramatic. Support development of new retail space targeted at goods, services, and experiences people are leaving Shawnee for in order to help keep dollars local. Allow for the development of those uses per the recommendations of the Future Land Use Framework (see Figure 3.3). Do so appropriately and in line with community aesthetics and values.</p>	<p>Lead: Community Development Support: Economic Development Council, Chamber of Commerce</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Enhance Office Offerings. Through 2040, job growth in the City of Shawnee is projected to increase at an average annual rate of approximately 1.0 to 1.1 percent, resulting in an estimated 8,400 new jobs. To support this growing employment base, provide opportunities to grow and attract more Class A office development in order to support future quality office tenants resulting in a diversified tax base for the City. Consider alternative office developments, such as mixed-use developments, coworking spaces and live-work buildings that appeal to a variety of tenants and industries.</p>	<p>Lead: Community Development Support: Economic Development Council, Chamber of Commerce</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Increase Industrial Market Opportunities. Industrial employment is forecast to account for 29 percent of total job growth (approximately 2,350 jobs). Support the need for increased industrial space to accommodate this expansion, in line with the Future Land Use Framework (see Figure 3.3). Cluster industrial uses and ensure appropriate transitions and buffers to surrounding neighborhoods and low-density land uses.</p>	<p>Lead: Community Development Support: Economic Development Council, Chamber of Commerce</p>	<p>Continuous</p>	<p>City staff time</p>

Table 6.5 VIBRANT ECONOMY (CONTINUED)

Action	Participants	Timing	Investment
<p>Action: Offer Diverse and Flexible Housing Options near Services and Amenities. Encourage higher-density and mixed-use development near employment centers to increase the attractiveness to businesses with workers seeking a live, work, play environment (see <i>Figure 3.3</i>).</p>	<p>Lead: Community Development Support: Economic Development Council, Chamber of Commerce</p>	Long Term	City staff time
<p>Action: Utilize Public Private Partnerships. To maintain momentum for downtown development, consider structuring viable Public Private Partnerships (PPPs). A PPP is when the public sector and the private sector (typically a business) partner to more efficiently and effectively solve a problem than either could do on their own. PPPs come in many forms, including up-front incentives, tax abatements, publicly-provided infrastructure, low-interest loans, grants, and many others. Explore PPPs that are most beneficial to the City’s goals for the Downtown District.</p>	<p>Lead: Community Development Support: Economic Development Council, Chamber of Commerce, Downtown Partnership</p>	Continuous	City staff time
<p>Action: Support the Densification and Diversification of Downtown. Continue to support local businesses and property owners in their efforts to revitalize underutilized buildings and sites and attract and retain unique businesses, entertainment, and experiences in the Downtown District. Encourage a balance between residential development and commercial, retail, office and/or mixed use. Consider tax abatements, permit fee waivers, density allotments, and other strategies to encourage the densification of the Downtown District - in turn, protecting the adjacent edges and corridors.</p>	<p>Lead: Community Development Support: Economic Development Council, Chamber of Commerce</p>	Continuous	City staff time

Table 6.6 SUSTAINABLE AND RESILIENT COMMUNITY

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Set A Sustainability Baseline. Conduct a greenhouse gas inventory to understand the largest causes of emissions in Shawnee. Use the baseline to establish specific targets, such as reducing greenhouse gas (GHGs) emissions or the percentage of energy that comes from renewable resources, and commit to monitoring the City’s progress toward established targets over time.</p>	<p>Lead: Community Development Support: Climate Action KC, MARC, Johnson County Sustainability Department</p>	<p>Long Term</p>	<p>City staff time/ Outside support/ funding</p>
<p>Action: Expand Focus on Regional Sustainability Initiatives. Partner with local and regional sources on sustainability initiatives the City should integrate into daily operations. Work with Climate Action KC, Johnson County Sustainability Department, Center for Sustainability at Johnson County Community College (JCCC), and MARC to understand what sustainability initiatives are appropriate for the City of Shawnee.</p>	<p>Lead: Community Development Support: Climate Action KC, MARC, Johnson County Sustainability Department, Center for Sustainability at JCCC</p>	<p>Long Term</p>	<p>City staff time</p>
<p>Action: Promote Green Business Practices. Market Johnson County’s Green Business Program to encourage Shawnee businesses to participate in sustainability initiatives. This program provides free educational outreach and technical assistance on a variety of environmental management practices ranging from waste management to water/energy conservation and transportation. Increase the number of Green Business Program certifications for businesses in Shawnee.</p>	<p>Lead: Community Development Support: Johnson County Sustainability Department, Chamber of Commerce</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Expand and Strengthen Protections for Sensitive Environmental Features and Open Space. Review and update the Zoning Code and Subdivision Standards to include expanded protections for stream corridors, riverbanks, floodplain and floodway areas, and steep slopes. Identify and include other measures that reduce impermeable surfaces during the development and redevelopment process, such as requiring low-impact development (LID) for new developments and green infrastructure techniques that reduce impermeable surfaces and return stormwater to a natural state. Specifically, revise open space requirements to mandate that the minimum amount of open space by development site be concentrated.</p>	<p>Lead: Community Development Support: Public Works, Parks and Recreation</p>	<p>Continuous</p>	<p>City staff time</p>

Table 6.6 SUSTAINABLE AND RESILIENT COMMUNITY (CONTINUED)

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Undeveloped Land Study. Conduct an analysis of remaining undeveloped land in Shawnee to ascertain what areas are developable based upon environmental features, slope, infrastructure, topography, etc. Specifically, an infrastructure capacity analysis should be incorporated as part of this effort to direct where future development should occur.</p>	<p>Lead: Community Development Support: Public Works</p>	<p>Long Term</p>	<p>Outside support/ funding</p>
<p>Action: Explore Alternative Energy Options. Provide opportunities, partnerships, etc., for land/property owners and developers who wish to install solar panels, wind turbines, geothermal heating/cooling systems, and/or use alternative building practices. Rely on local and regional partners for best practices on this matter. Use incentives for alternative energy as a means to attract new businesses to Shawnee.</p>	<p>Lead: Community Development Support: Public Works, Johnson County Sustainability Department, Chamber of Commerce</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Green Construction and Buildings. Encourage building projects that integrate sustainable development practices (e.g., certain alternative energy components, site orientation practices, etc.). Examples include projects that achieve LEED certification, Living Building Challenge, Energy Star, BREEAM, Green Globes, NGBS Green, GreenGuard, or WELL Building Standard.</p>	<p>Lead: Community Development Support: Public Works</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Align Day-to-Day Decision-Making and Budgeting with the Comprehensive Plan. Use the Future Land Use Framework (see Figure 3.3) and accompanying land use descriptions to provide guidance on future development applications, site plans, and permits. Incorporate the use of the Future Land Use Framework into development review processes. Incorporate implementation of the Comprehensive Plan into the City’s annual budget and Ten-Year Capital Improvement Program.</p>	<p>Lead: Community Development Support: Economic Development Council</p>	<p>Continuous</p>	<p>City staff time</p>

Table 6.6 SUSTAINABLE AND RESILIENT COMMUNITY (CONTINUED)

<i>Action</i>	<i>Participants</i>	<i>Timing</i>	<i>Investment</i>
<p>Action: Communicate the Comprehensive Plan. Ongoing communication about the Comprehensive Plan and its goals, policies, recommendations, and implementation progress is critical to maintaining momentum and excitement. Elected leaders, City staff members, and the Shawnee community should be kept informed about the Comprehensive Plan and the status of its implementation. The Comprehensive Plan should be posted to the City’s website and AchieveShawnee.com, and updates or news related to the Comprehensive Plan should be posted on City social media accounts.</p>	<p>Lead: Communications Support: Community Development</p>	<p>Continuous</p>	<p>City staff time</p>
<p>Action: Comprehensive Plan Updates. The Comprehensive Plan should be reviewed on an ongoing basis. If, after analysis, it is recommended to be modified, it should be updated on the following timelines:</p> <ul style="list-style-type: none"> • Annually. An internal annual review of minor updates should be conducted. City staff members and the Governing Body should document issues to be reviewed based upon cases, initiatives, opportunities, and other pertinent information. Conduct an internal work session of these issues to incorporate them into an annual minor update of the Comprehensive Plan. • Five Years. Conduct an interim update of the Comprehensive Plan to bring the current Comprehensive Plan into alignment with the annual updates. The entire document should be reviewed for consistency with annual changes. This update could be conducted by City staff members or a professional planning consultant. This update assumes targeted and limited public engagement. • Ten Years. Based upon the rate of changes in demographics, growth, community vision, and other critical considerations, the Comprehensive Plan should be updated in 10 years to bring address current best practices, new initiatives and opportunities, and to address significant changes to assumptions made in the Comprehensive Plan. The update should be based on the existing Comprehensive Plan and should not be a new Comprehensive Plan. This update could be conducted by City staff members or by a professional consultant. This update assumes significant public engagement. • Fifteen to Twenty Years. The City should develop a new Comprehensive Plan that is reflective of the community’s desires and vision at that time. 	<p>Lead: Community Development Support: All City departments</p>	<p>Continuous</p>	<p>City staff time</p>

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Appendix A

Where is Shawnee today?

A long-range plan must be founded on an understanding of a community's past and present. **Appendix A** presents a summary of the analysis of the current state of the City of Shawnee. This section acknowledges the importance of well-informed recommendations and strategies that properly respond to existing realities.

Appendix A overviews Shawnee's place and role within the region, other regulating and guiding plans, demographic and economic trends, and the physical and natural environment.

Existing Plans and Studies

A critical component of any planning process is examining what has already been done. By reviewing the recommendations of recent plans, the work of this Plan can be more focused and tailored to the specific needs that have yet to be addressed. The evaluation of other plans also allows for continuity and consistency at a broader scale rather than overlapping plans with individualistic approaches. Recent planning efforts, documents, and recommendations thus serve as an integral starting point for this Plan. They provide context on certain topics within the City (i.e., infrastructure, neighborhood plans, etc.), the City itself, and how the City relates to the broader region. A full summary of relevant plans and studies is provided in **Appendix C**.

Land Use

Shawnee is located within the northeast quadrant of Kansas. The City occupies approximately 43 square miles of land area and is landlocked by Wyandotte County and the Kansas River to the north, City of Lenexa to the south, City of Merriam to the east, and the Kansas River to the west. Shawnee Mission Parkway serves as the City's principal commercial corridor with primary hubs located from Switzer Road west to Pflumm Road, as well as its intersections with Maurer Road and K-7. Nieman Road in Downtown Shawnee also supports a concentration of commercial development. K-7 at Johnson Drive is an emerging commercial hub. The City supports a modest inventory of industrial development with the principal concentration in the western region at the K-7 intersections at 47th and 43rd Streets on the north and 83rd Street to the south. Approximately 7,186 acres within City limits remain undeveloped, equating to approximately one-quarter of the total land area. Most of the undeveloped land in the City is located west of I-435. **Figure A.1** illustrates these land use patterns and trends.

Zoning

The City of Shawnee uses an official Zoning Map, Zoning Ordinance, and Subdivision Regulations to control the intensity of and interactions between land uses. These zoning regulations protect and enhance the health, safety, prosperity, and general welfare of Shawnee residents. As shown on **Figure A.2**, much of the City is zoned for residential purposes, agriculture, and industrial uses. For simplicity, some zoning categories on **Figure A.2** have been combined.

Figure A.1 Existing Land Use
(as of March 2021)

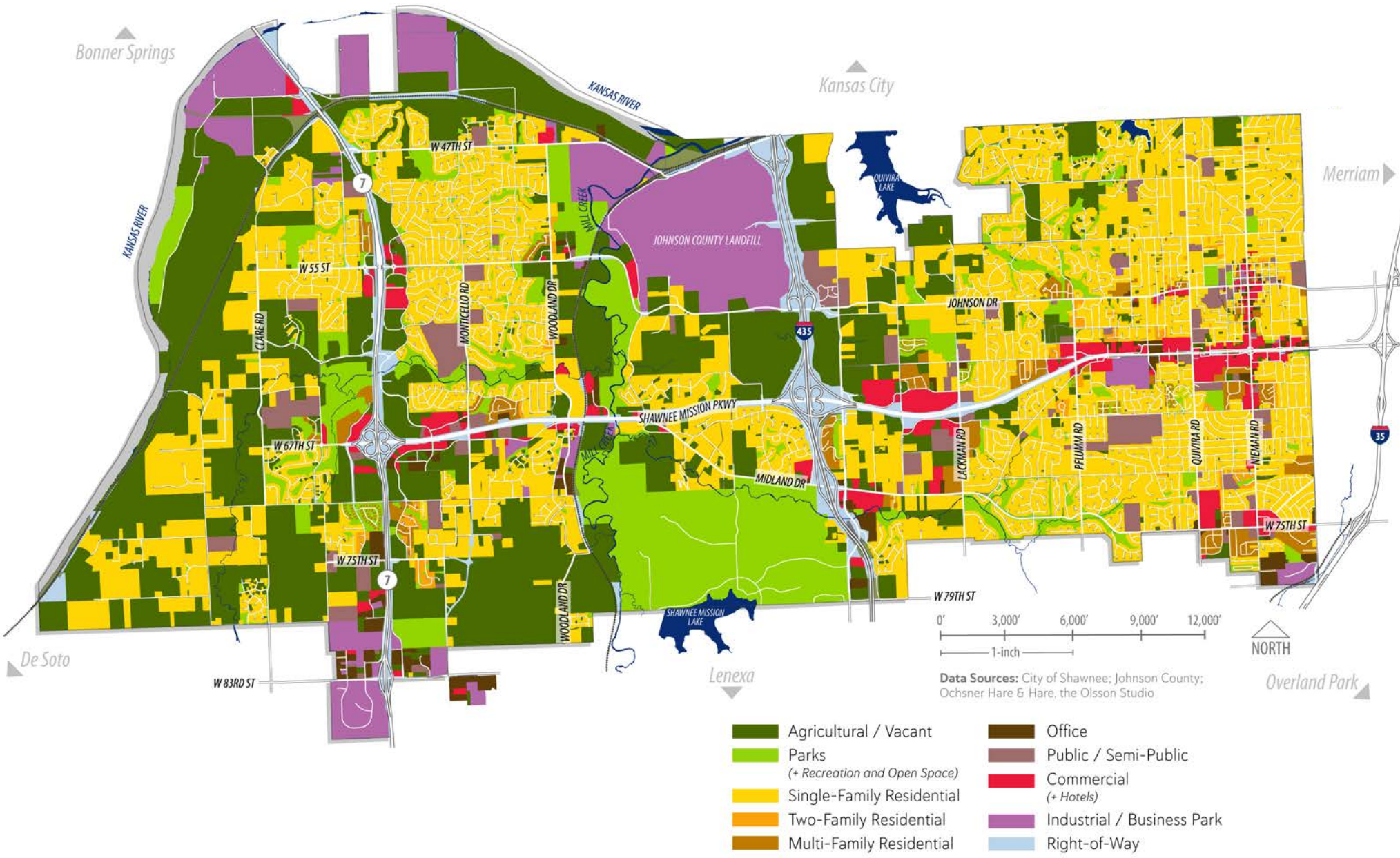
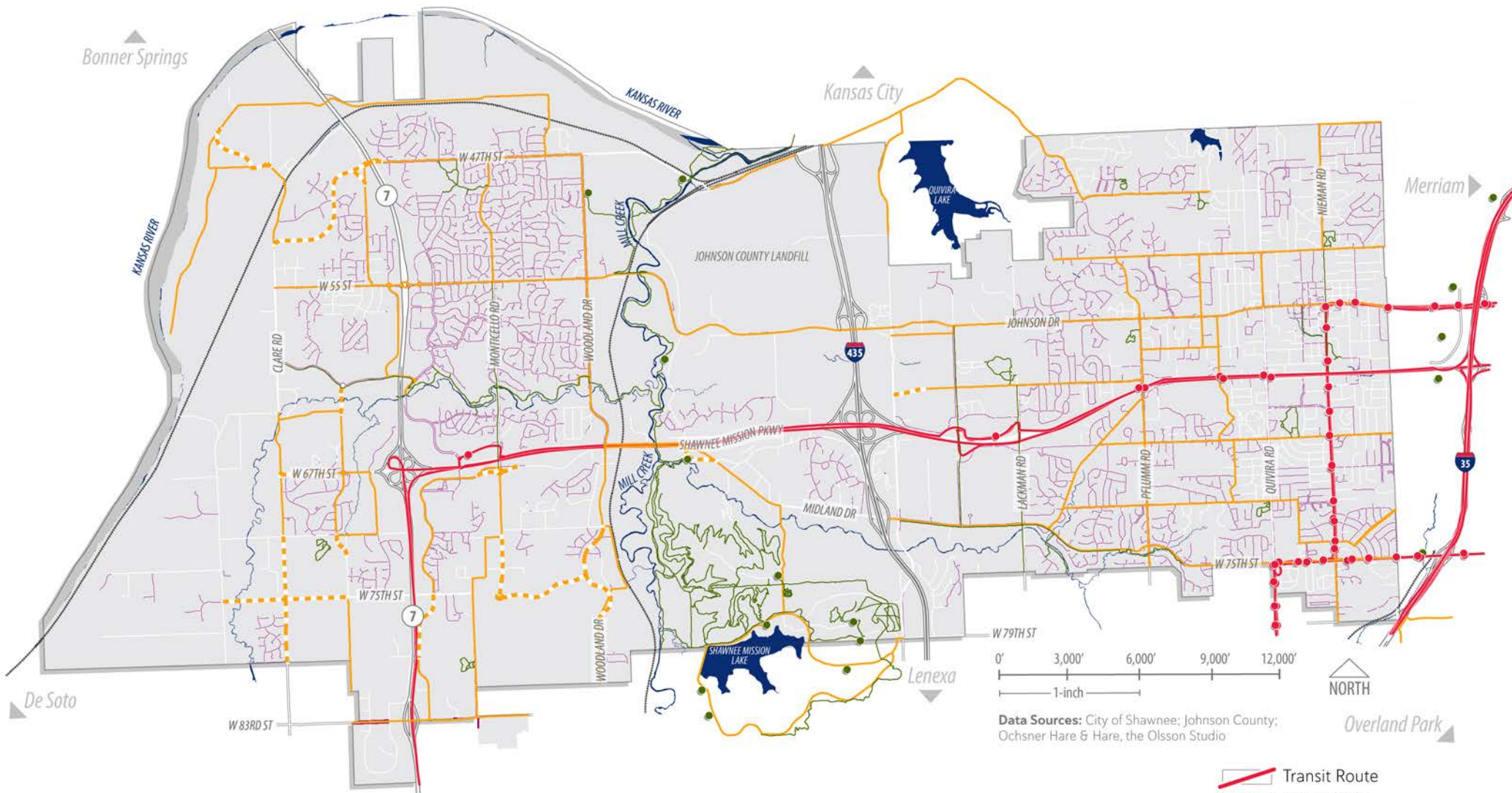


Figure A.3 Transportation and Connectivity



Transportation and Connectivity

The City of Shawnee’s transportation network consists of a collection of facilities that serve not only vehicular traffic, but also significant freight railroads, transit lines, and active transportation facilities for pedestrians and bicyclists. The City’s transportation and connectivity network is illustrated in **Figure A.3**.

Roadway Network

The City of Shawnee has immediate access to the regional freeway and highway network provided through direct connections at I-435 and K-7, as well as significant access just east of City limits to I-35. These freeways and highways provide north/south connections, while three arterials provide significant east/west travel through the City.

1. **Shawnee Mission Parkway** is the central east/west expressway that runs through Shawnee with a combination of signalized intersections and interchanges. In terms of traffic volumes, Shawnee Mission Parkway carries between 15,000 vehicles per day (vpd) near K-7 to approximately 45,000 vpd near the eastern City limit as it approaches I-35.
2. In comparison - the **75th Street / Blackfish Parkway / Midland Drive** corridor carries between 6,000 vpd on the western portion of the City, up to nearly 31,000 vpd near Pflumm.
3. The **Johnson Drive / 55th Street** corridor carries less traffic, ranging from 6,500 to 12,000 vpd.

Shawnee has a series of minor arterials, built largely along the old county section lines and spaced approximately one mile apart. These minor arterials are often limited in length, with only a few providing significant connections to the north and south outside of Shawnee.

Additionally, Shawnee has identified a series of Designated Truck Routes, including:

- K-7 from north City limit to south City limit;
- Shawnee Mission Parkway from east City limit to K-7;
- I-435 from north City limit to south City limit;
- Switzer Road from 75th Street to south City limit;
- Nieman Road from 75th Street to south City limit;
- 75th Street from Nieman Road to east City limit;
- Holliday Drive, except for those trucks with a height exceeding 13 feet; and
- Wilder Drive, except for those trucks with a height exceeding 13 feet.

Street Classifications

The City currently has seven street classifications but is considering the adoption of a new Green Streets classification. This additional classification, typically for regions of the City between I-435 and K-7, would preserve right-of-way for future widening but construct narrower streets that are anticipated to accommodate future travel demand. These Green Streets would lower the cost of maintenance by providing less pavement to maintain, while also providing more natural storm water treatments through drainage ditches (versus enclosed stormwater sewers) and a reduced amount of impervious pavement. The current street classifications include the following:

- Local Residential
- Local Service
- Minor Residential Collector (3,000 vpd)
- Major Collector Streets (10,000 vpd)
- Minor Service Collector (5,000 vpd)
- Minor Arterials (10,000 to 30,000 vpd)
- Major Arterials (Above 20,000 vpd)
- Expressways

Railroads

BNSF Railroad has several routes that pass through Shawnee - one just west of I-35 that touches the southeast portion of the City, one route that largely parallels the Kansas River on the City's west edge, and the other located about halfway between K-7 and I-435. This last route carries a significant amount of freight and is a primary dual-track route that extends to the major freight ports in the Los Angeles, California region. The most recent Federal Railroad Administration's inventory states this route carries 68 trains per day. In comparison, the eastern line near I-35 carries 18 trains per day while the western line along the Kansas River carries six trains per day.

Transit

Johnson County provides limited transit services with two routes and one microtransit option in Shawnee. Though there are designated stops along the routes, one benefit of the Johnson County transit system is that riders have the flexibility of flagging down a bus to board at any point along the route. Likewise, riders may be dropped off at any location along the route. The following describes the options within the City of Shawnee:

- **Route 402:** This route travels from the east on Johnson Drive to Nieman Road, then south to 75th Street, and west to Quivira Road. This route operates during the peak morning and evening commuter periods only, with one-hour headways between buses.
- **Route 499:** Considered a microtransit option, this route services the area north of Shawnee Mission Parkway to 47 Avenue and 47th Street, bordered on the west by Renner Road. To the southwest, Route 499 serves the area bounded by College Boulevard on the north, K-7 and Lone Elm/Parker on the west, 151st Street on the south, and Black Bob Road on the east.
- **Route 563:** This route travels along Shawnee Mission Parkway from K-7 to I-35. This route operates during the peak morning and evening commuter periods only, with one-hour headways between buses.



Active Transportation

Shawnee has long served as a leader in the Kansas City metropolitan area for active transportation. As seen on **Figure A.3**, there are bike routes, trails, trailheads, and sidewalks dispersed throughout the City.

Bicycle Infrastructure

Shawnee was the first city in the Kansas City metropolitan area to adopt a bicycle transportation plan, showcasing the City's support of developing robust bicycle infrastructure. The City is also a designated Bicycle Friendly Community (per the League of American Bicyclists). In total, the City's bicycle infrastructure network contains: 18 miles of on-street bicycle lanes 40.8 miles of Share-the-Road bicycle routes.

These bicycle routes connect all parts of Shawnee by transversing major transportation corridors. This level of connectivity makes bicycling a viable commuting option, as well as a wonderful way to recreate.

Pedestrian Infrastructure

Sidewalks and trails are another component of the City's active transportation network. Sidewalks are concentrated within residential areas, with gaps in the central part of the City along and around I-435. Trails fill in some of these sidewalk gaps. Trails and trailheads are mostly concentrated along the City's existing parks and streamways, particularly north and south along Mill Creek. The off street trail network contains nearly 30 miles of infrastructure.

Parks, Recreation, and Open Space

This section of the Plan briefly describes parks, recreation, open space, and other naturally occurring elements within Shawnee. Additionally, this section explores existing risks and opportunities associated with the natural landscape of the City. These topics are illustrated on **Figures A.4** and **A.5**.

Parks and Recreation

Shawnee has well-covered outdoor amenities, such as parks, recreation facilities, and undeveloped open areas. In fact, the Parks and Recreation department maintains over 1,000 acres of City parks. In addition to parks owned and operated by the City of Shawnee, there are several Johnson County parks within City limits. These include Shawnee Mission Park, Mill Creek Streamway, and the Mid-America Sports Complex.

Floodways and Floodplains

Portions of Shawnee have had flood risk mapped through the Federal Emergency Management Agency (FEMA) National Flood Insurance Program. FEMA typically identifies flood-prone areas through detailed hydrologic and hydraulic modeling and occasionally through approximate methods to assist with planning, management, and risk assessment within watersheds.

The 100-year floodplain exists primarily along Mill Creek and its tributaries, as well as the Kansas River. A floodplain exists along Turkey Creek just east of City limits; however, many of Turkey Creek's tributaries flow west into the City. Floodways are found within these same waterways.

The City of Shawnee regulates development within floodplains by requiring permits documenting that the project(s) will not negatively impact adjacent properties. In addition to these floodplain development permits, developments are required to slow down the release of stormwater from a development to pre-development levels by installing detention basins and/or utilizing other best management practices (BMPs), which slow, treat, and filter stormwater. These measures help prevent development from increasing the peak stormwater runoff produced from an area that was previously undeveloped and now has more impervious areas (e.g., roofs, parking lots, etc.).

In areas that are already developed and experience flooding, the City implements certain projects, including improved pipe systems, channels, or the natural ability of a stream to carry water in order to provide increased flood protection to nearby properties. Some of these projects may involve remapping the current FEMA floodplain to show the improved, revised boundaries.



Watersheds

A watershed can be generally defined as a certain area where rainfall runoff drains to a common point. The City of Shawnee falls into four major watershed divisions, including Clear Creek, Mill Creek, Turkey Creek, and the Kansas River, which represents a much larger watershed.

Since stormwater runoff is not defined by municipal boundaries, neither are the related challenges. Across the U.S., stormwater management has been increasingly moving towards a “watershed level” approach. As such, Shawnee has been an active participant in a proactive watershed level approach with Johnson County called the “Watershed Master Plan.” The goal of these efforts is to identify strategic areas within a watershed that may have multiple issues related to flooding, water quality, or erosion-risk, and coordinate restoration measures with multiple municipalities that fall within the area.

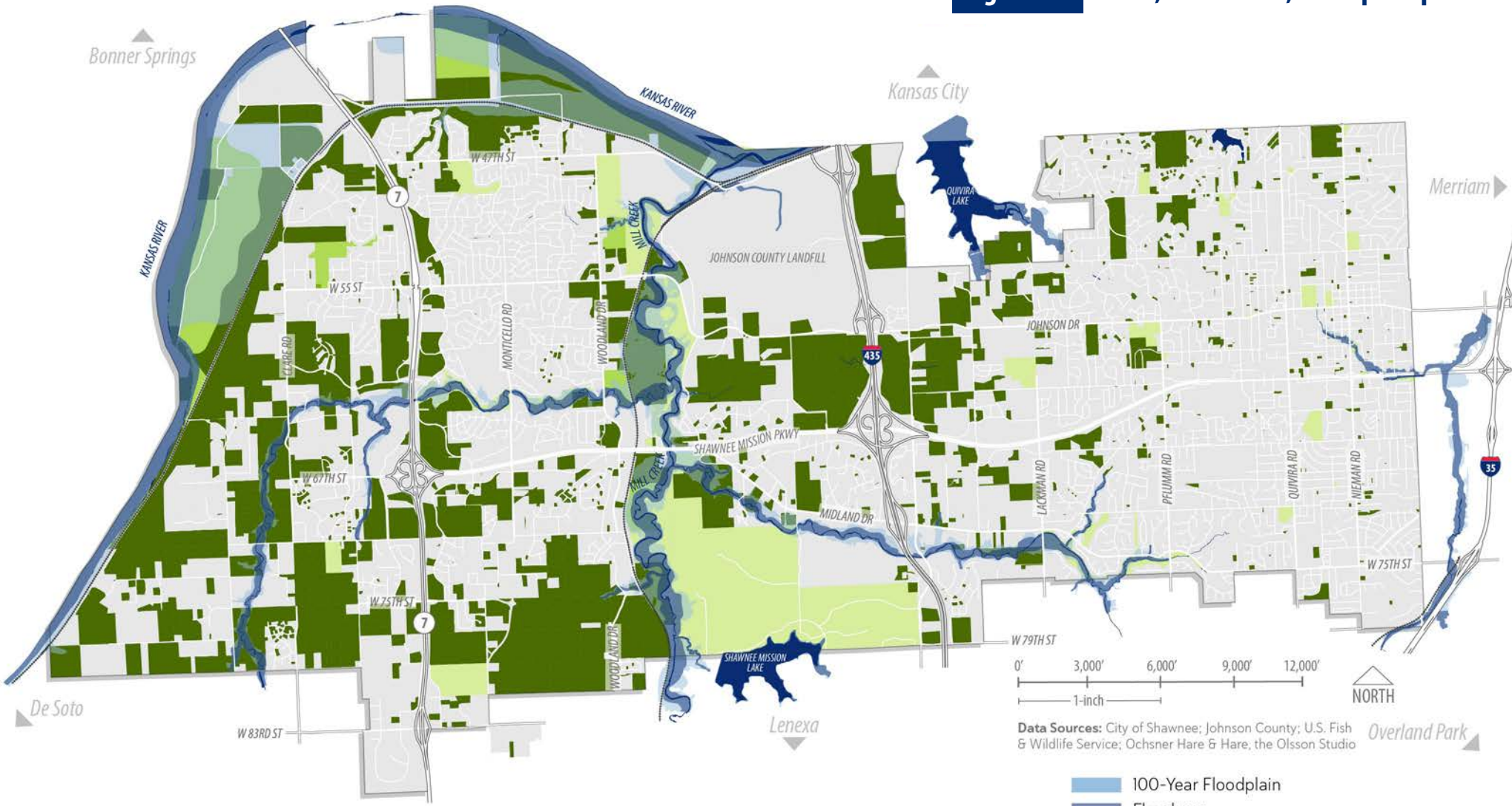
Wetlands, Waterbodies, and Waterways

Shawnee is rich in water and water-like resources, including wetlands, waterbodies, and waterways. Wetlands, which are marshy or swampy areas that may or may not have standing water present depending on the season, support both aquatic and terrestrial species. They also protect and improve water quality and store floodwater. Wetlands in Shawnee are found primarily along or near the Kansas River, Mill Creek and its tributaries, southern portions of Lake Quivira and its waterways, and unnamed waterways that stem from these larger bodies of water within the City.

The major waterways in Shawnee include the Kansas River and Mill Creek, which are described as follows:

- **The Kansas River** - also known as the “Kaw” - is a recreational waterway that is relatively free-flowing. There are hundreds of acres of standards and islands sprinkled throughout riverbends, providing animal habitat and recreational opportunities to pull ashore. It is the largest tributary of the Missouri River, beginning in Junction City and flowing to Kansas City. It provides critical drinking water supply and provides water sources for industrial services that require water for cooling or discharging into.
- **Mill Creek** originates in Olathe and flows north before joining the Kansas River. It mostly follows a rail corridor as it flows through Shawnee; however, also travels along the Mid-America Sports Complex and then through Mill Creek Streamway Park just before dumping into the Kansas River.

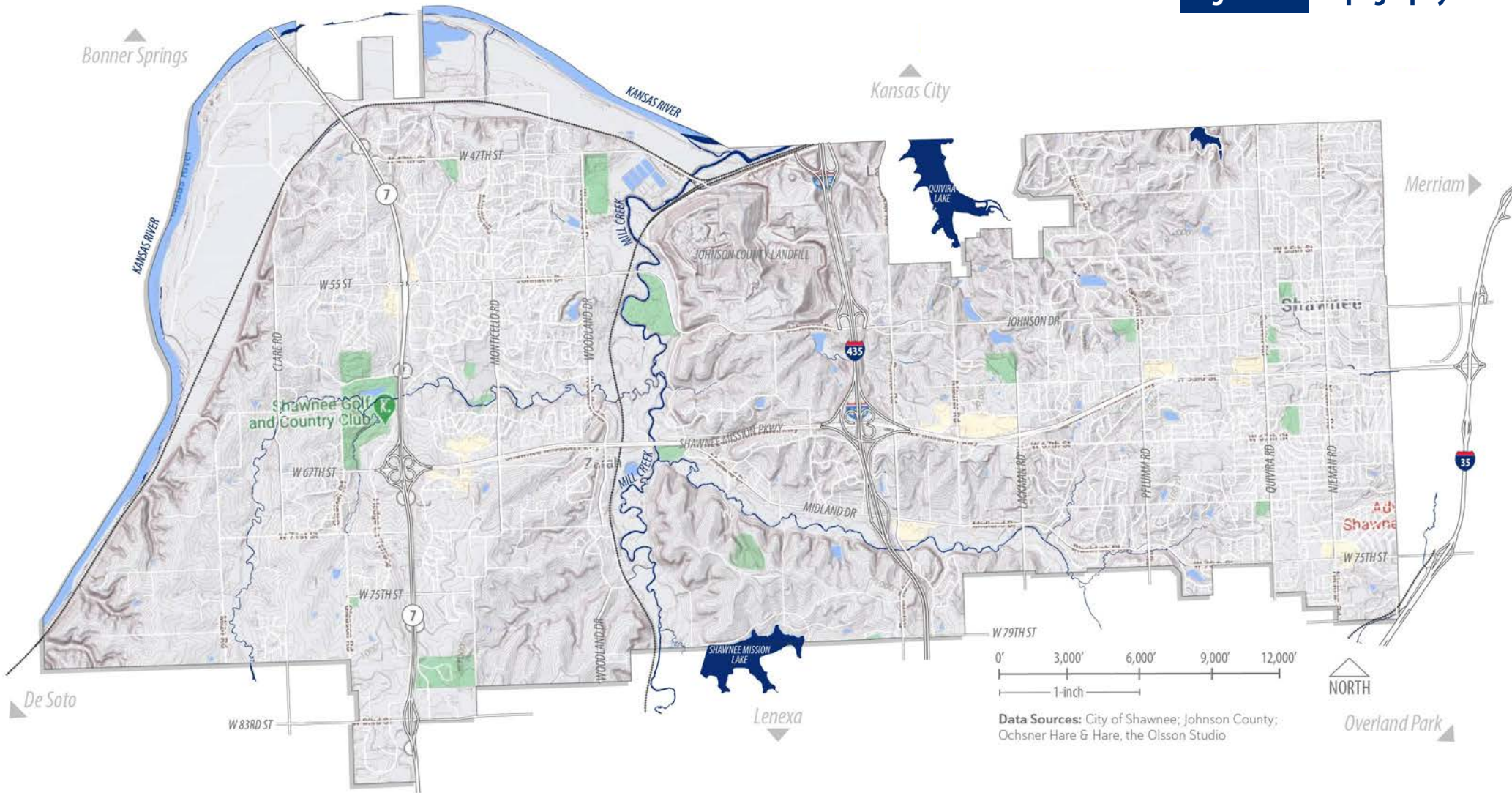
Figure A.4 Parks, Recreation, and Open Space



Floodplain vs. Floodway

The 100-year floodplain is the land area covered by the floodwaters of the 100-year flood. The 100-year flood has a one percent chance of annual occurrence and is the standard for requiring the purchase of flood insurance and regulating development in flood prone areas.

Figure A.5 Topography



Topography

Topography refers to the physical attributes of land - including shape, height, and depth - that are both natural and man-made. Topography can be influenced by hills, valleys, roads, waterbodies, and more. Topography plays a large role in the type of development that can reasonably occur based on slope steepness and direction. There are many instances in Shawnee where topography influences development and other land uses. Some examples include the Johnson Drive corridor, the I-435 corridor, Shawnee Mission Parkway (particularly the north City limits to the parkway), the K-7 corridor, low lying areas of the Kansas River floodplain, and portions of 47th Street to Johnson Drive/55th Street.

Utilities and Infrastructure

Utilities and infrastructure are necessary and important to a functional and sustainable city. To ensure the proper infrastructure for future development, redevelopment, or maintenance as the population grows, it is necessary to review the existing utility infrastructure within the City. As a note, utility providers are primarily regulated by the Kansas Corporation Commission or by State Statute. In general, providers are physically located within private utility easements held by the individual provider, public utility easements, and public rights-of-way to provide necessary services.

Water

The City of Shawnee's water system is owned and operated by WaterOne, which serves nearly 425,000 people in a 272 square-mile service area that includes the City and many of the surrounding communities. WaterOne is an independent public water utility that has been serving the Johnson County area since 1957. The utility has grown and now has a capacity to provide over 200 million gallons of water per day.

WaterOne draws its water from the Kansas and Missouri Rivers and adjacent collector wells, providing fresh water to customers every day of the year. This water is treated at two treatment facilities and then distributed throughout the system. The distribution system includes water mains and storage facilities.

Wastewater

The wastewater system within the City of Shawnee is operated by Johnson County Wastewater, which is a county department that operates under the direction of the Johnson County Board of Commissioners, the County Manager, and the Deputy County Manager. Johnson County's existing sanitary sewer infrastructure dates to 1946 and today provides sanitary sewer service to more than 500,000 people throughout the county.

The wastewater system covers a service area of more than 172 square miles and 16 cities. Johnson County Wastewater's permitted treatment capacity in 2019 was approximately 60.4 million gallons per day.

The system includes six major treatment plants and 31 pump stations. Underground assets include more than 2,325 miles of sewer line, including approximately 58,000 manholes, approximately 27 miles of active low-pressure sewers, and 41 miles of active force mains.

Electric

The City's electric services are provided by Evergy. In 2018, Kansas City Power and Light (KCP&L) and Westar Energy, Inc., merged to form Evergy. The merger was completed by the end of 2019. Most commonly, distribution of electrical power is via transmission lines, utility poles, and underground conduit.

Evergy's infrastructure currently meets the needs of the City. KCP&L/Evergy has been a long-term provider to the City. East of I-435 where Shawnee is developed, the distribution system has capacity to adjust for substation equipment failures (transformer or circuit breaker), and capacity to serve future smaller loads. West of I-435, there is open land that may be developed. There is capacity to adjust for substation equipment failures and serve larger new loads.

Evergy plans for 10 years with specific capacity and addition projects identified within five years. No capacity addition projects are identified at this time for the City of Shawnee, though capacity addition plans are flexible and can be adjusted.

An annual load increase is used for new individual houses or retail business. Communication with developers is vital for Evergy to plan for larger projects (greater than 1 megawatt [MW]), however, current infrastructure meets the needs of customers in Shawnee.

Natural Gas

Atmos Energy and Kansas Gas Service are the two natural gas providers within the City, though Kansas Gas Service is the major provider. Both providers distribute gas through an underground pipe system.

Telecommunications

Telecommunication lines provide service infrastructure underground and above-ground on electric provider utility poles. Improvements that require electrical utility pole relocations commonly impact telecommunication infrastructure. AT&T, Google, Spectrum, and Consolidated Communications Inc. are the primary providers for cable television, internet, and telephone service within Shawnee.

Stormwater

Stormwater runoff is generated from rain and snowmelt events that flow over land and are conveyed to downstream waterbodies such as lakes and rivers. In urban areas, impervious surfaces, including paved streets, parking lots, and building rooftops, generate large amounts of stormwater runoff that is collected in underground collection systems and swiftly conveyed downstream. In rural or less developed areas, stormwater runoff generally flows over pervious ground and is partially intercepted by forested areas and infiltrated into the undisturbed soil, generating less runoff than urban areas.

Stormwater systems, broadly defined as the highest point in the watershed that generates stormwater runoff to the downstream receiving waterbody, require management to protect natural resources. Management of these systems are challenged by local jurisdictional boundaries that do not align with watershed boundaries, requiring larger entities, such as counties, to coordinate efforts.

Goals of system management include flood damage mitigation and reduction, water quality protection and improvement, and infrastructure maintenance and replacement.

Water quality protection from stormwater contaminants can be challenging because unlike a wastewater treatment plant or a factory which discharges to a single point, stormwater contaminants run off into streams or rivers from large areas. Some common stormwater contaminants include sediment, fertilizers, grease/oil, and trash/debris. To combat this phenomenon, the City of Shawnee actively employs a citywide Stormwater Pollution Prevention Plan (SWPPP). Some of the items on this SWPPP include regular street cleaning, regulations to prevent sediment runoff from on-going construction, and installation of permanent post-development best management practices (BMPs), which help improve water quality by treating water before it leaves a property and gets to a major stream or river, where it would be logistically difficult or impossible to treat.

One challenge all older cities must face is the ongoing evaluation and maintenance of stormwater systems that are already in place. As stormwater infrastructure ages, its effectiveness is reduced, and it can eventually fail entirely, compromising public safety in the form of flooding or sinkholes. Shawnee has a citywide database which tracks the age, condition, and other properties of all its stormwater infrastructure (pipes, curb inlets, open channels, etc.). Each year, the City maintains this database by taking video of approximately 100,000 feet of pipe. These videos and their associated pipe ratings are used to track pipe integrity. The worst pipes within the City are then replaced in an annual “Pipe Repair” project. These efforts are limited by available stormwater funds, which often prevents the City from taking a more proactive approach with stormwater infrastructure maintenance. To help with the limited funds, Johnson County has recently offered a program which allows cities to split the cost of replacing old corrugated metal pipes (CMP), which are often prone to corrosion and failure, with more resilient reinforced concrete pipe (RCP). Two such projects are currently underway in the City of Shawnee and many more are hopefully to come.

Johnson County Landfill

The Johnson County Landfill has been a prominent fixture in Shawnee since it began operations in 1967. The landfill consists of approximately 850 acres of property west of I-435 between Holliday Drive to the north, Johnson Drive to the south, and Barker Road to the west. The City of Shawnee continues to grow in the vicinity of the landfill, with such community features as the Mid-America Sports Complex, Kansas City Ice Center and Pavilion, Shawnee Mission Beach Volleyball, and the Millwood Business Center. The Johnson County Wastewater Treatment Plant is located near the northwest portion of the landfill property, close to the Kansas River.



What's up with the SUP?

The special use permit (SUP) the landfill is governed by has stipulations about how it can be used upon its closure. Any person (referred to as “applicant”) who would like to submit a proposal for the future of the landfill would be required to follow closure procedures, as indicated on one of the two closure plans submitted by the applicant, or redeveloped in another manner that may be available within five years of closure of the site. This may include a proposal to develop the site for uses other than recreation, provided zoning and site plan approval is obtained, should it be necessary.

Any closure plan selected must be approved by the Kansas Department of Health and Environment (KDHE). The closure plans must include a golf course, and a variety of other recreational activities, unless the community determines an alternate end use plan is more appropriate at that time. Given the length of time prior to closure of the landfill, the applicant must resubmit the end use plan for review by the Planning Commission and Governing Body to determine if the recreational uses should be changed to reflect current needs of the community, or to select one of the two plans for closure. The applicant must provide revised closure plans indicating the items noted in the staff report prior to any clearance or other activity on the site.

The applicant must conduct any post-closure monitoring plans through 2073 unless otherwise determined by KDHE. All post-closure monitoring data must be made available by the operator to Water District No. 1 of Johnson County, Kansas, and the City of Shawnee. If at any time during the post-closure monitoring permit, the contaminant levels of any measured contaminant exceeds the Maximum Contaminant Level (MCL), as established by KDHE, the post-closure monitoring period will be extended until the contaminant no longer exceeds the MCL, for a period of no less than two years. Lastly, this SUP will not expire until September 25, 2043.

Environmental Setting

The Johnson County Landfill is in wooded, rolling hills typical of northern Johnson County, situated above the Kansas River floodplain to the north. Mill Creek flows from south to the north and into the Kansas River west of the landfill. The landfill is set within excavated limestone and shale rock that formed the hills of this area. Groundwater flow in the vicinity of the landfill is to the west and northwest toward Mill Creek and the Kansas River.

The general area in which the landfill is located is surrounded by residential and small commercial areas. The community of Lake Quivira is located approximately 1.25 miles east-northeast of the landfill. On the east side of I-435, medium density residential areas are present approximately one-half to one mile west of the landfill, and low-density residential and open areas are present south of the landfill. Across the Kansas River to the north, industrial land uses are dominant.

History and Current Operations

The Johnson County Landfill has operated since before 1967 when it was established by Ron Deffenbaugh. It is the only permitted landfill in Johnson County that serves nearly all of the communities and rural areas in the county. Until 2015, the landfill was operated by Deffenbaugh Industries. In March 2015, Deffenbaugh was purchased by Waste Management, Inc. (WMI).

The landfill property occupies approximately 850 acres, of which approximately 500 acres is permitted as an active landfill site. The landfill is engineered with environmental protection systems that meet or are more stringent than the Environmental Protection Agency (EPA) regulations for municipal solid waste landfills, including engineered liners and covers, leachate collection and removal, and landfill gas collection.

The landfill is permitted to accept municipal solid waste, including non-hazardous wastes and special wastes. It also includes recycling collection and a 27-acre yard waste processing and composting area. Additionally, the landfill operates a gas recovery facility that collects landfill gasses and converts them to natural gas that is used to fuel and operate waste collection trucks, as well as natural gas for use in heating and cooling buildings.

As the active landfill becomes full and is closed, new landfill operations will begin in a quarry area that has been excavated during the last several years. The quarry provided stone and cover for the landfill, as well as rock for local markets. It is expected that this newly activated area will operate from 2020 until 2043. Specifically, on September 25, 2043, the Special Use Permit (SUP) that the landfill operates under will expire. At this time, the site will either be closed per one of the two closure plans submitted by the applicant, or redeveloped in another manner. See more details in the “What’s Up with the SUP?” sidebar (see page A14).

Economic and Market Analysis

The Economic and Market Analysis evaluated the historic, current, and future demographic, economic, and real estate market forces that influence the City of Shawnee's future urban growth patterns. The following sections summarize the major findings of the Economic and Market Analysis. **Appendix D** provides the full report.

Demographic and Economic Trends

This section examines the economic and demographic factors impacting real estate development trends in Shawnee. Historic demographic trends were provided by the 2019 American Community Survey (ACS) published by the U.S. Census Bureau and the Johnson County Housing Study (2021). Quantifying these characteristics assists in forecasting the future demand in the City for commercial space, industrial space, and residential housing units.

Overview

Shawnee's urban growth is influenced by its strong transportation network and location at the urban fringe of the Kansas City Metropolitan Statistical Area (MSA). As the Kansas City region continues to grow, Shawnee is anticipated to experience accelerated population and job growth, residential and commercial development activity, and increased demands for municipal and transportation services. The City possesses ample advantages for attracting businesses, jobs, and development activity. The principal economic development benefit lies within being located at the periphery of a growing regional economy whose assets include the following:

- Large population;
- Diverse economy;
- Convenient highway, air, and rail access;
- Shovel-ready building sites;
- Well-educated population; and,
- High quality of life.

Challenges facing future economic development efforts in Shawnee include a low unemployment rate that places constraints on the available labor force, limited inventory of industrial and office space available for immediate occupancy, and stiff competition from other cities within the Kansas City MSA.

What is a metropolitan statistical area (MSA) and why do we consider it?

MSAs, established by the U.S. Office of Management and Budget, represent a region that consists of a city and surrounding communities that are linked by social and economic factors. MSAs are configured to represent contiguous geographic areas with a relatively high population density.

Typically, they consist of a core city with a large population and its surrounding region, which may include several adjacent counties. The area defined by an MSA experiences significant social and economic interaction, meaning people living in outlying areas of the MSA may commute considerable distances to work, shop, or attend social activities in the urban center.

The Kansas City MSA consists of 14 counties, including Johnson County (which includes the City of Shawnee).

Market Analysis Trends

The Market Analysis portion of the Economic and Market Analysis evaluated directly competitive retail, professional office, industrial, and housing market trends impacting the City. The market trends for each prospective land use were evaluated and the long-term need for additional commercial space, industrial space, and housing units was forecast to quantify the level of future real estate development within City limits.



Population

Shawnee currently supports a population of 67,626 residents and 26,544 residential dwelling units. By 2040, Shawnee is forecast to **add approximately 16,300 residents and 8,500 jobs**, generating demand for new housing, retail goods and services, eating and drinking establishments, and commercial and industrial space.



Housing

Household income levels in Shawnee suggest a future **need for a wide variety of housing products**, including affordable, entry level, move up, and luxury housing.



Education

Shawnee's high educational attainment levels bode well for attracting employers and **supporting above-average income levels, retail expenditures, and housing values and rents**.



Millennials

Shawnee's large millennial population creates **demand for rental housing, clothing, electronics, entertainment, and eating and drinking establishments**.



Jobs

Continued job creation in Shawnee will yield a growing **demand for retail, professional office, medical office, and industrial space**.

Retail Market Overview

Shawnee supports approximately 3.2 million square feet of retail space operating at a cumulative vacancy rate of 10.6 percent. By comparison, the Kansas City MSA retail market is operating at a vacancy rate of just 5.6 percent.

Shawnee Mission Parkway serves as Shawnee's principal commercial corridor. The original commercial core extends from Switzer Road west to Pflumm Road. As the City grew westward, the intersection of Shawnee Mission Parkway and Maurer Road emerged as a primary retail core, housing major retailers such as Walmart, Target, Kohl's, Home Depot, and Lowe's. The Shawnee Mission Parkway interchange at K-7 serves as a secondary retail core.

Despite the above-average household income levels and steady population growth, Shawnee currently supports 41.5 square feet of occupied retail space per capita compared to 56 square feet per capita for the Kansas City MSA. **This below-average supportable retail space combined with Shawnee's current pull factor indicates Shawnee experiences retail sales leakage to other cities in the Kansas City MSA.** Specifically, the City has suffered from retail sales leakage since 2008. Shawnee's current pull factor of 0.98 indicates the City captures retail sales at a rate equal to 98 percent of the statewide average. Meanwhile, the neighboring communities of Mission (1.74), Lenexa (1.56), and Overland Park (1.37) support some of the highest pull factors in Kansas.

The income-adjusted pull factor, which accounts for a community's income level relative to the statewide average, further illustrates the extent of Shawnee's retail leakage. Despite an average household income 47 percent higher than the statewide norm, Shawnee's income adjusted pull factor of 0.76 indicates a retail sales capture rate of only 76 percent. This loss of retail sales to other cities has an adverse impact on both Shawnee's retail market and sales tax collections. **Through 2040, the City of Shawnee is estimated to support the development of approximately 800,000 to 909,000 square feet of new retail space,** resulting in the absorption of an estimated 80 to 91 acres of commercial land under the conservative scenario, and 92 acres to 104 acres under the optimistic scenario.

What is trade area capture?

Trade area capture is an estimate of the number of people who shop in a local area during a certain period. It assumes that local residents will buy goods at the same rate as the state average, and that income is the only force that causes a variation in spending.

If the trade area capture estimate is larger than the community's population it suggests: 1) the community is attracting customers outside its boundaries, or 2) residents of the community are spending more than the state average. If the estimate is smaller than the community's population: 1) the community is losing its customers to other regions for retail purchases or 2) residents of the community are spending less than the state average.

What is a pull factor?

Pull factors measure a community's ability to attract shoppers, residents, and non-residents alike to make retail purchases within the community. A pull factor is a measure of the strength of a community's retail trade, based on a comparison of local spending in relation to that of a wider geographic area (e.g., the state), with a measure of 1.0 representing a perfect balance.

A pull factor greater than 1.0 indicates that the community is pulling in retail sales from beyond its boundaries and the balance of trade is favorable. Alternatively, a pull factor less than 1.0 indicates that the community is not capturing local shoppers and is experiencing retail sales leakage. Pull factors are calculated by dividing the trade area capture by the community's population.

Office Market Overview

For much of the past decade, the Kansas City MSA's strong job market and the economic incentives Kansas and Missouri have offered employers promoted healthy tenant demand for office space. The COVID-19 pandemic came at a time when demand for office space had weakened. Despite the downturn caused by the COVID-19 pandemic, by April 2021, the Kansas City MSA office-user employment sectors gained 15,500 jobs, exceeding pre-pandemic employment levels. The office-related sectors for the Kansas portion of the Kansas City MSA lost 6,900 jobs from February through April 2020 and has yet to fully recover adding just 2,300 new jobs through April 2021. With office-related employment now fully recovered, the market fundamentals suggest long-term job growth and demand for office space.

Fundamental businesses in the northwest Johnson County office market are mixed. Vacancies rose through the first three quarters of 2020, coinciding with net negative absorption at a level not experienced since 2015. Kiewit Power's relocation into its new 187,000 square foot offices at City Center Lenexa was responsible for most of the absorption in the submarket since the start of 2020. Before that, PBI Gordon's leasing of 95,000 square feet of space at 22701 West 68th Terrace made up most of the compression since early 2018. Shawnee supports a modest inventory of office space totaling just over 1.1 million square feet of leasable area operating at an 6.3 percent vacancy rate. The following breaks down the different classes of office space:

- **Class A:** Class A product accounts for just 155,052 square feet, or 14 percent of the total inventory. Class A space is operating at a healthy 2.7 percent vacancy rate and an average rent of \$23.50 per square foot.
- **Class B:** Class B office space totals 575,875 square feet of leasable space, amounting to 52 percent of the total inventory. Class B space is operating at an average vacancy rate of 10.4 percent and rent of \$19.84 per square foot.
- **Class C:** Class C office space totals 377,219 square feet, operating at an average vacancy rate of 1.2 percent and an average rent of \$14.56 per square foot.

Through 2040, Shawnee is projected to support the need for approximately 515,000 to 578,000 square feet of both owner-occupied and speculative office space, resulting in the absorption of an estimated 39 to 47 acres of commercial land under the conservative scenario, and 44 acres to 53 acres under the optimistic scenario. The market fundamentals suggest long-term job growth and demand for office space.

From A to C

CLASS A office properties represent the newest and highest quality buildings in the market. Class A buildings possess high-quality building infrastructure, are well located, have good access, and are professionally managed. As a result of this, they attract the highest quality tenants and command the highest rents.

CLASS B buildings are generally a older, but still have good quality management and tenants. Oftentimes, value-added investors target these buildings as investments since well-located Class B buildings can be returned to Class A status through renovations such as facade and common area improvements. Class B buildings are not be functionally obsolete and are well maintained.

CLASS C includes older buildings located in less desirable areas and are often in need of extensive renovation. Architecturally, these buildings are the least desirable, and building infrastructure and technology is outdated. Class C buildings have the lowest rental rates, take the longest time to lease, and are often targeted as redevelopment opportunities.

Industrial Market Overview

The Kansas City MSA industrial market was resilient throughout the COVID-19 pandemic, absorbing 7.48 million square feet of space, compared to 1.56 million square feet for all of 2019. New industrial construction has also accelerated during 2020 with 6.0 million square feet of space added, compared to 2.85 million square feet during 2019. The net result of the supply and demand balance was a slight reduction in the overall vacancy rate to just 5.0 percent by the fourth quarter 2020. The short-term projections for the Kansas City MSA industrial market call for continued growth in employment, new construction, and net space absorption.

Undeveloped land in Shawnee available for industrial development totals 864 acres. The principal concentration of existing industrial development in Shawnee is located along the K-7 corridor at the intersections at 43rd Street to the far north and 83rd Street to the far south.

By year-end 2020, Shawnee supported a modest inventory of 2.45 million square feet of industrial space, of which nearly two-thirds consisted of warehouse space. The Shawnee industrial market remained resilient throughout 2020, posting new construction, positive net absorption of space, and a steadily improving overall vacancy rate.

By year-end 2020, existing industrial space in Shawnee was operating at an overall vacancy rate of 7.9 percent, slightly higher than the metro-wide average of 5.0 percent. Given Shawnee's access to transportation it appears future industrial demand will originate from warehouse and logistics businesses. The K-7 Highway corridor is well positioned to support future industrial development.

From 2010 through 2019, just over 550,000 square feet of industrial space was absorbed in the Shawnee submarket. Despite the COVID-19 pandemic business disruption, during 2020, the Shawnee submarket recorded net absorption of 196,100 square feet. Active new construction totals 504,000 square feet with 1.12 million square feet planned for future construction.

From 2020 through 2040, Shawnee is projected to support the need for approximately 2.3 million to 2.6 million square feet of new industrial space. **This forecast industrial space need would absorb an estimated 153 to 179 acres of industrial land under the conservative scenario, and 170 acres to 199 acres under the optimistic scenario.**

Residential Market Overview

Approximately 4,806 acres of vacant land in Shawnee is available for future residential development at a maximum of 24,164 additional housing units at build-out. Most of the vacant residential land is located west of I-435 (see **Figure A.6**). From 2000 through 2019, the City of Shawnee issued building permits for a total of 7,315 new residential housing units. Residential construction peaked from 2000 through 2005 when building permits were issued for a total of 4,854 dwelling units. Following the national housing bust, housing construction activity has slowly improved, but at a much slower velocity than during the prior cycle's peak.

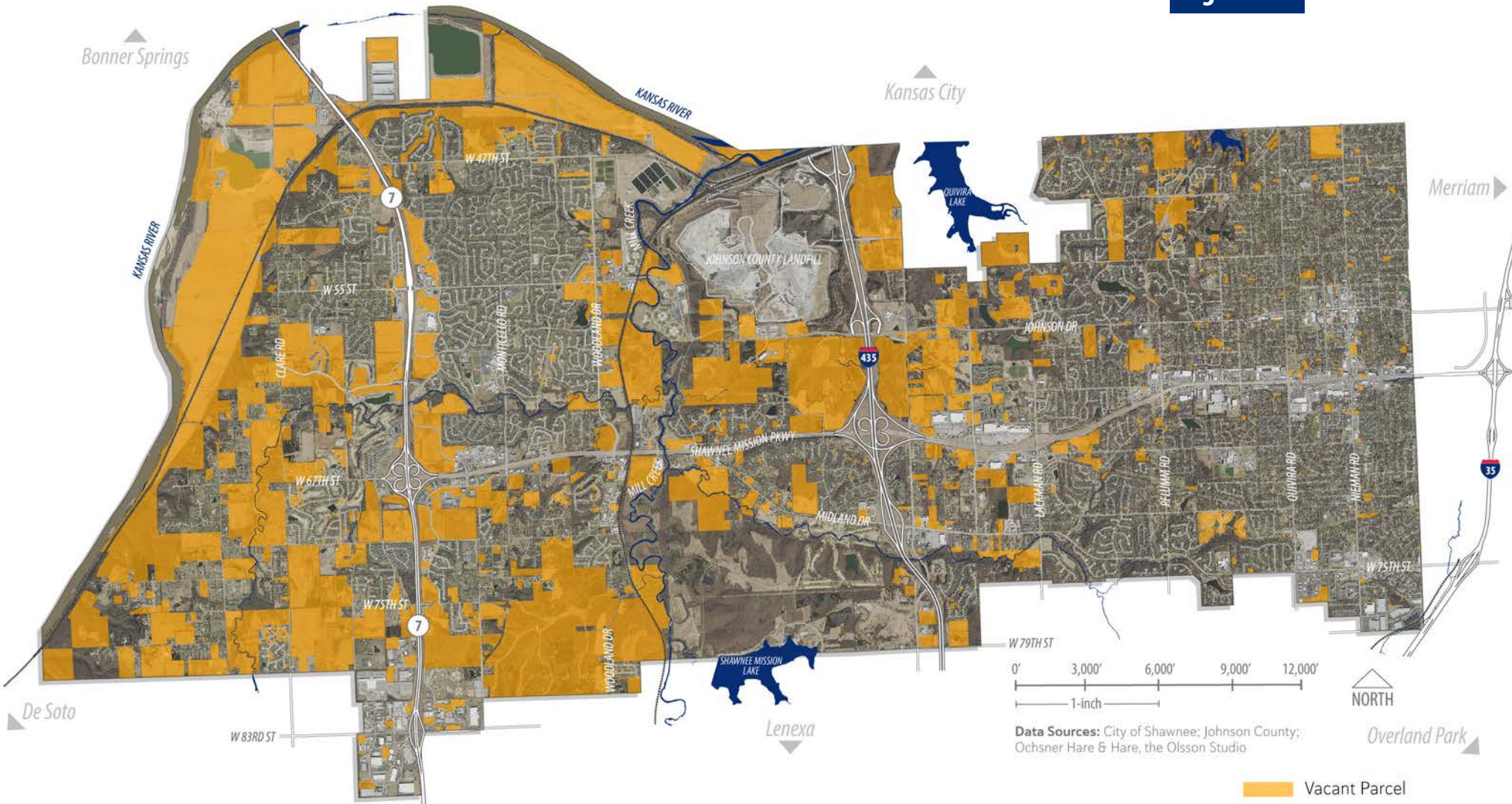
From 2000 through 2019, the housing tenure for Shawnee increased by 4,475 owner-occupied housing units and 1,621 renter-occupied housing units. By 2019, owner-occupied housing totaled 18,250 units while renter-occupied housing totaled 6,428 units. Throughout the past 20 years, housing occupancies for Shawnee have significantly outpaced the statewide average, with annual rates ranging from 95.5 percent to 97.0 percent.

Shawnee's housing stock mixture is influenced by its suburban character whereby the demand for for-sale single family housing exceeds that for attached rental housing. Detached single family housing accounts for 73.2 percent of Shawnee's housing stock, barely exceeding the statewide rate of 72.0 percent. Multi-family dwellings account for 19.6 percent of Shawnee's housing stock compared to 18.1 percent for Kansas.

Shawnee's housing stock is relatively new with 42.4 percent of the existing inventory built since 1990 and just 6.6 percent built prior to 1950. Most of Shawnee's older housing stock is in the eastern portion of the City. By comparison, 29.8 percent of the state's housing stock was built since 1990 with 21.8 percent built prior to 1950. Newer housing built since 2010 represents 6.3 percent of Shawnee's total inventory, compared 6.5 percent statewide. Over the past several decades new home construction in Shawnee has followed a westerly pattern with most of the recent activity occurring west on Interstate 435. Much of the existing housing at the far western portion of Shawnee remains rural in character.

During 2010 Shawnee's median housing value of \$198,600 exceeded the statewide median of \$122,600. The disparity in housing values stems from Shawnee's high level of new home construction over the past two decades and the predominance of more upscale housing product. From 2010 to 2018, the median home value in Shawnee escalated by 13.7 percent to \$225,900.

Figure A.6 Vacant Parcels



Residential Market Overview (Continued)

During 2019, owner-occupied housing in Shawnee accounted for 74.0 percent of the entire occupied housing stock with renter-occupied accounting for 26.0 percent. By comparison, owner-occupied housing accounts for 66.3 percent of Kansas' total occupied housing stock with renter-occupied accounting for 33.7 percent.

Shawnee supports 23 large-scale apartment properties total 5,444 rental units. Half of the existing properties are in the more mature sections of Shawnee east of Quivira Road. With only 220 apartment units constructed over the past decade, much of Shawnee's large-scale apartment stock is older and thus not competitive with the newer apartments in nearby Lenexa and Overland Park. Still, since 2010, Shawnee's existing apartment properties have operated at a healthy vacancy rate well below market equilibrium. Rents in recent years have surpassed the metro-wide average.

Favorable market conditions have spurred recent apartment construction activity in Shawnee. A total of 441 apartment units are currently under construction in Shawnee with an additional 710 apartment units approved for future development. Continued development of quality apartment properties will assist improving Shawnee's competitive positioning in Johnson County.

Through population growth and latent demand, new housing demand from 2020 through 2040 in Shawnee is estimated at 6,718 to 7,418 dwelling units. **Given the City of Shawnee's demographic profile and demand for affordable housing, it is estimated that through 2040, the mixture of new housing demand will be at 4,938 to 5,341 owner-occupied dwelling units and 1,780 to 2,077 renter-occupied dwelling units.**

Affordable versus Income-Based

Affordable and income-based housing represent different housing needs. Affordable applies to households that are stressed and spend in excess of 30 percent of their income on housing costs. Income-based housing applies to the lowest income households that qualify for U.S. Department of Housing and Urban Development or other government housing subsidy programs.

Study Conclusions

Table A.1 summarizes demand through 2040 in the City of Shawnee for commercial and industrial space and residential housing units.

Table A.1 Forecast Retail, Office, Industrial, and Residential Demand (Shawnee, KS; 2020 to 2040)

Land Use	Growth Population	2019-2040 Jobs	Net Conservative (Square Feet)	Gain Optimistic (Square Feet)
Retail	16,304		813,000 SF	924,000 SF
Office		2,352	491,000 SF	554,000 SF
Industrial		2,436	2,330,000 SF	2,600,000 SF
Housing	16,304		6,628 Units	7,328 Units
			<i>Owner-Occupied</i>	<i>4,872 Units</i>
			<i>Renter-Occupied</i>	<i>1,756 Units</i>

Assuming an average floor-area-ratio (“FAR”) of 0.2 to 0.4 for the retail, office, and industrial space and an average density of 4.0 to 5.0 dwelling units per acre, through 2040 the City of Shawnee is estimated support the development of approximately 1,598 to 2,188 acres of land. See **Table A.2**.

Table A.2 Forecast Land Area Absorption in Acres (Shawnee, KS; 2020 to 2040)

Land Use	Conservative Scenario (Acres)	Optimistic Scenario (Acres)
Retail	80-91 acres	92-104 acres
Office	39-47 acres	44-53 acres
Industrial	153-179 acres	170-199 acres
Residential	1,326-1,657 acres	1,466-1,832 acres
TOTAL	1,598-1,974 acres	1,772-2,188 acres

Older corridors and commercial cores in the City of Shawnee that are deemed candidates for future redevelopment include:

1. Downtown Shawnee;
2. 75th Street corridor from Switzer Road (City limits) west to Quivira Road; and,
3. Shawnee Mission Parkway from Switzer Road west to Pflumm Road.

Future greenfield development corridors in the City of Shawnee include:

1. I-435 corridor; and,
2. K-7 Highway corridor.



Appendix B

Who does Shawnee want to be?

Good community engagement lies at the heart of successful planning. It is a conversation by one side that has the technical understanding to help problem solve and by the other side that has the on-the-ground real world knowledge of a place. It is collaborative, engaging, personal, and it involves much listening.

The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

Public Engagement Overview

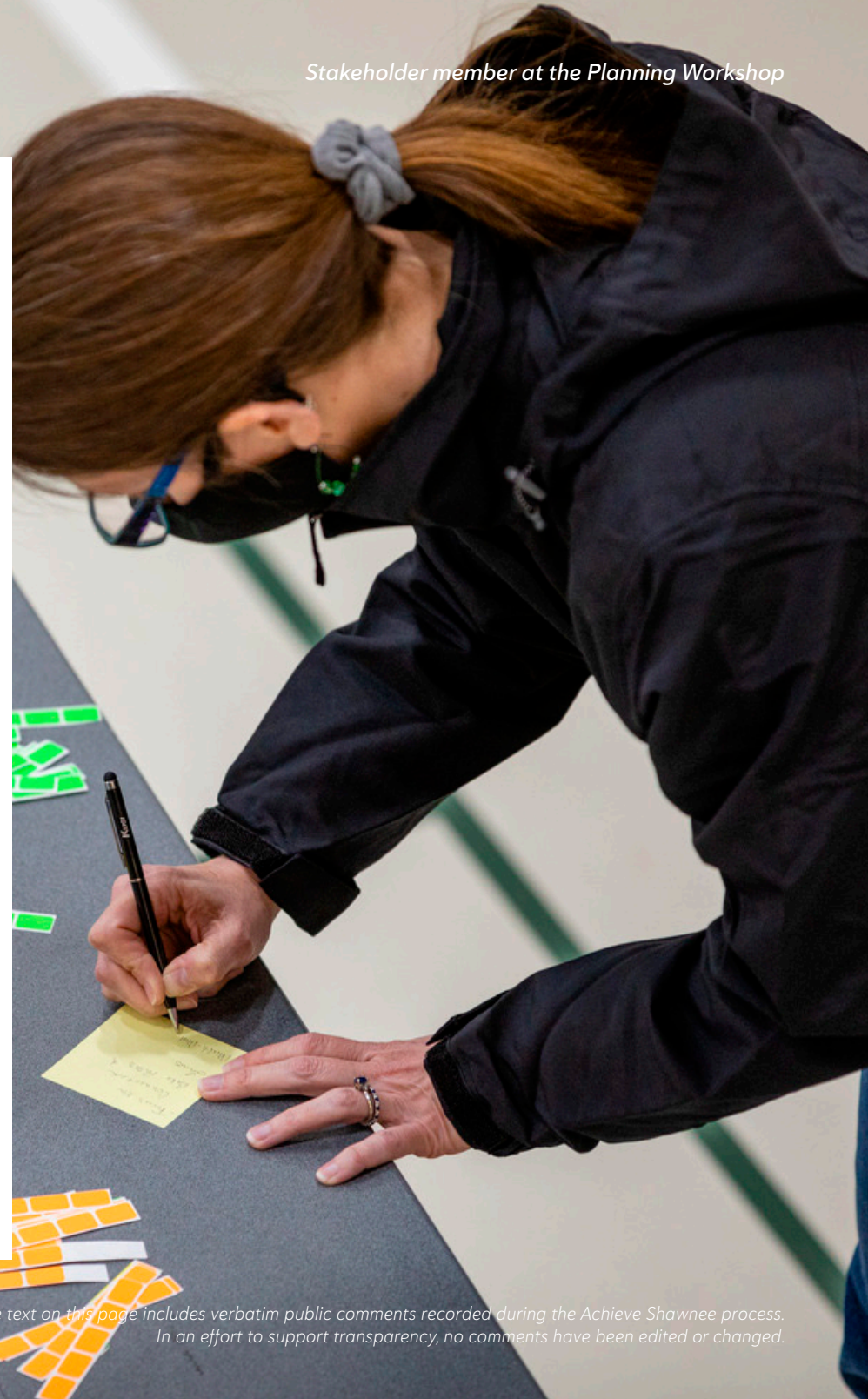
In the end, a good plan is developed with the community, and not just for it. This Plan was developed with the community and stakeholders. Through a series of online and in-person workshops, surveys, meetings, open houses, interviews, and charrettes, the planning team was able to collaborate with the community on the thoughts, ideas, and comments that became the recommendations put forth in this Plan; the Plan is better for it. **Appendix B** summarizes both that process and its outcomes.

Each engagement opportunity allowed participants to share their ideas for the future of Shawnee. After each engagement opportunity, the planning team analyzed the comments and graphics and documented the formal and informal conversations that took place. This information then shaped and reshaped the Plan's priorities and recommendations.

Getting the Word Out

Multiple media outlets were used to ensure Shawnee residents were aware of the opportunities to be involved in the comprehensive planning process. Such outlets included:

- A dedicated project website
- The City's existing social media accounts
- Postcard mailers
- Media releases to local TV, radio, and newspapers
- Advertisements in City-run and local publications, including CityLine, the Parks and Recreation Department brochure, and Shawnee Magazine
- General email blasts to website subscribers





Project Website

The project website (www.AchieveShawnee.com) was the electronic hub for project news and information.

The site provided detailed and regularly updated information on the project including goals, schedule, and relevant documents, graphics, and maps. Email list sign ups, the public survey, and open house registrations were generated through the site as well. The site also provided direct contact with City of Shawnee’s project manager for anyone with comments or questions about the project.



Social Media

Social media outlets helped spread the word on project status and events. The planning team designed graphics to match project branding and wrote captions for the posts, which were then posted by the City of Shawnee and shared on other sites, like NextDoor. Community businesses and residents were able to share the posts on their personal accounts to generate awareness of the project and ways to get involved. The project also used Facebook ads to promote additional engagement for certain events or happenings.



Postcard Mailers

A total of four postcards were sent out to all Shawnee households throughout the lifetime of the project. The first postcard had general project information and advertised the public survey. The second postcard advertised the week long Planning Workshop, which included both “open office hour” times, as well as information on Public Open House #1. The third postcard had information on the Area Plan Workshops. The fourth postcard advertised Public Open House #2.



Local Publications

City-run newsletters, including CityLine and the Parks and Recreation Department brochure, were used to spread the word about the project, explain what phase of the planning process the project was at, and share ways to get involved. Advertisements about the Plan and planning process were also placed in several Shawnee Magazine publications.



Media Releases

Multiple media releases were sent out by the City throughout the project timeline. The City’s communication director sent information on current project status, and any action that was currently available for public involvement, such as the public survey or open houses to a list of TV and radio networks and newspaper contacts.



Email Blasts

A project email list was generated to quickly spread project information throughout the planning process. Anyone interested was able to join the list by submitting their email address through the project website. Periodic emails were sent sharing news such as current project status, open house information, and website updates.

The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

UPDATE FOR THE COMPREHENSIVE PLAN

In September 2020, the City of Shawnee kicked off a planning process for the new Comprehensive Plan. With the original plan dating back to the late 1980s, and so many changes having occurred at a local, regional, and national level, it was the right time to take a fresh look. Since September, the Stakeholder Committee, City staff, and the consultant for the project (Ochsner Hare & Hare, the Olsson Studio), have been hard at work. Here is what we have done so far:



BRAND

Established a unique brand for the Comprehensive Plan designed to jump off from where the strategic vision - Imagine Shawnee - left things, resulting in this Plan's mantra of **Achieve Shawnee**.



WEBSITE

Created a dedicated website for the planning process to make sure information is readily available to all members of the public: AchieveShawnee.com.



STAKEHOLDER COMMITTEE

Formed the Stakeholder Committee, which is a dynamic group made up of nearly 200 people that represent many disciplines, organizations, and interests within the city.



PUBLIC SURVEY

Launched the online public survey to further refine the Comprehensive Plan priorities and topics to consider. The survey is open until February 1, 2021 either online (visit AchieveShawnee.com) OR at the City Clerk's counter at City Hall, 11110 Johnson Drive.



VISIONING WORKSHOP

Hosted the first of many engagement events - the Visioning Workshop - for the Stakeholder Committee. This workshop was provided in October 2020 to help set the priorities for the Comprehensive Plan. See a summary of the priorities on the project website (AchieveShawnee.com).



EXISTING CONDITIONS

Dove into the ins and outs of Shawnee by mapping the city in its current state, reviewing and summarizing relevant plans and studies, analyzing demographic and market trends, and exploring the city in person.

www.achieveshawnee.com

questions? email achieveshawnee@cityofshawnee.org

What's next? A Public Open House and Planning Charrette (a multi-day planning and design workshop) are on the horizon for Spring 2021. As soon as dates are available for these events, notifications will be sent out citywide.

Marketing Material Examples

Spring 2021 CityLine (left) and postcard mailers (right)

HELLO SHAWNEE!

the public survey is now available!

What is a Comprehensive Plan? The Comprehensive Plan creates a road map for Shawnee's big picture decisions on how to grow while preserving and improving our community.

How and why should you take the survey? The survey is available online at the project website (www.AchieveShawnee.com). Or, you can visit the City Clerk's counter at Shawnee City Hall for a hard copy. The survey will be open until February 1, 2021.

The public survey will help set the vision and goals for Shawnee's future and how we can **GROW** while **PRESERVING** and **IMPROVING** our **NEIGHBORHOODS**.

Thank you for helping us

#AchieveShawnee!



Get involved in your new Comprehensive Plan: AchieveShawnee!

No one can design Shawnee for you. We have to use our own people. With your help, tomorrow can be wonderful. The City of Shawnee is planning for housing, land use, transportation, recreation, and more. Our week long Planning Workshop, March 15-19, 2021, will be your first in-person opportunity to share YOUR thoughts for Shawnee's future!

What is a Planning Workshop? As the Consultants for your new Comprehensive Plan, we are hosting a Planning Workshop. The workshop will allow for all members of the community to put their heads together and start crafting the plan for the future of the city.

As a member of the public, what is the best way to participate? The best way to have your voice heard is to attend the Citywide Public Open House anytime between 4:00 to 8:00 p.m. If you cannot attend, stop by to chat with us during open office hours for informal conversations.

Public Open House #1

March 17, 2021
4:00 p.m. - 8:00 p.m.
Civic Centre
13817 Johnson Dr.



Stop by for office hours.

March 16, 2021
10:00 a.m. - 6:00 p.m.
New City Church
7230 Quivira Rd.



Attend the Open House!

March 17, 2021
4:00 - 8:00 p.m.
Civic Centre
13817 Johnson Dr.



Stop by for office hours.

March 18, 2021
7:00 a.m. - 3:00 p.m.
Fire Station 74
5300 Woodsonia Dr.

HELLO SHAWNEE!

review public survey results!



Since September 2020, we've been working on the plan for the future of YOUR city. Visit AchieveShawnee.com to see what you've told us so far!



Public Survey

Launched the public survey to further refine YOUR priorities and topics to consider. It was open from November 6, 2020 to February 1, 2021. Visit the website or use the QR code above to view the results.



Existing Conditions Maps

Studied the city's existing conditions. See graphic illustrations of the city in its current state, including transportation networks; bicycle and pedestrian infrastructure; parks, recreation, and open space; current land uses; and zoning.



Visioning Workshop

Hosted the first of many engagement events - the Visioning Workshop - for the Stakeholder Committee. This workshop took place in October 2020 to help set the priorities for YOUR plan for Shawnee's future.

Mark your calendars for the Public Open House!

You're invited to attend Shawnee's Comprehensive Plan Public Open House #1 to share your feedback on the city's future.

Wednesday, March 17, 2021 | 4:00 p.m. - 8:00 p.m. (stop by anytime)
Civic Centre | 13817 Johnson Drive

Masks required!



Marketing Material Examples

Spring 2021 Shawnee Magazine (top left); Facebook ad (bottom left); Parks and Recreation brochure (right)

UPDATE FOR THE COMPREHENSIVE PLAN

In September 2020, the City of Shawnee kicked off an exciting and important project for the future of our community: a new Comprehensive Plan. The current Comprehensive Plan was originally adopted in 1987, so it is time to update and look forward to the future. The new plan will be based on community input, opportunities, economic realities, and the city's new strategic vision.



WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a vision for the future of a community. Comprehensive plans are created by and for the community to record shared goals and desires for themselves and their fellow community members.

A comprehensive plan examines what a community is, where it came from, and crafts a coordinated road map for the future. This road map guides the growth and development of the community for the next 10 to 20 years, and is revisited to ensure relevance.



WHAT DOES THE PLANNING PROCESS ENTAIL?

The plan development process will take approximately 12 months and consists of six primary phases: discovery, engagement, planning, refinement, implementing, and sustaining. From *Discovery*, where a baseline understanding of Shawnee is created, to *Engage* where the community shares their voice, to *Planning and Refinement* when the actual road map for the future of topics like development, connectivity, and housing are recorded, to *Implementing and Sustaining* when the new comprehensive plan is put to work for the community.



HOW CAN I GET INVOLVED?

There will be many opportunities to participate during this year-long effort, including workshops focused on specific corridors and areas of Shawnee, public open houses, an online survey, and more! There will be a mixture of in-person and online events. All in-person events will adhere to all current gathering guidelines.

Mark your calendar!

PUBLIC OPEN HOUSE // WEDNESDAY, MARCH 17, 2021

MORE DETAILS TO COME. WATCH YOUR MAILBOX, THE PROJECT WEBSITE, AND CITY SOCIAL MEDIA!

www.achieveshawnee.com

questions? email achieveshawnee@cityofshawnee.org



Achieve Shawnee Visioning Workshop Summary

Why Visioning?

Visioning serves as a critical milestone in any planning process. Not only is the visioning workshop the first opportunity for community members, stakeholders, and City staff to meet, it is the time when the collective tone for the process to come is set. The goal of visioning is to guide the development of the Comprehensive Plan (Plan), ensuring it is reflective of overarching community goals.

While it is imperative to be realistic about what can be implemented, visioning is a time when participants are encouraged to ignore the price tag and timing concerns. The process is meant to uncover needs, wants, and desires without being clouded by the constraints, at least initially. Visioning intentionally strips away what often holds people back from being truly honest about what they want to see. This is a time to be playful and let go of the “ifs,” “buts,” and “hows,” - ***it is a time to dream.***

Once the needs, wants, and desires of the community have been fully explored, the constraints and roadblocks can be discussed. With the dream in mind and the openness that comes from sharing with one another about what is desired, a more informed conversation can be had about barriers, obstacles, and annoyances.

In addition to providing a dedicated time and space for community members to participate actively in the visioning process, this time is also important for the planning team, allowing them the opportunity to listen intently to what the community hopes to achieve from the Plan. Although the facilitated dialogue and exercises provide rich input, the act of simply listening to conversations being had between neighbors, acquaintances, City staff, and City leadership with their constituents is invaluable to shaping the Plan.

Visioning Workshop Overview

Before a plan's vision and ultimate recommendations can be crafted, it is important to meet with stakeholders to (1) ensure a clear understanding of their desires for the future of the City; (2) to gather local knowledge related to the issues and opportunities facing the City; and (3) to build consensus around a multifaceted solution. As the first step in this master planning process, a visioning workshop was held by the planning team.

The visioning workshop was held on October 7 and 8, 2020 from 10:00 a.m. to 12:30 p.m., and October 13 and 14, 2020 from 5:30 p.m. to 8:00 p.m. The event was held virtually via Zoom due to COVID-19 gathering restrictions. In order to accommodate for schedules of participants, a morning and evening option of the two-day workshop was offered. Attendees included the planning team, Stakeholder Committee members, and technical committee members.

The Stakeholder Committee is the project's sounding board, made up of community members with a vested interest in the planning process, such as property owners, business owners, faith leaders, neighborhood representatives, students, special interest advocates, developers, and more. The Technical Committee is made up of representatives from various City departments that would, in part, be responsible for implementing the Plan.

In preparation for the visioning workshop, the planning team designed a project brand and logo, developed a project website, created a public survey, and visited the City. This laid ground work for the planning team as to the current state of Shawnee. With this information in mind, the planning team led a series of tailored exercises during the visioning workshop. These sessions are described and illustrated in the following subsections.

Typically, visioning workshops are done in-person within a morning or afternoon. Since the pandemic, the planning team has shifted to virtual engagement platforms to host these events safely. The visioning workshop took place via Zoom and used other online tools to gather information and spur discussion. The planning team has found through experience that breaking up the workshop into two sessions over two days is most effective for the virtual setting.

Opening Inspiration

Special opening remarks for the visioning workshop were given by Doug Allmon, who serves as the Community Development Director for the City of Shawnee. Doug shared his sentiments on working in the City and expressed the importance of planning responsibly for present and future generations. As the first event in the planning process, the visioning workshop is a time to dream about the vision for the future. Doug ended with thanking the group for participating in the workshops and asking them to enjoy their time working together over the two sessions.

Session Summaries

Day One

Warm-up. Before diving into the exercises, the planning team invited participants to play a quick game of trivia using Mentimeter, an online polling platform that would be used for the first exercise. The questions quizzed participants on Shawnee history and allowed the group to get familiar with the online meeting platform.

Word Cloud. The first two exercises simply asked the attendees - in three, single-word answers - what they love and do not love about Shawnee. Attendees responded using Mentimeter and the planning team compiled the responses into a word cloud (see **Figure B.1** through **Figure B.4**). The larger the word size in a word cloud, the more times it was repeated as a response to the question. Word clouds are helpful in finding similar trains of thought between respondents. Items that the Stakeholder and Technical Committee members love about Shawnee include the community atmosphere, parks and recreation opportunities, schools, and great access. Items that the committee members do not love about Shawnee include taxes, manmade and physical divisions, sprawl, and challenges related to communication.

Next, the attendees were asked what the “one thing” would be in order to consider the Plan successful. While individual answers varied, common themes emerged in participant answers. Themes included a unified vision for the future, inclusivity, community-wide collaboration, and sustainable growth while maintaining the character of Shawnee. All responses are listed in **Full Documentation of Responses**.

Needs, Wants, Desires, Barriers, Obstacles, and Annoyances. The next exercise asked attendees to record their needs, wants, and desires, barriers, obstacles, and annoyances for the City, defined as follows:

- **Needs:** We need to address this critical issue.
- **Wants:** If we had the choice, we would choose to have this...
- **Desires:** Wouldn't it be nice if..., but if we don't get it, that's okay.
- **Barriers:** Immovable objects or obstructions that we must go around. (We cannot simply eliminate them; we must define a path that minimizes or mitigates them.)
- **Obstacles:** Things that can be surmounted or changed (hopefully in our best interest); get in the way of what we want to accomplish (but not just a nuisance). (We can go over, through, or around them, but we must engage directly with them.)
- **Annoyances:** Things we just do not like; tend to be nuisances and personal; do not prevent you from achieving your goals.

Using the Breakout Rooms feature on Zoom, the planning team broke the participants into small groups. Each small group was given ample time to record their responses using a real-time virtual commenting software called Konveio. Each category - needs, wants, desires, barriers, obstacles, and annoyances - had a separate sheet on the project Konveio site. Participants navigated through the sheets using a drop-down menu and left comments by clicking on the appropriate sheet. All responses are recorded in **Full Documentation of Responses**.

Day Two

Before the second sessions began, the planning team listed out each comment recorded on the sheets by category. New small groups were assembled at the beginning of the session. Each group cycled through the sheets to review all the responses and were asked to pick their top three favorite for each category. Then, using a real-time collaborative platform via Google Slides, each group placed their favorite responses on their own group slide. This exercise began the narrowing process to determine which items were most important. After each group had their top three responses for each of the six categories - needs, wants, desires, barriers, obstacles, and annoyances - the team asked the groups to pick their top response for each category. Then, every group chose a spokesperson to report back their priorities to the entire group.

Tables B.1 through **B.17** detail each groups' priorities, by category. **Tables B.18** through **B.23** show the full list of each of the groups' prioritized responses per category.

Visioning Workshop Wrap Up

Following both visioning workshop sessions, the planning team reviewed and digested every single comment provided, paying special attention to what the stakeholders collectively prioritized across both workshops. The review of all comments and the subsequent prioritization of those comments (that was performed by the stakeholders) resulted in **Figure B.5** (Visioning Workshop Prioritization). Several of the comments have symbology next to them (i.e., x5) to indicate how many times that same comment, or same general idea, was repeated. For example, if there were five instances of comments that said "I love dogs," or "Dogs are great," then the prioritization of that group of comments might show up as "Dogs are a priority (x5)."

Table B.1 Workshop One: Group One - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances (bolded item indicates “the one thing”)

Needs

- Maintain infrastructure
- Diversify housing opportunities - revenue to support the City
- **Have a diverse and stable tax base**

Wants

- Opportunities for community interaction
- Trails & Green Spaces
- **Something that is unique and unifying, serving as an attraction and as a community gathering point**

Desires

- **Riverfront Park - finish the project**
- Regional “fun” Destination site
- Unique regional attraction

Barriers

- **Natural geographical dividers that prohibit development/land use/unity among community [hwy, school districts, etc.]**
- Landfill site is unseemly and immovable
- Competing interests within the population

Obstacles

- A divided and uninformed/unaware populace, despite City efforts to communicate and educate
- Lack of sense of unity within “Shawnee” (visual markers, etc.)
- **Scarcity of resources - money, staff, etc.**

Annoyances

- Some ordinances contradict HOA bylaws, and can frustrate citizens that may appear restrictive and limit choice.
- **Ability to maintain a shared vision that is conducive to long-range planning and not subject to competing interests within the population**
- Social Media - a focus on the negative, naysayers may be unfairly driving the City’s message.

Table B.2 Workshop One: Group Two - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances
(bolded item indicates “the one thing”)

Needs

- **Diverse range of housing options**
- Catalyst Project/Big Unique Idea (Valley of Champions and/or Shawnee Town Expansion)
- Pioneering Spirit for the Future

Wants

- **Catalyst Project that includes more diverse restaurants and businesses**
- Integrated bike paths/walkability/complete streets
- Sustainable development (tree/green spaces/parks/trails)

Desires

- Notable development at I-435; Gateway Project -- Long-term integration with Landfill plan
- **Amphitheater/Flexible Community space next to expanded Shawnee Town**
- More diverse events/festivals

Barriers

- The 435 east/west divide. The physical divide creates a mental one
- Conflicting vision for Shawnee
- **Limited resources to deal with infrastructure needs**

Obstacles

- Communication - accurate info; dealing with misinformation; How to create neutral trusted source
- Need more diversified tax base; incorporate more density/business
- **Community understanding and trust in dynamics of development (people first/then business)**

Annoyances

- Negative Perception of apartments
- **Imbalance of input; few small groups have outsized voice and influence**
- Lack of civility in public discourse

Table B.3 **Workshop One: Group Three - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
(bolded item indicates “the one thing”)

Needs

- **Provision of housing of various types for all ages**
- Repurposing of empty commercial space
- Educating the public

Wants

- **Development along the 435 corridor, bringing east and west together**
- Alternative transportation methods, including trails
- More restaurants /destination options

Desires

- Continuation of parks and green spaces
- Increase use of Shawnee Town (farmers market, art fairs, etc.)
- **Destination development**

Barriers

- Disconnect between western and eastern Shawnee
- **Infrastructure for new development, lack of resources**
- Johnson County Wastewater impacts on development

Obstacles

- Utilities (WaterOne, Johnson County Wastewater) -P3 Required for Development
- City Council and voters not wanting to progress City
- **Lack of cohesiveness among residents and decision makers**

Annoyances

- Traffic patterns (schools, commercial development) - poor planning
- **Nay-sayers, lack of understanding, and apathy among residents**
- Politics

Table B.4 **Workshop One: Group Four - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
(bolded item indicates “the one thing”)

Needs

- **Increase residential density to support commercial development**
- Improve and activate Downtown
- Re-envision Shawnee Mission Parkway and 435 corridors

Wants

- More pedestrian paths and trails -comprehensive sidewalk structure
- **Affordable housing + increased diversity**
- Rec Center

Desires

- Opportunities for solar
- **Integrate Farmer’s Market into Shawnee Town**
- Riverfront entertainment district

Barriers

- **Topography/geography of 435**
- Landfill
- Floodplain

Obstacles

- **Political pressure**
- Cost of development Downtown + lack of funding
- Lack of education surrounding housing types

Annoyances

- Lack of funding for additional trails
- Limited solar allowances from HOA
- **Lack of walkability/paths & trails**

Table B.5 Workshop One: Group Five - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances
(bolded item indicates “the one thing”)

Needs

- **Stronger education and common understanding of goals/plan**
- Housing flexibility (affordability, diverse types)
- Access to services and amenities (Downtown and other destinations)

Wants

- **Shawnee ONE - not east/west (unify wants and needs so we’re working together) -creating a Shawnee that works for every area**
- Parks/recreation options (indoor and outdoor)
- Diversity in leadership - should represent community (Shawnee has been slow to catch up) - City as a whole

Desires

- **River access/businesses/activities near Holiday Dr.**
- Access to solar/renewable energy
- Arts and culture (museums, murals, community projects)

Barriers

- **Limitations to land that is available in Shawnee (topography, etc.)**
- **Attitudes (NIMBYs, misinformation)**
- **Funding - limits on what you have and how you use it (e.g., will increased taxes or assessments be supported)**

Please note: Group Five indicated all barriers as ‘the one thing’s

Obstacles

- **Fear of change**
- Politicalization of local issues/lack of unity on plan for the future/ lack of political will
- General distrust of City government/perceived lack of transparency (misrepresentation/misunderstanding of factual information and process-- communication issues; sending and receiving)

Annoyances

- **Negativity in the community**
- Dated building or vacant commercial buildings (concern about image for Shawnee)
- Smell of the landfill

Table B.6 Workshop One: Group Six - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances
 (bolded item indicates “the one thing”)

Needs

- **Acceptance of growth and change.**
- Diverse housing options for all life stages and income levels
- Larger non-residential tax base

Wants

- Trail connectivity, increased walkability and bike-ability, maintain and preserve our beautiful outdoor spaces, maximize the rolling hills and trees and make it something we are known for
- **Better education of residents on value of diverse housing types and commercial uses**
- Valley of Champions

Desires

- Shawnee town - Farmers Market - development as a destination for outdoor gatherings.
- **Have more mixed use areas to allow people to live, work and play in the City.**
- Zoning/regulation map to attract investment and provide continuity.

Barriers

- **I-435 and separation of the City with Landfill and golf course as physical and psychological barrier.**
- Competition from adjacent City. Many people travel to City to south for community center and restaurants.
- Reputation of City (governing body/residents?) to being anti-development

Obstacles

- **NIMBYs - BANANA**
- Topography
- Lack of infrastructure to many undeveloped areas and infrastructure age.

Annoyances

- Lack of communication/listening
- misinformation
- **Lack of trust in your fellow residents, City staff and their contribution to the community**

The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

Table B.7 **Workshop One: Group Seven - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
(bolded item indicates “the one thing”)

Needs

- **One Shawnee**
- Improve Infrastructure
- Workforce Housing

Wants

- Make Shawnee a destination City
- **Develop comprehensive plan for today and future that we can implement and follow it**
- Continue development of downtown while also creating same opportunities for growth in western Shawnee

Desires

- Solar and renewable energy opportunities
- Valley of Champions Development
- **Create political support for implementing plan**

Barriers

- Geography of 435 Corridor creates natural east/west divide
- **Limited space available requires thoughtful intentional plan**
- Flood plain and environmental obstacles to development.

Obstacles

- Lack of political courage to implement the plan
- Addressing infrastructure to facilitate development
- **Social media, difficulty in communicating and educating residents**

Annoyances

- Lack of interest from the community until it directly affects them
- **Refusal or reluctance from political leaders and residents to consider compromise**
- Fear of multi-family

Table B.8 **Workshop One: Group Eight - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
 (bolded item indicates “the one thing”)

Needs

- Transit-Oriented Development with diverse housing (435, K7, SMP)
- **Infrastructure**
- Something to set us apart from other communities
- Unity between east and west

Wants

- Riverfront park development
- **East-West physical connections (community/walk/bike)**
- Development plan for the landfill

Desires

- Vibrant Downtown
- Green/sustainable development
- **Well-maintained areas and nicer commercial areas**

Barriers

- Topography/streets/land ownership
- **Cost to develop**
- Landfill

Obstacles

- **Lack of accurate information, communication, consensus**
- Lack of resident buy-in; inability to build tax base
- Outdated City codes

Annoyances

- Loudest group thinks they are in charge
- **Lack of understanding the big picture**
- Perception from the development community

Table B.9 Workshop One: Group Nine - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances (bolded item indicates “the one thing”)

Needs

- Need for varied and affordable housing types
- **Density brings diversity of commercial spaces**
- Infrastructure to support long term sustainability of the community

Wants

- **Community gatherings places**
- Maintain sense of community as we grow
- Enhance alternatives to travel by car

Desires

- Develop destination type uses to attract visitors and travelers
- **Premier Sports Destination**
- East/West Connectivity

Barriers

- **Highway and natural barriers to development and connectivity**
- Competition from adjacent Cities
- Topography: lots of rocky soil hills that complicate construction projects. Seems we could leverage these challenges to work to our advantage.

Obstacles

- **Fear of change/different**
- Differing opinions on what is best for the City
- Lack of consensus about where and when to use incentives

Annoyances

- **Lack of trust in the data/facts presented**
- Divide between age groups
- Government distrust

Table B.10 Workshop One: Group Ten - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances
 (bolded item indicates “the one thing”)

Needs

- **Varied/Affordable housing types**
- Engage the public in discussions on zoning issues
- Diversify the tax base

Barriers

- Current Zoning
- **I-435**
- Landfill/Shawnee Mission Park

Wants

- Destination Attractions
- **Infrastructure improvements to include walkability (sidewalks), connectivity (roads), and accessibility (public transit)**
- Sustainable housing codes

Obstacles

- Topography
- **Political Issues, misleading/false info circulated in all mediums**

Desires

- Amphitheater at ST1929, multifunction space, community gathering spaces, farmers market, equitably located
- Incubator for start ups to support research and development
- **Destination Attractions including continued re/development in downtown inc. a new City Hall**

Annoyances

- Unknowns related to COVID
- **Only people who show up at public meetings are the ones who are against or oppose stuff**

The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

Table B.11 Workshop Two: Group One - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances
(bolded item indicates “the one thing”)

Needs

- **Lack of overall masterplan, direction, & identity**
- Housing (affordable/high value/high density)
- Downtown redevelopment

Barriers

- Infrastructure
- Landfill
- **East/west differential (435 barrier)**

Wants

- **Appropriate/cohesive east/west development plan**
- Addition of City amenities
- Destination venues

Obstacles

- **NIMBYs & Lack of unified plan**
- Prudent public incentives for development
- Lack of unified plan

Desires

- Focus on western Shawnee
- **Appropriate development**
- Lower taxes

Annoyances

- Vacant buildings
- **Developers not following through (plans & schedules)**
- Lack of community involvement

Table B.12 **Workshop Two: Group Two - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
 (bolded item indicates “the one thing”)

Needs

- **Establish Identity**
- Advocating identity
- City leadership

Barriers

- Landfill
- **435**
- Terrain/Hills

Wants

- **Attractions for young adults**
- Connecting trails (east and west) Midland Dr
- West side pool

Obstacles

- **Tax Sensitivity/Limited Resources**
- NIMBY
- East/West Divide

Desires

- Riverfront development
- **“First Fridays” Concept - Social Meeting spaces**
- More community involvement at all levels

Annoyances

- Density Aversion
- **Vocal Minority**
- Healthy relationship with developers

Table B.13 **Workshop Two: Group Three - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
 (bolded item indicates “the one thing”)

Needs

- Development - housing, retail, commercial, Downtown (face of Shawnee)
- **Embrace east / west (or quadrant) divide - what are the needs in each geographic area - what’s unique or a strength of that area in addition to focus on the less desirable aspects - what development needs to happen**
- Future focused - so people will want to live and businesses thrive

Wants

- Trails - walking, biking, connection between east & west
- Healthy Living - physical, get moving - parks, soccer, swimming, by the riverfront like Lake Olathe, be outside and focused on fitness
- **Revitalizing downtown - young families afford a first time home in a desirable area in starter homes (quality level housing at different price points) - wide range of SES needs - ShawneeTown viable gathering space, farmers market, interactive for kids (free things for kids in my town)**

Desires

- ShawneeTown viable gathering space - outdoor community center
- Western Shawnee Pool/Community Center
- **Healthy Living - trails, biking, sports, pools, community center - outdoor Riverfront areas**

Barriers

- I 435-Physical Barrier that divides the City (east v. west)
- “Blights” on the City - landfill, empty businesses, crime
- **Infrastructure issues and/or not up to date/missing with future plans (undeveloped land, no utilities, environmental issues with landfill, stormwater drains, watersheds, lack of sidewalks)**

Obstacles

- Topography of the City - creative construction needed in development of businesses
- Lack of understanding of tax incentives - public campaign needed to educate
- **Lack of population density to support business development and sustainability (ie apts don’t pass then businesses walk away)**

Annoyances

- **NIMBYs (“not in my backyard” folks) - against development, lack of vision for potential of future, trickle down effect**
- Tax Averse Citizens
- Little to offer young professionals - living spaces (no apts), priced out of markets, “downtown” feel of City Center in Lenexa is missing here

Table B.14 **Workshop Two: Group Four - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
(bolded item indicates “the one thing”)

Needs

- Unify East/West
- Green Spaces
- **Diversification of tax base**

Wants

- Excellent Public Safety
- **Quality Infrastructure**
- Low Taxes

Desires

- Bike lanes (Midland Dr.)
- Indoor Aquatic Center
- **Having the Comprehensive Plan be a part of City decisions and direction**

Barriers

- **physical barriers dividing east and west (435, landfill, etc.)**
- Topography
- Unknowns in a post COVID environment

Obstacles

- **Unknowns in a post COVID environment (commercial/vacancies/etc.)**
- Socioeconomic divide
- Vacant commercial property

Annoyances

- Vocal minority
- **Constantly being compared to other cities (community identity)**
- Lack of unity within the City Council

Table B.15 **Workshop Two: Group Five - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances**
(bolded item indicates “the one thing”)

Needs

- **A comprehensive plan that is more localized**
- Improvement of critical infrastructure
- A different approach to Recreation that involves private-public partnerships

Barriers

- Topography
- 435 corridor/landfill
- **NIMBY/Resident understanding and input of land use**

Wants

- Safer pedestrian transportation across 435
- **An environment that fosters business growth in Shawnee**
- Community Space for all of Shawnee

Obstacles

- City communication
- **Lack of understanding within our community about how City government works**
- Lack of citizen involvement

Desires

- More Shawnee-branded unique events (car shows, etc)
- **Western Pool & Balanced Recreation Options**
- Lower taxes

Annoyances

- Social Media
- **East vs. West mentality**
- Tax base heavily reliant on property values

Table B.16 Workshop Two: Group Six - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances
(bolded item indicates “the one thing”)

Needs

- **Unifying vision with clear communication from council**
- Mixed use development
- More housing options with variety

Barriers

- **Divided City Council**
- 435
- Landfill

Wants

- **Connectivity - east & west community streets & trails**
- Incentives for restaurants/retail
- Pool in western Shawnee

Obstacles

- **Lack of development incentives/NIMBY**
- Divided community/council
- Lack of understanding how City govt works

Desires

- **Development @ 435 & SM Parkway**
- Community space and events
- Riverfront development

Annoyances

- **Lack of commercial property updating or maintenance over years.**
- A few residents resistant to change
- Lack of understanding of tax base, sales, property, etc.

Table B.17 Workshop Two: Group Seven - Prioritized Needs, Wants, Desires, Barriers, Obstacles, and Annoyances
(bolded item indicates “the one thing”)

Needs

- **Diversify tax base to maintain or increase revenue.**
- Cohesive housing plan (including workforce housing)
- Maintain parks/ green spaces/ sustainable

Wants

- Make Shawnee a destination
- More mobility/transportation options for residents
- **Community gathering places (farmers market, community center, senior center, etc.)**

Desires

- **Fully planned and developed Valley of Champions (soccer fields, etc.)**
- Community amenities (physical fitness/sports, western pool,
- Amenities for teens (intergenerational)

Barriers

- Interstates
- Landfill
- **Difficult topography to develop**

Obstacles

- **Decline of older developments/ need to redevelop or modernize**
- Community Engagement/ Trust Building among community members, City staff, and City Council
- Lack of public involvement/ enthusiasm

Annoyances

- **Lack of cohesive brand/ identity**
- Empty buildings
- Lack of community events

Table B.18 Full List of Prioritized Comments - Combined Workshops One and Two: Needs

Needs

- Diverse range of housing options
- Provision of housing of various types for all ages
- Stronger education and common understanding of goals/plan
- Acceptance of growth and change
- One Shawnee
- Infrastructure
- Density brings diversity of commercial spaces
- Increase residential density to support commercial development
- Varied/affordable housing types
- Lack of overall master plan, direction, & identity
- Establish Identity
- Embrace east / west (or quadrant) divide - what are the needs in each geographic area - what's unique or a strength of that area in addition to focus on the less desirable aspects - what development needs to happen
- Diversification of tax base
- A comprehensive plan that is more localized
- Unifying vision with clear communication from council
- Diversify tax base to maintain or increase revenue.

Table B.19 Full List of Prioritized Comments - Combined Workshops One and Two: Wants

Wants

- Something that is unique and unifying, serving as an attraction and as a community gathering point
- Catalyst project that includes more diverse restaurants and businesses
- Development along the 435 corridor to bring east and west together
- Shawnee ONE - not easy/west (unify wants and needs so we're working together) - creating a Shawnee that works for every area
- Better education of residents on value of diverse housing types and commercial uses
- Develop comprehensive plan for today and future that we can implement and follow
- East-west physical connections (community/walk/bike)
- Community gathering places
- Affordable housing + increased diversity
- Infrastructure improvements to include walkability (sidewalks), connectivity (roads), and accessibility (public transit)
- Appropriate/cohesive east/west development plan
- Attractions for young adults
- Revitalizing downtown - young families afford a first time home in a desirable area in starter homes (quality level housing at different price points) - wide range of SES needs - ShawneeTown viable gathering space, farmers market, interactive for kids (free things for kids in my town)
- Quality Infrastructure
- An environment that fosters business growth in Shawnee
- Connectivity - east & west community streets & trails
- Community gathering places (farmers market, community center, senior center, etc.)

Table B.20 Full List of Prioritized Comments - Combined Workshops One and Two: Desires

Desires

- Riverfront Park - finish the project
- Amphitheater/flexible community space next to expanded Shawnee Town
- Destination development
- River access/businesses/activities near Holiday Dr.
- Have more mixed use areas to allow people to live, work, and play in the City
- Create political support for implementing plan
- Well-maintained areas and nicer commercial areas
- Premier sports destination
- Integrate Farmer's Market into Shawnee Town
- Destination attractions including continued redevelopment/development in downtown, including a new City Hall
- Appropriate development
- "First Fridays" Concept - Social Meeting spaces
- Healthy Living - trails, biking, sports, pools, community center - outdoor Riverfront areas
- Having the Comprehensive Plan be a part of City decisions and direction
- Western Pool & Balanced Recreation Options
- Development @ 435 & SM Parkway
- Fully planned and developed Valley of Champions (soccer fields, etc.)

Table B.21 Full List of Prioritized Comments - Combined Workshops One and Two: Barriers

Barriers

- Natural geographical dividers that prohibit development/land use/unity among community (highway, school districts, etc.)
- Limited resources to deal with infrastructure needs
- Infrastructure for new development, lack of resources
- Development limitation based on topography, attitudes (NIMBY), and funding
- I-435 and separation of the City with landfill and golf course (physical and psychological barrier)
- Limited space available requires thoughtful and intentional plan
- Cost to develop
- Highway and natural barriers to development and connectivity
- Topography/geography of 435
- I-435
- East/west differential (435 barrier)
- 435
- Infrastructure issues and/or not up to date/missing with future plans (undeveloped land, no utilities, environmental issues with landfill, stormwater drains, watersheds, lack of sidewalks)
- physical barriers dividing east and west (435, landfill, etc.)
- NIMBY/Resident understanding and input of land use guide
- Divided City Council
- Difficult topography to develop

Table B.22 Full List of Prioritized Comments - Combined Workshops One and Two: Obstacles

Obstacles

- Scarcity of resources - money, staff, etc.
- Community understanding and trust in dynamics of development (people first, then business)
- Lack of cohesiveness among residents and decision makers
- Fear of change
- NIMBYs and BANANA
- Social media, difficulty in communicating and educating residents
- Lack of accurate information, communication, consensus
- Fear of change/different
- Political pressure
- Political issues, misleading/false information circulated in all mediums
- NIMBYs & Lack of unified plan
- Tax Sensitivity/Limited Resources
- Lack of population density to support business development and sustainability (ie apts don't pass then businesses walk away)
- Unknowns in a post COVID environment (commercial/vacancies/etc.)
- Lack of understanding within our community about how City government works
- Lack of development incentives/NIMBY
- Decline of older developments/ need to redevelop or modernize

Table B.23 Full List of Prioritized Comments - Combined Workshops One and Two: Annoyances

Annoyances

- Ability to maintain a shared vision that is conducive to long-range planning and not subject to competing interests within the population
- Imbalance of input; few small groups have outsized voice and influence
- Nay-sayers, lack of understanding and apathy among residents
- Negativity in the community
- Lack of trust in your fellow residents, City staff, and their contribution to the community
- Refusal or reluctance from political leaders and residents to consider compromise
- Lack of understanding the big picture
- Lack of trust in data/facts presented
- Lack of walkability/paths and trails
- The only people who show up at public meetings are the ones who are against or oppose stuff
- Developers not following through (plans & schedules)
- Vocal Minority
- NIMBYs (“not in my backyard” folks) - against development, lack of vision for potential of future, trickle down effect
- Constantly being compared to other cities (community identity)
- East vs. West mentality
- Lack of commercial property updating or maintenance over years.
- Lack of cohesive brand/ identity

Full Documentation of Responses

The “One Thing”

Workshop One

- Plan must be real and reflect what the real estate market will build
- development
- Clarity and buy-in on future development direction. Something that will be honored by future leaders and provide direction in the present on how to encourage and guide development, including understanding of how land/market conditions influence dev
- You must engage and get meaningful responses from those residents who would not normally participate in these kinds of things.
- It needs to be inclusive. By definition, this is a self-selected group. That creates a challenge for ensuring that the diverse voices of Shawnee residents and businesses are heard.
- A visible change
- Try to get more members of the community on board for the growth of Shawnee as a whole. There are several not in my back yard people, but we need to grow as a City as a whole.
- Unified direction for the City
- I would love to see the community become more accepting to different housing options that may not apply to them.
- Integration of community comments into ACTION plan.
- People being comfortable and excited with what the future holds with the City.
- A commitment to more forward thinking plan.
- A plan that is realistic and all-inclusive.
- Guidance for quality redevelopment and new development.
- Open people’s minds to the value of diverse housing options which drives commercial growth
- Collaboration in the vision for our future. Cohesiveness where we can be on the same page instead of fighting change.
- Cohesiveness
- Destination-Location
- Enrichment
- More options for residents that aren’t retirement age.
- To have a clear path forward to create a family-friendly community.
- Revitalization

The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

The “One Thing” (continued)

Workshop One

- Buy-in / support from stakeholders
- That we have an imaginative plan that moves us forward and that the City sticks to that plan going forward.
- Community, identity, image, vision,
- Knowing that we have been listened to and our main ideas have been implemented.
- If this project leads to a more focused and coherent plan, and a little less willingness to bend to the whims of a vocal few who oppose that plan, it will be a success.
- A clear path forward
- Affordable and Accessible Housing
- Community pulls together for a common result
- Variety of housing options for all life stages, income levels
- Commitment and buy-in to plan with complete understanding of the implications and opportunities.
- Development
- long term environmental substantiality with ongoing development and growth
- Negative
- City helping small businesses grow!
- Progress
- Safe
- A plan to move the City forward from old ways to new expectations. Need buy in from most of community.
- People stop focusing on negatives and work together for improvement
- Collaborative clear vision that can easily be implemented
- Equity and Equality for All
- clear concise vision for the future of Shawnee
- More openmindness, and acceptance of new, progressive ideas
- Plan for action
- Development
- More progressive
- Inclusive community
- Feeling like I contributed.

The “One Thing” (continued)

Workshop One

- A plan that is easily understood, with community buy in.
- Keep crime out
- Home
- People to understand that activities like this drive the vision, development and planning of the community. Nothing is done in a vacuum. Your voice isn't ignored, it just wasn't part of the discussion. Make it heard!
- Plan for Infrastructure to support sustainability and economic development
- People work together with courtesy and actually listen to each other's ideas before making decisions. We work together for the betterment of Shawnee.
- Time to dream BIG and dream UNIQUE!
- Vision for real development
- I would love to see people more open-minded and not afraid of process/change.
- Community buy-in
- COMING UP WITH A PLAN THAT IS A-POLITICAL AND NON-DIVISIVE
- I am getting back to meet people and get involved with this City as I have in the past elsewhere.
- Forward motion

The “One Thing” (continued)

Workshop Two

- Community buy-in.
- Achieve a new/revised comprehensive plan map that will guide on future development, such as appropriate locations for multi-family development.
- Alignment around and support for future development.
- More retail/restaurants
- Updated Land Use Plan
- Controlled growth East and WEST
- Leadership from electeds
- Efficient Construction
- “We maintain our friendly small town feel and not become oer built like
- OP or Lenexa”
- Increased population density while maintaining home values.
- A vision that captures the hearts and minds of Shawnee residents. A sense of pride in our City.
- For the majority of the Shawnee community to be happy
- Coming up with a sustainable plan and putting it into action.
- Woodland improved. Plan for western and southwestern Shawnee.
- A safe City
- Tangible results that can act as policy proposals we can support and advocate for.
- If we come up with a plan that council actually executes
- Bridging gaps in communication with residents
- More vibrant community
- Long term plan that integrates housing development with a great plan to build commerce.
- Alignment of people, resources and vision
- Plan that can guide public and private development decisions, coordinating infrastructure investments.
- Specific plan that allows for growth and keeps our small town feel and unique identity.
- We need to save and improve our beautiful green spaces.
- A comprehensive plan that looks at both east and west Shawnee
- Local governments listen to the people and not assume that everyone wants Shawnee to grow in population through affordable housing or additional apartments.

The “One Thing” (continued)

Workshop Two

- Strive for growth without incentives
- Plan must have buy-in by majority and City leadership, not vocal minority
- Crystal clear vision for the City with specific priorities, action items and accountabilities
- See suggestions that will be implemented in the City today and for the future.
- A better connected, more open community,
- That this Comp Plan process is not pre-ordained for more growth
- Real Plan for development
- Top 5 city destination to live, work and play in the KC Metro.
- Steps toward improving our community
- Every Shawnee resident should know and understand the land use guide.
- A clear vision that people can support.

Needs

Workshop One

- Inclusiveness and tolerance for new ideas.
- Transit - It has to get better and expand.
- Diversity in City leadership
- Need for varied and affordable housing types
- Address lack of sidewalks in eastern Shawnee in older developments. We have newer houses being built on Midland without sidewalks.
- Targeted areas for development that identify areas for infrastructure improvements
- increase density to support and grow restaurant and commercial services and push tax burden to commercial properties from residential which pay at twice assessed value rate
- Continue to invest in parks & recreational opportunities - they will be more important than ever as we move through this pandemic.
- “Educate the public to reduce NIMBY and BANANA (build absolutely nothing anywhere near anything) attitudes“
- Expanding our tax base to rely less on homeowners / property taxes
- Can we do this in a way that doesn't just copy Lenexa? Getting ideas from other cities is great, but let's jump ahead to other cities throughout the country and get our inspiration from a wider pool of creativity.
- More diversity.
- maintaining our aging infrastructure
- Infrastructure to support long term sustainability of the community
- “1. Crime has been increasing in my neighborhood. 2. My sister keeps complaining on how Shawnee looks in comparison to Overland Park. Maybe require specifications for the new buildings?“
 - Agreed, we do not have very good curb appeal from I-35. That's something we can work on.
- test comment
- Affordable housing for all people.
- Bike & Pedestrian Trails.
- It would be awesome to have a unique, landmark destination in Shawnee that draws in more people to spend money at our local businesses.
 - agree. It's hard to do in Shawnee because we don't have a lot of history/things that are unique to us. The work on Downtown Shawnee has been great. Creating clusters of focus like that could help draw people here.
 - agree - let's create something that Shawnee and only Shawnee will be known for ! Dream BIG !

Needs (continued)

Workshop One

- “Did you know?: 1. The first governor’s mansion of the KS Territory is in Shawnee, just off Neiman Rd near downtown? It’s still there. 2. The Santa Fe/California/Oregon Trails west all went right passed Shawnee? 3. There’s an Indian burial ground just off Neiman Rd as well? Neither did I until recently. Problem is, our City doesn’t celebrate or talk about it.”
 - “Are those something that would draw people to Shawnee ?“
- Up our game with requiring better developments and recruiting more businesses.
 - At what cost, though? Are you willing to raise taxes to fund business recruitment?
- Need to address the lack of safe, sustainable, affordable housing options in the City.
- Do we want to be more than a bedroom community.
 - YES!
- Need more housing choices
- workforce housing; diversity in housing
- More businesses in Western Shawnee that think beyond just school development.
- Increase awareness that diverse housing is critical to the health of our community
 - “Yes, we need to figure out how to create that buy-in“
- Boost commercial development to increase tax base.
- Education of residents
- Overdue repair and replacement of pipes and culverts.
- Additional affordable housing options, including multi-family.
- Walkability
- Creative use of empty commercial property
- Something modeled on the Atlanta Beltline could be an option if we’re talking about completely repurposing.
- No cohesive plan for business growth in our western corridor.
- Determine how to pay for infrastructure.
- Affordable housing and expansion of the neighborhood development plan.
- City support for residential solar.
- The desire for new development (more restaurants and retail) but no support for apartments or mixed use developments.
- We need to address the lack of diversity in our community.

Needs (continued)

Workshop One

- Revitalized downtown area. Walkability throughout. Integrate environmentally sustainable concepts into the plan.
- Political commitment and agreement to implement what this comp plan becomes
- Need to address increasing housing instability among many families
- test
- Acceptance of plans to develop open land and redevelop aging areas of the City.
- Test 2
- Education of public on process
- Walkable development with diverse housing to bring together different kinds of households in one place
- “I like the comment of bringing together different types of households. From comments I’ve heard there is a misconception of what type of people live in apartments.”
- Increasing population density and daytime populations to support restaurants and other needed services
- We need to address the inability of the City to adequately promote in-fill development with housing options that are both affordable and that increase population that will sustain commercial development.
- Affordable single family housing. Sub \$250k.
- Prioritize People, not Cars
- Community Centers / Meeting Places
- Support for families.
- Stop clinging so much to the past and develop a plan that addresses current and future needs, rather than nostalgia.
- Improve downtown and promote redevelopment that brings more people there.
- Need to address the negative connotations regarding apartments and their tenants and embrace the values that they bring to our community. Specifically luxury apartments.
- Planned spaces that are not developed to maintain wildlife and beauty of Shawnee.
- Not just groomed parks = areas left deliberately wild. And more than just narrow strips of flood plain.
- East/west pedestrian connections.
- infrastructure improvements
 - Can you give an example?
- Internet connectivity
- Adequate parking for downtown events

Needs (continued)

Workshop One

- Inclusiveness and tolerance for new ideas.
- Transit - It has to get better and expand.
- diversity in city leadership
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 - agree. It’s hard to do in Shawnee because we don’t have a lot of history/things that are unique to us. The work on Downtown Shawnee has been great. Creating clusters of focus like that could help draw people here.
 - agree - let’s create something that Shawnee and only Shawnee will be known for ! Dream BIG !

Needs (continued)

Workshop One

- Need to attract young families
- Environmental Sustainability
- This ties in to development and planning. Creating density and supporting alternate housing options goes hand in hand with focusing on smart environmental choices.
- Affordable housing. Not everyone can afford a \$400,000 average home.
- “Anti-development attitude, anti-change, anti-new ideas. Low expectations, status quo“
 - Totally agree, I think SHAWNEE thinks too small...
- “Much of what wants to come to Shawnee is “small”. An apartment complex here, a redevelopment to have a building there. A larger overall project could bring in the new and also make the (re)development more coordinated.“
 - Agreed. I feel Shawnee can offer more diversity and keep the “small town” feel.
- Lack of trust between City/Businesses and community
 - Yes...I think the community / City could be 100% behind OUR current businesses in the city. What do you see that lets you questions the partnership ?
- Storm Drainage issues need to be addressed
- Need to facilitate development on the difficult pieces of ground.
 - are those locations opportunities for green space instead of viewing them as areas that require additional work to develop?
- “City services, streets, tree Maint“
- Continued redevelopment of downtown area.
- Smart development and re-development of of existing shawnee.
- More specific to the I-435 corridor.
- Open Zoom meetings on Race relations in Shawnee.
- Infill and increased density for downtown and other areas as well
- We need to get real about density. My neighbors complain all the time that we don’t have a Panera, for instance, at K-7/Johnson or K-7/SMP, but then they protest the development of apartments nearby. Density brings diversity of commercial spaces. And, the world is changing: both younger and older groups don’t necessarily want to own homes any more.
 - Agreed-- Again- nimby
- Diversity in housing types
- diversifying our housing options
- Aging stormwater infrastructure and the large cost to repair it going forward.

Needs (continued)

Workshop One

- Redevelopment plan for affordable housing in older areas of town.
- New housing in more affordable price ranges
- maximizing opportunities with Valley of Champions
- I would like to see us address our rapid growth !
 - Slowing it down or speeding it up?
 - Slowing down for now, until we become more focused on what we want to be - I feel it's just growth now for the sake of growth, which gets us ?
- Lack of affordable housing
- Future proof-- energy considerations
- great to support options for solar in neighborhoods - HOAs often have no solar clauses
- How do we plan in a way that balances commercial, housing and natural space? We need to plan for future land use in a responsible way that takes into account resident priorities. How do we do this as a city without turning down the majority of projects (schools, retail, housing, and mixed use). We have a fair amount of resistance to change in Shawnee, so how to we make sure all voices are at the table so that we can plan for the future together and in a way that people feel good about the direction our city is moving?
- Sense of shared values and goals
- More restaurant and entertainment value on west side of shawnee.
- Strategic development- not just more fast food restaurants and chains.
- Address multi modes of transportation, including non-vehicular means such as as e-bikes, bikes and walking. Need corridors to connect residence to businesses/ services.
- Addressing the change in future retail
- Anti-development. Seems the only new development revolves around retirement communities and multi-family housing.
- Keep Budget Sound- Police, fire, emergency services, etc.
- What level of quality does Shawnee want with redevelopment and development projects? Current standards don't always yield the best quality.
 - So true. When we chase projects, we lose leverage to require projects to do more than the minimum.
- This ties to we as a City understanding how we are perceived in the greater region. Are we desirable enough to developers to invest in a higher standard? Do we have a welcoming attitude that would encourage someone to come to Shawnee?
- Good Schools
- Increase parking for downtown as revitalization grows!

Needs (continued)

Workshop One

- Diversity of housing stock. Adding density in appropriate areas.
- Improved Street Network west of K7
- Expansion of Neighborhood revitalization expansion programs
- “Anti-development, anti-change, anti-idea attitude. Low expectations, status quo.”
- Public transit to connect areas
- Affordable housing
- We need to address the tax base being so heavily residential in the city, as opposed to commercial, and the burden that places on residential homeowners.
- Part of this would be to emphasize our strengths -- google fiber, gas main going thru western Shawnee, etc. and creating opportunity zones for businesses that can utilize those strengths. Additionally, to reduce the burden, you need higher density housing types available.
- Do we want to attract chains or incentivize small local business?
- Test
- Test
- We need a bigger population. It's either going to be single family homes or apartment complexes..
- City planning needs to think outside the box. It's too hard to build in shawnee, too many restrictions and it seems to be the good ole boys club
- Increase Commercial Tax Base to relieve taxation on residents.
- Educate residents that the City does not build projects, investors and business owners decide to build in Shawnee. If the process is too difficult to come to Shawnee (ie lack of support by SOME in the community with a loud voice and perceived lack of support by Council) they will go to Lenexa or elsewhere
- New developments and the difficulty of getting them approved. We need to figure out a solution.
- A plan to unite west/east sides of the city.
- “More restaurants options
- Diverse Housing in Western Shawnee
 - A possible way to do this would be to emphasize higher density housing options (i.e. Texas Donut) while requiring more green/open space as part of the project. It can get the housing, provide natural buffers, and help keep a small town feel (green) while having more people in an area.
- Need for providing utilities to developable sites
- Infill and increased density for downtown and other areas as well.
- trying my best
- Larger commercial tax base

Needs (continued)

Workshop One

- Diverse housing options for all life stages
 - This isn't just adding more apartments. It's looking at other creative options like tiny house villages, 15 minute neighborhoods, green buildings, etc.
- Increased diversity
- Open meetings on race and gender problems in this city.
 - 100% agree
- Update Infrastructure
- Shawnee needs a downtown with businesses that draw and keep people.
- Restaurants and Shopping west of I-435
- With increased housing availability/density
- Green Spaces
 - Yessss ! Let's get Shawnee to be the BEST in the KC area for green spaces !
 - Gosh I feel like we already are great on green space. We have awesome parks. What else would you like to see?
- Engaged Citizens
- Thinking that the majority of residents have the same thoughts as a small number of anti-City/Government residents against growth in the City. I am guessing they do not share the same thoughts.
- Join group
- There seems to be a lot of back and forth on different types of housing needs.
- A diverse mix of housing must be supported across the City.
 - What does that look like .vs what we have now ?
- Development in Downtown Shawnee
 - Agreed we need to figure out a way to gain consensus on this issue.
- Hiding behind "keep small town feel" as code for "we want to be the same as we were 15 years ago"
- Future needs of retail
- Figure out a way to address topography of the 435 corridor to allow for good development.
- A comprehensive plan for growth.
- Find the appropriate balance of density and neighborhoods to create the base needed for that commercial.

Needs (continued)

Workshop One

- Elected officials must support the Comprehensive Plan.
- “Storm drainage issues need to be addressed.”
 - Jeff - Specifically where? Have you checked the City’s schedule on these improvements for each part of town? It’s pretty detailed.
- Educate the public to reduce NIMBY and BANANA (build absolutely nothing anywhere near anything) attitudes
 - Agreed. Need to make sure everyone is aware of the consequences for the various attitudes towards development.
- Too much credence given to NIMBY response on virtually all projects.
- Part of that is because we don’t have a strong, well communicated strategic plan, and we tend to jump at every opportunity. Create a plan, communicate it, and stick to it.
- Plan for climate change.
- Find funding sources to implement better downtown activities like a top-notch farmer’s market (needs cover, electric, water connections).
 - I agree we need to find something to draw people to downtown, but there are too many farmer’s markets in the area...we need something unique that will draw people from both in and out of Shawnee.
- Cut back on traffic accidents by enforcement
- “Higher density in downtown area to support area”
- Solar on the pools!
- Solar throughout the city or wind...making Shawnee the ONLY city in KC metro to be fully fueled by either or both

Needs

Workshop Two

- clear brand identify for the city with a supporting plan
- We need to redefine what “affordable housing” means, and create an environment that favors and economically supports the correct kind of affordable housing for our community, like small, single family homes.
- lack of walkable, mixed use neighborhoods
 - Highly agree
 - agree
- Test
- don’t allow businesses to develop with TIFs - we need business development but not at the expense of allowing them tax incentives. we need those business development taxes to benefit our public schools
- Stop raising sales taxes all over the city. Businesses are closing and restaurants are not viable because neighboring cities are more affordable.
- Creative small businesses/restaurants that give resident a reason to develop hyperlocal commerce habits.
- More commerical business, non-retail
- A strong commitment to environmental resiliency, preservation, and sustainability
- Need downtown to get a facelift. We have brought a lot of great places (e.g., McLain’s, Transport, etc.) but there are so many eye sores around it.
- City council needs to not list to the verbal few but think about the whole city.
- updated trails
 - agreed
- connecting trails from residential to Mill Creek and Clear Creek Trails
- Better communication with the citizen’s about what’s happening in the community and development plans
- Infrastructure plan and inventory. Used to support development and possible re-development activities.
- More cultural diversity
- NO One-size-fits-all approach to anything relative to this comprehensive plan. Every city block should have its own plan.
- Reduced property tax
- Many families are struggling. Supports like internet hot spots installed throughout the community (parks, community centers, downtown, etc.) would be a big step toward equity.
- City staff need to report to residents and not developers. We need to refresh our commitment to this civic responsibility.

Needs (continued)

Workshop Two

- Need construction to be efficient. Nieman Now project took a long time and for residents living near there it was very frustrating.
- More expensive sit down restaurants. Not high end, but more selection.
- Addressing the vocal minority. What is the best interest for the whole city vs. that of a few.
- Be a community for all ages...
- City Council agreement on plan, including land use map.
- harmony within City Council
- Better communication between city government and residents, especially when it comes to development
 - So maybe city officials aren't listening to what citizens want? I.e., no apartments!
- Unified Community Vision
- "Single Family Homes"
- Better neighborhood planning.
- Turning lanes on 4-ways, and high traffic locations
- City officials all on the same page - Doing what's best for the city and not necessarily what your zone patrons want.
- Unity at Council level in terms of development desires
- Need to find a way to unite, develop, etc. all of Shawnee. It's very spread out between Eastern Shawnee and Western Shawnee.
 - "Agree"
- "vocal minority seems to overshadow community"
- Community efforts for change need to be based on truth
- Failing stormwater infrastructure
- Pedestrian traffic
- Vibrancy (downtown, younger families, etc.)
- Test
- More testaurants
- We need businesses for more tax basis
- "balanced decisions"
- Bring Stormwater pipes up to date throughout city.
- anti-development and growth perception.

Needs (continued)

Workshop Two

- planned growth
- “Starter Home Communities“
- City Council to follow the needs of the majority of their constituents, not the loudest of the constituents
- more retail and restaurants
- Progress
- Better roads.
- Need to get to the mindset of looking at what is best for the entire 70,000+ in our community, not just the few keyboard warriors and vocal minority.
- more affordable housing.
- Clear strategy with accountabilities for moving forward
- Comprehensive development plan for housing development, that takes into consideration all levels of housing and plans for the best placement of apartments or multi-family housing.
- Independent living homes for seniors
- Utilizing the community partnerships we have (faith, neighbors helping neighbors, etc.) - let’s tell this story so all can help
- Well maintained Parks to attract more residents.
- lower taxes
- Prioritize infrastructure over recreation. Our roads are in terrible shape and our storm system is crumbling, yet we won’t make this a priority.
- attract young professionals, young families, and a STEM workforce.
- Our city government getting along with each and other to move things forward rather than party-line fighting to procure votes at the next election.
 - Agree
 - agree
- Redevelopment/revitalize specific areas
- We NEED to engage the community so that Shawnee residents understand how the comprehensive plan and land use guide are used. Very few residents understand the implications of these important tools.
- Ensure Public Safety is well funded - Police, Fire, etc.
- A unified City Council and one that supports the Planning Commission, City Staff, and the best interest of the City as a whole.
- restaurants

Needs (continued)

Workshop Two

- Refresh aging housing stock. This has to be done carefully to maintain reasonable housing choices.
- We need to avoid tax incentives for developers whenever possible. Because it creates a burden on the property owners.
- To the extent possible, rezoning industrial areas near residential.
- Police and Fire Departments
 - What specifically do you mean? We have police and fire.
- Alignment in the development plan
- Downtown population density
- Lower taxes
- Where can we locate multi-family development (apartments, townhomes, etc.)
- bring grandfathered businesses up to Shawnee “look”
- Multi family development needs to be close to the heart of downtown to facilitate pedestrian traffic.
- better connection between east and west shawnee
- Affordable attainable housing downtown
 - Highly agree
- It would be nice to use existing buildings that are empty before building new stuff
- Affordable, attainable, and diversified housing
- Consistent Philosophy of Sustainability
- Quantity of downtown Shawnee parking
- There are numerous free lots and street parking in downtown and just west of downtown including city hall
- Increase in commercial and industrial business to help improve infrastructure and reduce property tax burden on homeowners
- Recognition for city employees for going above and beyond
- Variety of housing options to meet the needs of all residents.
- “We need city officials to quit pushing apartments as a way to increase population. It was defeated in western Shawnee and now eastern Shawnee is fighting the downtown apartments as well. People don’t want apartments.....get it?”
 - Without density Shawnee will never have destination dining and other amenities. Average house in JOCO is\$450k. Not everyone can afford that. But studies show most first time home buyers, buy within a mile from their apartment .

Needs (continued)

Workshop Two

- We actually rented in Shawnee before we purchased a home here. Without that introduction to the community, we would have never considered Shawnee when buying a home.
- Development of a commercial district or two that plans for the growth of business in Shawnee
- “We need to ensure our roads are well maintained“
- More transparency in city government
 - “Can you give some examples about how it is currently not transparent? Not trying to be snarky, just don’t specifically know what you are referring to.“
 - Explain
- Diverse government
- Excellent roads/infrastructure.
- Schools
 - What about schools? Vague.....
- Acceptance of progress and new development.
- Vibrant downtown that will attract people and businesses. We are the gateway to Johnson County for people that commute from downtown. We need to make those people want to stop in Shawnee rather than continuing on to OP or Lenexa.
- Things for teenagers to do
- Social Spaces--more places for gatherings (even if it’s not a full community center). Examples include farmers market, senior center, amphitheater, etc.
- I want us to have specific guidelines for tracts of open land and follow them in ways that respect the existing homeowners.
- Cultural Diversity
- no more east/west divide
 - Got ideas? It is a physical barrier.
- I think both the east and west sides have strengths that we should be capitalizing on. They are not the same and have different things to offer. It’s a little like having two children who are very different. We want them both to be successful, and making them successful helps the whole city.
- Updated land use plan
- Better Communications From City
- “define and clarify Shawnee’s vision“

Needs (continued)

Workshop Two

- create a community that our kids want to grow up in and stay
- East west connection
- We need to respect single family homes when proposing multi family projects near by with the exception of the downtown district.
 - 100% agree. I would like city officials to understand that people don't want additional apartments built. It went down in flames in western Shawnee and is being fought now in eastern Shawnee.
- we need to attract business
- our most at need citizens
 - Specifically what is missing? Just not sure what you feel is needed.
- A festival-type park, possibly redevelopment of River Front park for community days, farmers market or to drive outdoor events.
- We need new policies in our City government that drive city staff towards resident satisfaction. Too many residents are dissatisfied with their interactions (or lack thereof) with city staff.
- Balanced budget
- Better connection (bike/walking paths) east to west Shawnee.
 - Love this idea. This would be a great start in bringing western Shawnee and downtown Shawnee together as a community.
 - Agree, but the hills in between would be a challenge
- "Also a great way to connect neighborhoods to schools better."
- Connectivity--sidewalks that connect the city in a meaningful way
- Low Crime & Safe Neighborhoods
- Help everyone understand that more service = more tax needed.
- good neighborhoods that people want to live in so our schools are strong
- Maintain beauty of community, including streets and public spaces.

Wants

Workshop One

- Clear and easy way to access facts, correct misinformation
- forward thinking with sustainability initiatives
- More community interaction/listening sessions
- Comprehensive plan that is easy and understood by general public -sidewalks, curbs
- Connecting every neighborhood to the trail system
- The City of Trails
- Community gatherings places
- Create community that works from graduation to retirement
- youth engagement through a youth council or advisory board
- being willing to take a chance on something BIG and UNIQUE
 - Yes, we always, keep talking about old stale ideas...let's dream for a BIG, Harry, Audacious, Goal! (Good to Great)
- even more youth sports facilities to draw in visitors
- Develop destination type uses to attract visitors and travelers using the new airport
 - Perhaps along I-435
- More restaurants and commercial businesses with fun activities that draw in both residents and people from other communities.
- Public art/general city beautification
- Lots of dedicated greenspace
- Replace -JoCo Waste Water dependability for development.
- A community center that includes a permanent structure that can be used for the Farmers Market from May to October.
- On street Bicycle paths and trails
- Elected officials to lead and make decisions by facts not just follow the opinions of a few
- consider form-based code like structure to eliminate populist political decisions in areas of development such as Townsquare District
- Better outdoor seating and connective entertainment areas in downtown. More attractive and enticing frontage...
- More density in the western part of the city so we can attract more dining options!
- A thriving downtown that serves as a regional destination.
 - What would that look like - what kind of destinations?

Wants (continued)

Workshop One

- Ability to install residential solar systems in Shawnee. Need to override HOA requirements. Installing smart and attractive solar systems on homes.
- Make Shawnee the premier destination in the KC metro area for youth sports events.
- Daytime family friendly activities, expanded beyond Parks & Recreation system.
- Attractions to bring people to the City
- Continue to pursue destination type uses on Nieman Road
- Valley of Champions
- more variety of activities for 60+
- I'd like to see more 'community outings'-- OST is great for families the once a year that it happens-- why not more activities? (even if Shawnee Town is nothing more than a backdrop)
- Community business district (possibly downtown) - vibrant, walkable, sustainable (Emporia KS example)
- A united city. Let's find a way to unite the east and west sides. When we say east and west, I sometimes think it is an age difference. We need a way to bridge the gaps and pull people together.
- Shawnee Town to be a destination and not just a museum
- More cultural events.
- Plan to better sell Shawnee's attractions and as a place to live
- Bike trails connecting East & West. Midland Drive is very dangerous between 435 and Shawnee Mission Parkway
- A well thought out development process that eases the burden on developers for both cost of development and time from project start to approval--be better than anyone else in JoCo at this process piece
- A plan that is based on the reality of what can be financed and is marketable.
- Redevelopment of the landfill into a recreational or other use.
- Be more progressive about development in Shawnee. "Build it and it will come". Look how Lenexa created the new 87th street development.
- A range of housing choices, from affordable to high- end, low to luxury rentals, plus mixed use development
- the ability to think on a bigger scale than we currently do--so many ideas are so small--need more projects like the new development at 43rd and K-7 that took a decade to get off the ground, but will be an enormous boon to the city
- Support for small businesses that draw people to the community
 - I totally agree.

Wants (continued)

Workshop One

- Let's use what we have...access to our riverfront , a river boat or something
- A Community Center west of I-435
 - Oh no..... LOL pandora's box (depending who you ask)
 - YES, Shelee!!
 - What about a centrally located Community Center? Less focus on West versus East.
- More new entry-level housing.
 - Strongly agree - for young families, early career professionals
- Better education of residents on value of diverse housing types and commercial uses
- More density and growth.
- Another grocery store option west of 435
- Vocational/technical schools
- Enhance valley of champions and surrounding areas to build on that existing asset
- Let Shawnee be unique by partnering with a wind company & build more wind turbines vs any other city in the metro or even the USA
- A trail system that connects Shawnee from the eastern City limits to the western city limits (riverfront park, erfurt Park, etc.)
 - YEssss ! Let's have Shawnee be unique in the KC metro area for something like this !
- Area Development plan for undeveloped and redevelopment areas
- Sewers and sidewalks throughout the entire city
- I would like to see Shawnee have more trail / park space per capita or per acre vs any other metro KC city
- A mountain bike park in addition to the current cyclocross area. These would be unique features that could draw in people to our community.
- Parking downtown. Additional? Better branding/wayfinding? City vehicle parking.
- More bike friendly streets
- Develop land 435 & Shawnee Mission Pkwy
- More bike lanes to connect areas.
- Diverse housing choices for all ages.
- More sidewalks, even in older neighborhoods
- Another high school for DeSoto SD

Wants (continued)

Workshop One

- Integrate parks of all sizes throughout the city...connected by walking/bicycle paths.
- I would like to see Shawnee become something different from all the other metro cities, something unique !
- More youth/adult sports venues into 24 hour fitness and old Dillons building for example.
- Improved pavement markings. Reflective street markings that are more visible during the overnight hours, especially during rainstorms. These lines are nearly impossible to see now since they are not reflective.
- Connectivity of transportation
- Upscale restaurants (possibly open later)
- Get rid of “Good Starts Here” to be more progressive
- Add a destination attraction that is unique, such as Top Golf or something similar.
- Housing options that attract residents at all income levels so we can be an inclusive community.
- We must have a range of housing options in order to grow and thrive
- A downtown to draw the community to a central location.
- Trail connectivity, increased walkability and bike-ability, maintain and preserve our beautiful outdoor spaces, maximize the rolling hills and trees and make it something we are known for
 - agree
- Water Permeable sidewalks and parking lots to minimize water run off and reduce stress on our storm water system
- Keep smaller roads smaller, put traffic on the larger roads.
- How has Covid changed things for long term?
- A marketing emphasis on what we already have in Shawnee that are assets to all ages. Such as Shawnee Town, river, etc.
- Destination locations - downtown, west side
- Relax laws on ability to carry alcoholic beverages from place to place in specific areas in downtown Shawnee area
- Fill / convert empty retail space
 - Agreed! but how? reassess grounds for something else? keep retail and fill occupancies?
- Better public transit options
- Midland drive from i435 to SMPKY needs to be improved sooner than later and prioritized

Wants (continued)

Workshop One

- Walkable neighborhoods with small businesses and restaurants
- Upper scale apartments for greater population
- Community center
- “Destination Farmer’s Market at Shawnee Town“
 - Farmers market would certainly attract people.
 - Outstanding! Move it to Shawnee Town 1929 for starters!
 - Love the idea of moving it to Shawnee Town 1929.
- If that’s a goal we need to do something different than what we have been. There are already lots of very well established farmers markets in the area. To break in to that we need to have someone who is actively working full time to promote and manage it. Also, we can’t compete on Saturday. Why not do Friday night and tie it into closing off the Johnson Drive/Nieman intersection for events? Or find an empty warehouse/commercial space and have the only indoor farmers market in the area? We’re not going to get anywhere going head-to-head with OP, and the other 20 Saturday markets in the area.
 - Totally agree. Let’s do something different that can draw in people from not only Shawnee.
- Where can a builder buy cheap ground in Shawnee to build affordable housing that he/she can still make money and the house be the right price ? Our house prices are rising, but they are still low compared to other areas of the Country, ie Cali, Denver, Seattle, etc. For current home owners, we consider them investments and want the value to increase.
 - agree
- Restaurants and entertainment.
- Fill open buildings before building new.
- Parks within a 10 minute walk of all residences.
- Multifamily housing in BOTH east and west Shawnee. This includes options for purchase and not rent.
- Valley of Champions comes to fruition!!
- More bike paths and sidewalks.
 - agree
- Pursue City purchase of available land to foster desired types of development
- New apartments and encourage reinvestment in old apartments
- Attract more eating establishments as well as a more diverse mix of businesses and industry to reduce the residential tax burden.

Wants (continued)

Workshop One

- All streets to be improved - at least width-wise. Some western Shawnee streets are not the safest.
- Continual upgrading and addition to our parks.
 - agree
- Maintain small town feel as we grow.
- sidewalk from Knight of Columbus Park to 435.
- Develop the Valley of Champions as a destination.
- Waterfront amenity
- Enhance trail connectivity to places of destination and development, providing safer means of hike / bike throughout the

Wants

Workshop Two

- more restaurants and retail west of 435
- Mixed use development
- More balanced neighborhood development, more arts & culture, better engaged community leaders
- Riverfront park venue
- Family friendly
- Improve Johnson Drive/435 interchange. Stop signs don't handle the cross directional traffic well.
- A centralized meeting place for events and activities.
- Community Center or other social space
- If downtown is going to be a destination, create better parking.
- More commercial business zones.
- updated/new community center
- more local restaurants.
- They come, and they go. Boston Market, Ruby Tuesday, Hernandez Mexican have all come and gone. People decide what will succeed and what won't. It is not up to the city to decide what restaurants will be in Shawnee.
- Want crosswalks to be better lit up and higher volume for visually impaired residents.
- Destination site for community gatherings
- a City Government that listens to the current citizens.
- first class community center
- Creative use for landfill post closure
- Vibrant retailers to fill some of our empty shops along Shawnee Mission Parkway.
- #NAME?
- "Less Apartments more single family developments"
- More sidewalks and bike lanes for pedestrian traffic.
- Broader commercial tax base
- I desire to have a better farmer's market. Perhaps there could be a combined market with Merriam.
- Additional city concerts

Wants (continued)

Workshop Two

- more public transit
- “Amenities such as trail links between parks“
- 4th of July celebration
- Improvements to Barker Road between SM Pkwy and Johnson Drive
- Bike paths
- Increase trail connectivity from City to County parks
- increased partnerships with surrounding communities versus competitive mindset
- protect our parks and green spaces.
- “Find an are, development, or facility that can bring east and west sides together. It would seem like somewhere near the hotels on I-435 and Midland would be a good place. Not sure what the facility would be.“
- City Council more reflective of community
- More bike/walking paths that connect Eastern and Western Shawnee.
- Development of I-435 and K-7 interchanges where currently not developed.
- A destination place, historic, fun, interactive. That only Shawnee has and can promote.
- Retail development or redevelopment of current areas that are in decline.
- Really make Shawnee 1929 a must go to place.
- More development west of 435
- Improvements to Midland and Monticello
- Woodland also for sure, from 83rd & Woodland (Lenexa) to Shawnee Mission Pkwy.
- East/west divide - how can we connect east and west Shawnee?
- More density
- Public market space, either in Western Shawnee or downtown
- Diverse youth sports options for soccer like Garmin Fields or Scheels Complex. It could be a mixed use venture and draw lodging and dining options which would diversify our tax base
- Sidewalks kept in good repair.
- community centers discussion again

Wants (continued)

Workshop Two

- Enough apartments in western Shawnee to bring destination dining
- Opportunities for entrepreneurship
- Connecting trails and sidewalks to tie into Mill Creek and Clear Creek trails.
 - Highly agree
- “Continued development of trail system and connectivity, yes!”
- Sense of community
- Low property taxes
- Curbs and gutters for any residential streets that do not have them.
- Vibrant downtown
 - 100% yes
- Fix Shawnee Mission Parkway- maybe make it a flyover like Kellogg Ave in Wichita
 - From where to where?
- Quieting private RR crossing at 83rd & Woodland
- more sit-down facilities - for family/adults - restaurants and entertainment?
- Outdoor community pool in western Shawnee.
- Community Center
- More commercial development that supports the community and drives traffic from the surrounding communities creating revenue for the city.
- “Less city paying for developments.”
- Less auto parts stores and banks
- better distribution of shops and stores
- “I would like to continue to grow our community but keep the bedroom community feel that attracted many of us to Shawnee originally.”
- “Too many of our neighboring cities are losing their identity.”
- Shawnee to be a place where my children chose to live
- We need to develop diverse youth sports and entertainment options.
- Co-working and flex spaces in addition to new-wave/next-gen services and retail (order and pick-up, online/in-store combination experiences.
- Get more places without a car (multi modal)

Wants (continued)

Workshop Two

- “create both sides of the city with “things” for all ages and interests - more together - less two separate identities.“
- business incubation opportunities and support from community
- Better public transportation
- City Officials Honest Communications
- I want better parking in downtown
- marketplace and more activity downtown
- Increase population density near downtown to support other businesses for redevelopment going on in the area.
- diversified housing stock - include all types affordable, multifamily, single family, estate
- Mixed use development space like Mission Road 435 area
- creating ways to make Shawnee more environmentally sustainable- including public transportation, walking and biking to things safely.
- It would be helpful to look at how our departments are set up. Parks and Rec, storm water, others, have some overlap in what they do, but can't always work together.
- Create GOOD apartments and retail in downtown with a parking garage to address parking and the “destination” of downtown Shawnee.
- clean streams
- decrease the number of vape shops
- How about developing the river front? Big opportunities there!
- Continued downtown development into a destination district, historically sensitive and live/work/play theme.
- hybrid zoning codes and hybrid spaces with public and private components.
- I have no idea what that is!

Desires

Workshop One

- Stop chasing retail with economic development incentives.
- Make Shawnee Town 1929 more of a living museum with actual stores.
- How can we stop us vs them mentality? Old vs new neighbors. Homes vs rental/apartments.
- Increased activities like live concerts, movies in the park, and community gathering.
- Annual Art Fair
- “We can grow and develop Shawnee, but keep it different and unique from OP and Lenexa and brand X.
 - 100% on this. We have to come up with our own identity and not just keep copying what our neighbors have done. If we want to look to other cities for inspiration or ideas lets look at creative cities outside our metro area, and especially outside the US. lets be innovative and not following the crowd.
- Farmers Market type area
- Love the flowering baskets in Merriam, that would be something that would be neat along SM Parkway. I think it conveys the pride in the city.
- Trail or at least complete a sidewalk along SMP to connect West and East sides of City
- Allow mixed use in some of the commercial areas on the current comprehensive plan
- Have a park with a great sunset lookout spot.
- Amphitheatre, band integration to Shawnee Town 1029
- New City Hall - maybe at a different location so we can get a nice mixed use development on the current site.
- Mixed use along SMP
- Mixed Use on NE SMP and 435
- The Panera in western Shawnee, so I never have to hear someone complain about not having one again
- Love the feel of Bentonville, Arkansas where they’ve incorporated mountain bike/hiking/etc. trails throughout the entire city. Their downtown is really cool with a permanent food truck garden, etc.
- Bentonville is very cool-- of course they have the geography to support that scene. We tried to build a technical trail system at SMP years ago and got shut down (not the city’s doing)
- More public art! It would be great to showcase our local talent and add some interesting features to our downtown area.
- maybe an annual art fair?
 - YES that would be awesome!
- Integrated neighborhoods - in relation to housing. Example... New Longview in Lee’s Summit.

Desires (continued)

Workshop One

- “An identify that signifies Shawnee, example , what would be portrayed in postcards that said “” Shawnee””“
- Farmers market at Shawnee Town
- More green space
- Motocross track incorporated into a big, outdoor recreation area...
- Mountains? and an Ocean?
- Shawnee Town to be a destination and not just a museum
- Attractions here in the city that attract visitors and make people excited to live here in Shawnee
- Once Riverfront Park is ready for development, it would be cool to have a cable park for wakeboarding, etc.
- Opportunities for “newcomers” to learn about shawnee and engage with others
- “Camping locations in Western Shawnee, around the River. You see alot of RV/campers in the area around the sports fields. Camping has exploded this year and would be nice to have something in Shawnee would be great to have and draw people here.”
 - That’s a great idea!
- Look at affordability of all types of housing stock.
- Downtown destinations
- Have more mixed use areas to allow people to live, work and play in the city.
- more restaurants all around town.
- Panera and Chick-fil-A west of I-435.
- Full support of the valley of champions concept focusing on outdoor recreation opportunities in Shawnee - KS river, Mid-America, Stump, trails, etc.
- Wouldn’t it be nice if I was more proficient at operating all these hi-tech tools! :-)
- townhome, condo, villa options for people under 55 that can be purchased instead of just rented
- Larger commercial tax base
- Purchase option on villas/condos
- BIG, BEAUTIFUL Community Spaces in Downtown Shawnee. Let’s build on our downtown development. We keep spreading ourselves too thin. Let’s build the momentum of the Nieman Project.
- geocaching run by city. Make it educational to learn the history of Shawnee and make people explore parts of the city they usually don’t go. make a rewards system to encourage people to participate.
- Extend our western boundary across the river and into adjoining county.

Desires (continued)

Workshop One

- We should have a City-owned incubator space in the Downtown to help new businesses start off.
- Better connection between areas, not west Shawnee, etc.
- Add a destination attraction that is unique, such as Top Golf or something similar.
- Destination Location
- Accessory dwelling units
- Consider not adding stripmalls. Instead build outdoor park/shopping/community area.
- Recreational opportunities tie into the Kansas River. Holliday Sand area/north of 43rd St.
- Strategic development of new parks- a park within “x” miles of all neighborhoods- this will increase walkability too.
- Zipline Adventure Park
- Farmers Market - location?
- “Develop city of Champions”
- More murals in downtown Shawnee...make it part of the identity.
- long term plan as density increases to the west, we should foster an environment conducive to lowering the cost of building and holding (as it becomes established) a riverfront entertainment area on the Kansas River
- More planned office space
- Landfill closure plan/management
- Tie into sports theme with Valley of Champions.
- Johnson/Shawnee Mission Pkwy west of 435 - destination retailer for tournaments
- Interesting idea. JOCO just dedicated +\$40M to renovate Mid America Sports Complex, project started this summer and looks good so far with more to come. This actually could tie into a long range plan to redevelop the near by dump to regional destination sports venue. Good call.
- Additional office space along the 435 corridor, maybe it includes flex space as well as opportunities for corporate HQ
- Additional green spaces with better connectivity between.
- focus on local entertainment options like small music venues to host local bands/music.
- More entertainment options for those without children.
- Affordable housing for single income households
- More bike lanes

Desires (continued)

Workshop One

- City support (or at least not prevention) of suburban agriculture (allow backyard chickens with permit regardless of lot size, victory garden, etc.)
- focus on incubator concepts. ie. small business spaces for start up companies. Maybe even a restaurant incubator concept. Maybe a city owned space where restaurants can rent small spaces, or a space where restaurants can come in for a 1-2 month guest appearance.
- Funding to assist with redevelopment/exterior and life safety improvements to existing businesses
- Affordable housing - need a good mix of housing types
- Joining two sides of Shawnee
- Safe pedestrian crossing points over Shawnee Mission Parkway.
- More green space and recreation opportunities
- How can we utilize “undevelopable” areas to promote small scale residential developments? Partnership with veterans? Tiny homes, smaller scale?
- Create a “flex space” on west side of Shawnee Town 1929 that can be easily converted from Farmers Market to an outdoor concert venue, to arts and crafts shows, etc. etc.
- Public transit to connect the areas without requiring everyone to get in cars
- Chicken and Pickle concept
 - Times two
- We had a pedestrian bridge across 435
- Future Deffenbaugh space development plan for parks / fields.
- Community Center - Full size pool, work out facility, meeting rooms, courts,
- Green spaces in developments.
- Develop community spaces and places for health and lifestyle enhancements that are usable year round In some cases (flexible for multiuse).
- Revitalize Shawnee town as an attraction that we already have but is not enticing return visitors
- Work to joining both “sides” of Shawnee as one city.
 - This is HUGE! If we can't figure this out, we will continued to be divided politically and not grow our city because of gridlock.

Desires

Workshop Two

- Smart spending, more opportunities like this to solve problems...power of the people. Looking at community activities, spaces etc. in a COVID world, i.e. more outdoor eating venues etc.
- Shawnee could focus on promoting more than its past. Identify industries, or activities and doggedly pursue those...have to persevere
- A venue or community center to be able to hold more live events.
- West of 435 pool for the residents of that part of town
- Recreational opportunities along the Kansas River (fishing, boating, amphitheater) - Lake Olathe like
- Move city government functions to the area with the police and fire station off of 435 and Lackman and free up that city-owned space to do something awesome in downtown...maybe a Farmers Market, or amphitheater
- Large Gym/Workout facility.
- More 50+ Townhomes, 1-floor building. IE - Town & Country at K-7 & SM Pkwy
- Community Center with an indoor pool, track, and workout space.
- A K7 Overpass at 75th Street.
- Bike lanes everywhere
- Move the farmers market to an evening event on a weekly basis that can tie into supporting downtown businesses. Sort of like the Shawnee version of first Fridays. Can also open up the farmers market to crafters and artisans and make it a very social time.
- Facelift for aging box store retail space.
- Exploring and expanding Parks and Recreation programming
- Community amenities west of 435.
- Brand Shawnee around the concept of healthy living (physically, mentally, socially, spiritually)
- Lower taxes
- Small home community - similar to the veterans small home community - would bring in younger generations and add to the community in a not as expensive home
- Create a destination venue that looks forwards in addition to having Shawnee Town 1929
- Faster expansion of Shawnee Town 1929
- Lower taxes
- New community center
- Higher-end hotels

Desires (continued)

Workshop Two

- Expand Shawnee Town 1929 north - utilize green space for “urban farming”
- a flyover for SM Parkway
- Bringing a destination attraction to Shawnee, whether an athletic facility or venue or activity or tourism feature. Something that makes us unique in the metro.
- Increase in newer residents downtown
- Eliminate municipal sales taxes
- Allowance for Accessory Dwelling Units on larger single family lots
 - I have no idea what that is.
 - A small dwelling unit above the garage (or next to the garage).
- Fully developed (in a thoughtful way) valley of champions
- Public-private partnerships that build up the community through facilities and businesses that mesh with Shawnee and the long range plans.
- Fortune 500 company
 - What does that mean? Bring a Fortune 500 company to Shawnee? Isn't that really up to them to decide where to go? It's like saying bring more restaurants to western Shawnee. The restaurants decide where they want to go.
- Curb and Gutter in a lot more of the City. Not everywhere.
- Midland Drive improvements
- better process for neighbors helping neighbors
- Let's try to partner with startups, investors, or local business owners to take over some of Shawnee Recreation. Since our P&R department is frequently overwhelmed, let's make a focus on turning some of those features into not-for-profit centers or mutually sustainable venues (such as parks which feature restaurants and businesses to make them financially viable.)
- A western pool
- Pickleball courts.
- WEst side Pool
- New community pool in western Shawnee.
- Plug in faith community to others
- Better transit and transportation corridor to get from east to west Shawnee/downtown.
- River front development
- Turner Lanes

Desires (continued)

Workshop Two

- Free wifi
- attraction or place for KC visitors to want to come to shawnee
- Kansas Riverfront development for primarily recreational purposes.
 - agree!
- Farmers Market
- Destination type development
- better distribution of major pools.
- New community pool in western Shawnee
- Community events that drive the citizens to congregate and become a closer-knit community
- Like Old Shawnee Days, Police Department Night Out Against Crime, St Patrick's Day Parade?????
- How about some events west of 435?
- I would love for Shawnee to be known for environmental sustainability. We should think big about our building codes and environmental standards to be a leader in this arena. We already have the awesome parks and greenspace, this is just another step in that direction.
- More opportunities for neighbors to connect with one another.
- Bike lanes/trails
- Destination area
- update trails
- Futsol courts
- A rec center- but should have a pool instead.
- If we had a small sporting venue
- Community garden spaces
- convention center/small arena for mass gatherings (post-COVID obviously).

Barriers

Workshop One

- Deffenbaugh land use and impacts on density, opportunities and image.
- The general population, innocently, does not know about our comprehensive plan ! Created SHOCK when something is being proposed to be built near them !
- sprawl
- State regulations and taxing authority.
- How to work with Ingrained perception and create willingness to hear alternatives.
- Landfill for at 20 more years
- Highway and natural barriers to development and connectivity.
- Lack of support for apartments.
- Willingness to allow progress
- Highways as dividers.
- Overcoming the barrier of being spread out and perception of having to travel “too far.”
- Geography of the land we have to work with. Some of it is difficult to develop.
- Inaccurate information posted on Nextdoor, social media etc. about projects, that snowball into residents to resist development or change due to inaccurate info and misunderstanding.
- NIMBY's
- We have limited ground to build on.
- Competition from adjacent City. Many people travel to City to south for community center and restaurants.
- Lack of political and citizen support for following the current Comprehensive Plan and related studies.
- People go to Lenexa Community Center because there is not one in Shawnee that is similar and there is no support to build one
- self-identification as a family community - family with children ONLY
- Sprawl and the 435 split that sections off Shawnee into east portion and west portion.
- People not being open to new & what might seem like readical ideas
- Develop corridor along 435 between Renner Road. Renner Road needs direct access to Shawnee Mission parkway.
- Elected officials
- Lack of workforce housing is a barrier to new business. It is an obstacle also that can be overcome
- Landfill

Barriers (continued)

Workshop One

- City only control so much. Comp plan created but as long as project fits within plan cannot make property owner do something (like make it a park).
- The landfill.
- I-435 and separation of the City.
- Difficult land (435-Shawnee Miss. Pkwy) to develop
- Highways (435 & K7)
- We need staff and elected officials to all be moving in the same direction. A lot of dissent crops up about things that don't seem to require as much attention as they get.
- "Railroad."
- Public opinion - those who are happy with status quo v those who want new/redevelopment. What would a dual approach look like?
- I 435 highway
- Division of Eastern Shawnee and Western Shawnee
- Education of residents on City economics
- Rapid growth that is leading us to where ? We just don't know
- The pressure of city finances that need to be addressed !
- Lack of finances because lack commercial which is not supportable due to lack of housing
- population in West Shawnee may not be seen as worthy of resources
- Money
- Lack of resident education/communication
- Nimby
- Lack of support for bringing in anything new, whether it be a community center, apartments or anything outside of "the way we've always done it".
- Remaining developable areas. What do we need to invest in to make them developable?
- People who oppose development
- "Landfill"
 - Both a blessing and a curse. Waste Management is a huge taxpayer.
 - yes...but we should minimize impact where we can
- Railroads and rail crossings
- East VS West, Single person VS Family, Older resident /retired, VS Younger residents HUGE DIVIDE for all of these..

Barriers (continued)

Workshop One

- The reality or perception of businesses and city not working together ?
- Topography/terrain
- The very real barrier of 435.
- Topography: lots of rocky soil hills that complicate construction projects. Seems we could leverage these challenges to work to our advantage.
- “Lack of financial resource to do everything.”
- The 435 east/west divide. The physical divide creates a mental one.
- lack of public transportation and connector concepts.
- East/west divide is a genuine problem--both sides think they are better than the other
- difficult terrain and a city with a reputation that is anti-economic development
- Reputation doesn't really fit with the facts
- Redevelopment along Shawnee Mission Parkway - commercial development that occurred may not meet today's land use regulations/suggestions.
- Challenging topography that is expensive to develop - need public financing (City funds) to pitch in to make it happen.
- Want a small town... which leaves us behind other adjacent cities
- Limited financial resources
 - This is a problem of will as much as ability
- More low income housing choices.
- We're a car oriented city, not people focused. Need to transition to creating centers of communities and people focused areas.
- Residents' focus on the immediate/personal impact and not the long term gains and benefits
- Divide between east and west.
- Lay of the land, rock
- close-minded residents
 - what does that mean? Remember, because someone doesn't agree with us, doesn't mean they are close-minded :)
- Current developments that don't match future desires.
- Sprawl with highway divisions- physical distance between East and West with long drive times.
- Lack of cohesiveness in identity for those west and east of 435
- “Set in our Ways and not willing to change“

Barriers (continued)

Workshop One

- Bike / Walking Trails connecting Eastern Shawnee & Western. Midland Drive is very dangerous.
- Geographic divisions. Maybe caused by the highways.
- Lack of cohesiveness between east and west Shawnee - need a common vision & set of goals. Focus on citizen buy-in and education
- Developers wanting to come to Shawnee and the lack of support from the community. We need to be able to help bring businesses/developments to the City and support them. Too much negativity from a small group of vocal people and perceived lack of support from Council. Too much political stuff!
 - Yes, but developers also need to come with REAL projects and REAL expectations for economic support/economic returns. Not all projects require maximum incentives. Not every project is a good one.
- Lack of inclusion of young residents.
 - I feel that this is something that could be corrected. Not a barrier.
 - It has been an issue for quite some time and has not seemed to change.
- Affects from climate change.
- Geographic areas - K7, 435, (for now) landfill, SMPark
- Lack of support for new ideas.
 - “The struggle to get folks to think forward rather than being anchored in the past is a big barrier.”
- Not in my neighborhood. Fire department should be consolidated within the county.
- Lack of funding for doing everything- requires prioritization
- Lack of public transportation. Specifically positively perceived public transportation. The KC Street Car is ‘cool’ while the bus is NOT.
 - YES! Need it for flexibility and better employment options
- Stronger NIMBYs - BANANA acronym; topography - huge barrier but how do we make that a strength?
- River on our West side of Shawnee landlocks us...need to cross the river!
- East/west divide at 435
- physical and psychological?
- The physical drives the psychological
- Direct interaction between city and police with residents.
- Topography
- Attitudes

Barriers

Workshop Two

- Landfill
- Technology & modernization. Policies & procedures.
- Sheer size of Shawnee in sq miles
- “As a community, we have to have a unified vision for the greater good. The 435 barrier can be overcome. Possible pedestrian / bicycle bridges can link the park system. Expensive, but can be done.”
- Difficult terrain to develop
- business development TIFs taking tax money from schools
- Shawnee Mission Parkway
 - This is a great asset, bringing many people and vehicles through the City’s commercial area. This does presuppose that we want a lot of vehicles moving east to west along this route.
- increased crime in Shawnee
- current fad for high density development - don’t want Lenexa City Center!!!
- The dump
- Funding
 - For what?
- Competition with other cities for developer incentives. Our residents reject them, but developers will just go to another city that gives them everything they want. Too much competition between cities.
- Mindset that Shawnee has to be everything to everyone. We don’t want to be great at the basics, we just want to check a LOT of boxes, even if many are unsatisfactory results.
- Lack of sidewalks east side
- class divisions
- Topography
- concerns that 75th street project will take as long as Nieman Now project
- Terrian, highways, and adjacent cities limit development space.
- Old school thinking that covets the way Shawnee was and inhibits growth
- The “that’s the way it’s always been done” mindset is what holds back progress and innovation. Old and conventional methods are not always the only answer.

Barriers (continued)

Workshop Two

- We can be forward thinking move the community forward. Keeping a small town or bedroom community feel does not mean we cannot change. We must continue to grow responsibly.
- Landfill
- sidewalks in areas of eastern Shawnee
- Covid
- East vs West
- obstructionists
- Lack of street and infrastructure in the undeveloped areas
- 435 is a physical barrier dividing east and west.
- 435 and K7
- NIMBY Attitudes
- empty stripmall areas like at 75th and Quivira
- vacant mini malls
- Future of retail sector being very uncertain with vacancies rising and hollowed commercial centers
- topography -
- huge disparity in income levels and where they live (East v. West)
 - It is what it is....someone will always make more money than me and someone will always make less than me.
 - Which is why I noted it as a barrier!
- NIMBYs
- Lack of vision/desire for more progressive intense development. Maintaining the status quo in a community creates a stagnation and a stagnant community is a dying community. If we are not growing we are dying.
- I 435 divide
- higher home values and income values west of 435
- East West divide
- division by I-435 between east and west
- Short sighted desire of many to only be single family bedroom community. Single family does not pay for the services our community has come to expect.

Barriers (continued)

Workshop Two

- Community members that use false information to push their own personal agenda
- Residents who think that restaurants can just be thrown in by the city like it's the city that decides to reject them. We need to either move to high density (which most residents don't want) or we need to give up on the plan for fancy restaurants on every corner (which is a tough pill to swallow).
- I-435 and K-7
- Hills and rocks.
- River
- Landfill
- Landfill
- The I-435 City split.
- A divided City Council
- Attitude that we have to be like Lenexa, or every decision Shawnee makes is compared to other cities in our County.
- too generous sweet-heart deals for developer
- East - West Shawnee dichotomy
- Landfill
- Partisan politics in Municipal Government
- i would like the city to address the silt and pollution in Walden Pond - one of two main watersheds in Shawnee that gets a HUGE amount of runoff from city streets.
 - There has to be some type of grant or money that can help drain / scrape silt / refill pond - this CANNOT be a neighborhood HOA issue.
- ROUND ABOUTS!!!!
- "lack of public "understanding" of process"
- Landfill
- City council bowing to the desires of the few, while the majority of the community goes overlooked
- "Lack of ability to expand - land locked city"
- Vacant Shopping Centers
- 435 Divide
- Terrain/hills
- varied economic areas (still sort of east - west split)

Barriers (continued)

Workshop Two

- landfill
- Terrain is difficult to develop
- Developers who want to take advantage of our city for things that aren't needed or wanted, and get shoved through by our PC.
- Attitude that we have to be like Lenexa, or every decision Shawnee makes is compared to other cities in our County.
 - Lenexa does it "well." We don't have to be like them, but we could do better!
- Boomers
- placement of K-7 and 435 creating major physical divisions in the community.
- Landfill
- Invest in infrastructure
- Rules and regulations we have to play by
- Impact and affects of COVID

Obstacles

Workshop One

- People hate taxes but want the things tax money does for them.
- Lack of housing options and a willingness for single family residential to allow/support alternatives near them.
- People lacking an understanding of what/how/when development occurs and what drives new business.
- Allocation of funds and ability to fund competing desires/wants.
- Limited transportation options. Heavy dependence on cars.
- Too much emphasis and attention paid to individuals because they are loud or disruptive, not because they add value to discussion.
- Political climate that ignores non partisan make up of Council
- Threats and aggression by people who disagree with Council or other community members about decisions or votes.
- Perception of connectivity and separation between areas of the city.
- a belief that our taxes are too high. We have to be willing to pay for what we want. Government is not free. And the cost of government--like everything else--increases over time with inflation.
- Politics
- Bringing people together for the good of the community.
- Not enough roof tops to support the commercial uses people want
- Strong political interest against progress
- Our community too often has low expectations, limited imagination, and poor vision.
- Develop a plan for how the landfill will be reused when it closes.
- Available Class A office space to attract higher end companies/jobs.
- Working around the issues with the landfill
- “There’s a narrative being pushed (and believed) for political gain that is misleading regarding the impact of providing affordable housing”
- Lack of forward comprehensive plan.
- Community
- Differing opinions on what is best for the City.
- City zoning prohibits affordable housing - ability to build duplexes, town homes. The ability to build sustainable housing using different methods.
- Long term implications of COVID. What does office space look like in the future? Is it a permanent shift or just temporary? Telecommuting v in person office space. Ex...
Corporate Woods, Sprint Campus.

Obstacles (continued)

Workshop One

- Perception of what a multi-family complex brings, aside from a large unattractive building that blocks views.
- Landfill and other topography around 435 and Shawnee Mission Parkway
- City zoning practices are very prohibitive for affordable housing development and some commercial development
- Find unique ways to create connections across 435 and K7 (bridges, sidewalks/bike lanes/paths across existing bridges, or underpasses along creeks)
 - Yes Yes Yes
 - Also across parts of Shawnee Mission Parkway to connect business and improve walkability
- Lack of cohesive transportation west of 435
- Developments become political
- Taxes--people are not willing to increase them, so we have to find another way.
- We need to come together as an entire city.
- Costly to prepare for development (435 & SMP)
- 435, K7
- People don't like change
- Deffenbaugh Landfill dividing East / West.
- need more focus on sustainability and alternate energy. ie city codes that require all builders to at least ensure new buildings are solar ready. Ways to encourage/require new developments to include solar. Removing HOA blocks to solar, wind, rainwater capture, etc.
- Lack of funding, residents do not want to increase taxes (rightfully so), but at times the City needs to have additional money to account for growth in the City or to add extra programs, etc. More residents, means more staff (firefighters, police officers, IT, road maintenance, etc)
- Review of building/development requirements. Encouraging development but not so restrictive. Do we have everything we need? Do we have things we don't need.
- Funding / Use of Tax \$
- Educating residents on the need of diverse housing and who it actually attracts (teachers, young residents, senior residents) - both millennials and seniors want the same thing - how to we keep our senior residents and aging population while attracting young residents who will then buy homes later and start their families here
- City council not following planning documents in response to public pressure.
- "435 Divide"
- Many people who actually support something new or different are often discouraged from speaking in support because they often get degraded by non-supporters.
- Getting utility companies on the same page with Shawnee's Comp Plan so they can plan their infrastructure improvements.

Obstacles (continued)

Workshop One

- Duplexes, apartments, housing vouchers all viewed negatively
- Political climate.
- Working within our tax base and revenue.
- Politics
- Voter and community apathy toward important items - need to promote the importance of caring and participating
- Use topography/terrain as an asset for unique developments
- Sometimes its the political climate of the city
- Public opinion. How can we educate on certain types of development? Get neighbor buy in.
- “Many projects require long-term timing and individuals like short-term results.”
- Empty storefronts, both along Shawnee Mission Parkway and west of K-7.
- desire to stay the same = be a bedroom community only.
- Opposition to bringing new things into the city
- Citizens need to be educated on the development process and the importance of economic development to the city.
- Overcoming geographic barriers.
- Lack of understanding of the City policies.
- The old store mall area to the south of McLain’s. Would love to have that be redeveloped into something attractive that would draw more people into our downtown.
- Size of land available is not that much, and if there is large amounts of land available the topography (and rock) makes most difficult to develop without being too costly.
- Street improvements west of K7
 - yep - important for new development
- Fear of diversity. Opposition to recent apartment projects and the community center were laced with racism and hate.
- Topography around 435 & K7 corridors
- Consensus of where to develop multi-family
- Anti Shawnee growth groups putting out false information about the Community Center in the attempt to not get it to pass, clearly it worked. Most of their information was false, or at least a far stretch of the truth to make it fit their message. Too political.
- Lack of public knowledge of future planning for the city.

Obstacles (continued)

Workshop One

- Divisiveness in the community. People want to push their individual agenda on others and if you do not agree with them, they get nasty. We do not all have to have the same idea and think the same way. That is what makes us great.
 - Yes. Need to find a way to turn down the volume on those who are vocally opposed to all development, and support those who are willing to stick their necks out to support projects, too.
- Communication
- Affordable housing throughout all phases of life. First homes to family homes to maintenance provided senior housing.
- Educating people on the development process and economic development in general
- Unwilling property owners to make needed changes (nieman post office, marigold building)
- Topography- use and take advantage of topography, streams and trees in creative developments rather than viewing as a problem
- Transportation - is there a quazi public option? Integrate with the Valley of Champions area, possibly connect to downtown. Shuttle/trolley/event transportation.
- Lack of infrastructure to many undeveloped areas
- Maintaining our history while keeping up with new trends, desires and needs into the future
- NIMBY vs highest and best use/what is best for city as a whole
- The Zoning Ordinance is outdated and needs a refresh based on what the Comp Plan determines.
- Too much opposition to change with little or no information as to benefits, costs, or undesirables.
- NIMBY can go here I think. Visualize a master plan to show people what it could look like.
- NIMBY is a major problem in Shawnee, people do not want change or new things around them. But then complain that we do not have more restaurants and other businesses in Shawnee.
- Negative attitudes NIMBY
- Internet access in misc. public spaces.
- Negative connotations regarding apartments and their tenants.

Obstacles

Workshop Two

- Little to offer young professionals
- “Specifically, what are young professionals looking for? Upscale apartments, night life, open spaces, dog parks, etc.?”
- All of the above, but I'd imagine other key items would be restaurants, gyms, culture, etc. There are few rental opportunities specifically in Western Shawnee - most young professionals are years away from purchasing homes.
- Tax Averse population
- Balancing taxes, services and needs
- All city streets with curbs and sidewalks, East side
- East v West
- Covid-19
- lack of wanting to progress forward
- Getting residents East to invest in their home improvements. Clean up neighborhoods.
- Surrounding cities are developing at a higher rate. So the Obstacle is finding out what Shawnee should do as far as development, to compliment or enhance, so that it's not just, me too.
- Lack of an Overall Plan.
- High property and sales taxes driving away young families and new business owners.
- Difficult to attract restaurants, retail, and businesses to Shawnee, particularly in previously occupied but now vacant properties.
- Community doesn't know what the community wants
- Lack of vision from long time residents
- Balancing community wants
- lack of a universally accepted comprehensive plan
- City council clearly divided by party lines and apparently unwilling to find common ground
- compromise
- Landfill issues with odor
- Proximity of jobs
- Different perspectives and points in the family life cycle between Eastern and Western Shawnee. Eastern Shawnee is more starter homes and transitional families while Western Shawnee is higher income.
- Not a well integrated city in terms of race

Obstacles (continued)

Workshop Two

- NIMBY's
- Lack of cohesive plan to show so that we can incorporate multi-family and single family, commercial property, and industrial property in a large area, rather than approving or opposing single developments because residents like or don't like a particular type. Move away from NIMBY.
- not enough citizen volunteer involvement
- Non cohesive vision for growth
- Non-cohesive vision for the City
- Lack of support for progress by residents
- Attitudes about multi-family development and correlating that with low-income and unwanted population
- Strong community vocalization and organization against change. Sometimes it is just outsized voices, other times it is more reflective of the majority. It is hard to tell because it's the same level of resistance everytime.
- Lack of understanding within our community about how the City government works.
- anti-tax philosophy
- ROUND ABOUTS!
- not enough "lessons learned" from other comparable communities.
- City council review of comprehensive plan.
- Funding for projects - high income, high property tax payers versus low income, low property tax payers. Has to be a good mix.
- lack of connectivity between neighborhoods (both in an abstract sense, and literally in a city of cul-de-sacs)
- attitudes - lack of effective and progressive conversations
- Council unity
- Distance from western to eastern Shawnee
- The size of the city limits and the natural tendency to think east versus west
- Decline of old developments/need to redevelop
 - Agreed. We need to continue to revitalize our existing commercial developments as well as keep up our older neighborhoods.
- Vocal minority
- Limited resources/funding, fragmented planning, coordinating local land use decisions with city goals
- Split on city council and partisanship influences.

Obstacles (continued)

Workshop Two

- Lack of coherent vision and strategy for execution
- “getting residents to shop and eat locally“
- Not “one” Shawnee
- Current electeds
- NIMBYism, especially when it comes to multi-family development
 - Why is it a bad thing to offer more affordable housing? If developers put up high-rise apartment complexes all over the city, then I could understand the concern, but that is not happening in Shawnee.
- Replacement of businesses both large and small, that are gone due to COVID-19
- City government wanting to put apartments everywhere to increase population to get another Starbucks or a new Panera on the corner.
- Tax base heavily reliant on property values
- empty buildings that need to be redeveloped
- Opposition to public incentives for development

Annoyances

Workshop One

- People are more interested in rumor or innuendo than learning facts and data.
- Lack of involvement until it's something you don't want.... no active involvement to create something wanted instead of stopping something.
 - BINGO! Great observation.
- Lack of trust in the data/facts presented.
- Education on projects
- Tolerance to other people's ideas and opinions needed at levels.
- Lack of cohesive community awareness -no "5 o'clock" news for what's going on in with agenda, activity and vision -people not on same page.
- Too easy for people to put out inaccurate or false information and limited ways to refute it on a wide scale.
- Recognizing the need to be competitive but not necessarily "keeping up the" neighboring cities.
- Fine line between not trying to duplicate what other cities do but still provide for our resident.
- Not being able to walk from Red Oak Hills to retail on a sidewalk. Have to walk in road.
- The vocal minority
- My way or the highway-comprise is not considered a win.
- Politics
- Encroachments on personal space.
- Property owners who do bare minimums rather than striving for excellence. Can city incentives be used to foster the type quality Shawnee deserves?
- Reluctance to compromise on ideas.
- "Long-term planning with schools in USD 232....traffic patterns."
- Some diminish the thoughts/ideas of those new to the Shawnee area.
- Western Shawnee residents view Shawnee mission parkway and Nieman as too far.
- I live west of K-7 and at no point have ever thought Nieman as too far. I will always make the effort to spend money at Big Bam's, McClains, Transport, Serveas, Trek, etc.
 - If the City continues to improve the area and provide updated housing options (including apartments) I would love to consider moving to east side once the kids are out of school. It has the potential to offer the walkable type community I am looking for with close, easy access to cultural amenities offered in Downtown/Midtown KC.
- Fear of change to personal environment.

Annoyances (continued)

Workshop One

- Lack of support for new businesses, despite wanting them.
 - 100% Agree - This is a huge problem, one that will no doubt catch up to us if we don't change this attitude. Businesses are citizens as well and deserve the support of Council, Citizens and City so that they can thrive - not just survive.
- Lack of pro-development, pro-builder, pro-business, pro-change attitudes.
- the length of time it takes to finish public projects ie Nieman Corridor.
- All the retail development is going to adjacent city which means so does all the tax revenue.
- The smell of the landfill daily
- Divide between age groups
- Including an "old school" mentality on new issues.
- People don't like change
- People want to keep things the way they are and have no desire to look to the future and be proactive and only work to tear down versus build up people and companies who are trying to make positive change in our community.
 - Agreed! And to add to that-we can disagree on ideas, philosophies, etc, but why are people making personal attacks with those whom they disagree?
- Driving around 3 roundabouts!
- A small but loud group of residents who tend to be against everything in the history of ever. And the tons of attention they get from certain people. At some point, you have to let the naysayers be naysayers, make a decision YOU think is best and move forward.
 - Agreed! City leadership should spend some time identifying their blindspot when it comes to public opinion rather than listen to vocal minority.
- No continuous walk/path from east to west side of town.
- Communications need to be multi-faceted/multidimensional, to target the many segments of the city
- Better physically/visually connect Shawnee Town 1929 into downtown. Wayfinding? Branding?
- A bit of an inferiority complex compared to Lenexa and OP
- Inaccurate information from persuades unengaged voters/residents
- Divide between east and west
- Forward thinking from our community leaders and a commitment from them to work with their residents to consider new options that may initially be against.
- Untruths spread on social media, especially Nextdoor.
- Not knowing the city's long range plans for street improvements, i.e. Midland Drive.

Annoyances (continued)

Workshop One

- Vocal Minority
- NextDoor. It's awful, it's detrimental to community. We should all agree to simply disconnect and not use it.
- Miss-Truths on Social Media
- Influences of national money in elections on local issues.
- "(435 & SMP) Close to Landfill"
- Building for the now and making a quick buck versus longer term viability.
- Need to strengthen city regulations and expectation about keeping our city clean (less litter, etc.) in green spaces, parking lots, roads, etc.
- Nextdoor is a horrible app that shares misinformation and creates division.
- Getting people to work together on the future instead of fighting and complaining everything
- Citizens that reject what the professionals tell them about storm drains and traffic.
- Commercial buildings that are vacant need to be kept up, grass mowed, etc.
- Lack of communication
- Is it a lack of communication or a lack of people willing to listen to an opinion different from their own?
- Would be curious to know what information you are not getting. I feel specifics would be helpful to truly understand/evaluate how to make improvements if truly needed. From where I sit, between the City posting on Nextdoor, Facebook, Newsletter, email, City Website and ultimately just picking up the phone and calling City Hall, the City has more than delivered in getting me the information I need. So again to ultimately help this process, please share specifics.
- Stringent local codes requirements.
- Design standards for downtown district. How can you tastefully integrate new build/construction (modern) with the older/historical buildings. Wanting to preserve the historic feelings with the new construction.
- Blame COVID or social media but the division of neighbors, assuming the worst, making false statements on nextdoor, facebook
- Mostly social media, the keyboard warriors are driving a stake in too many projects and neighborhoods already, etc.
- Mindset that apartments are bad.
- Dated/neglected retail buildings
- Traffic. Lack of bike lanes
- Nextdoor App; rude comments to neighbors; hiding behind the computer. Let's start having real in person conversations about this.
- Downtown speed limits. Making sure everyone knows they are in downtown. Red brick. Wayfinding. Identification.

Annoyances (continued)

Workshop One

- Need to consider impact on traffic when approving new buildings in residential areas.
- I wonder if this is more of a lack of communication/misinformation that lack of consideration of the impact. I've read traffic studies and even spoken with the traffic manager at the City about the downtown proposed apartments. I'm curious how much that information is known.
- "bad traffic" in Shawnee or even KC is not really bad traffic. Go to Cali or other places for bad traffic, our roads are built for more traffic than they are currently handling.
- Number of properties that don't appear to be up to standards.
- Closemindedness
- Instant rejection of projects and/or proposals just cause!
- Empty storefronts... both along Shawnee Mission Parkway as well as west of K-7.
- Unresponsive city staff when issues do arise.
- Lack of walkability
 - agree
 - Walkable areas come with density. Need to approve more projects in and around existing developments, both residential and commercial.
- misinformation
- People voicing concerns about lack of communication from the city but then having no new suggestions of how to reach them when we run down everything that's been done to get the word out.
- A minority view to not progress as a community - one that has an unbalanced influence on decisions made by City leadership.
- Lack of political consensus and political will for the good of the city as whole
- Misunderstanding that a lot of people have about TIF incentives. Resistance to TIF incentives have killed too many good projects.
 - Agreed! It takes money to compete. Don't hate the players, hate the game!
- Clarity on what we all want to do - collectively - citizens, staff, elected officials, chamber, downtown, businesses, etc.
- More sidewalks, that are upkept, would be nice and would increase walkability.
- A prevalence of a "Fixed Mindset" and desire to say NO to progress.
- I guess it is important to define progress

Annoyances

Workshop Two

- Anti-apartment rhetoric is a problem. We need a variety of places for our residents to live. There needs to be something for everyone, not just people who want to live in and maintain single family homes.
- Vocal minority
- lack of community identity
- Misinformation
- Old buildings/blight along Shawnee Mission Parkway, east of Quivira.
- Lack of traffic law enforcement in Western Shawnee
- Vacant buildings
- City staff are unwelcoming to residents.
- Social media
- Nextdoor
- Proposed high density apartments 3-5 floors high, within a longstanding neighborhood within single homes area.
- “The people have spoken in western Shawnee. Now I see tons of signs in eastern Shawnee opposing downtown apartments as well. Hey city government.....Shawnee residents don’t want additional apartments!”
- Western Shawnee is a very different situation than what will become a vacant building in the middle of downtown, an area the taxpayers have poured millions of dollars into to make into a vibrant space that attracts businesses and people. On the west side, it’s an empty piece of land that was never missing anything. That is different from an old building that is full of asbestos and lead paint that will become derelict in the middle of downtown if it is not redeveloped.
- “Agreed. Did not appear to be a multi family housing issue. It was more of a high density issue for the proposed parcel of land. Change the ordinance before the plan. Not the other way around. The City and the Developers need to be upfront with the Citizens of Shawnee. More things will get passed that way.”
- Those who are vocal but don’t want to get involved
- lack of empathy and understanding of other peoples needs
- The east and west Shawnee division. For descriptive purposes this is fine, but when it becomes divisive it is not doing the community any good
 - Agree
 - Agreed. East Shawnee has a unique feel and draw. West Shawnee also has it’s unique feel and draw. This is part of what makes Shawnee special. I think we can develop a long range plan to grow and evolve while keeping the best of East and West. Grow as a city united. Not divided.
- Division of the city amongst residents

Annoyances (continued)

Workshop Two

- Developers not making schedule commitments.
- Government funded housing
- Uninformed members of the community with motives other than the good of our City
- The vote against the community center. I think that was a miss for the community
- Empty buildings
- Developers get great incentives to come to Shawnee, but don't hold up on their end of the bargain by not meeting construction schedules or by selling or closing without the city seeing the benefit from the transaction.
- multiple school districts
- The lack of bidding advantages to businesses within our own City. Shawnee does not give any percentage of bidding advantage to businesses located within the city limits, which is a common practice by other neighboring cities
- missing connecting links in our trails, bike lanes and sidewalks
- "lack of engagement by pro/con & the middle..."
- negative community members who spin a narrative that the city government is being paid under the table by businesses and doesn't care about anything the residents want.
- traffic issues with major arterial roads at rush hour!
- Lack of commercial property maintenance
- Competition from other suburbs
 - Agree
- Small business taxes, sales tax collection
- Hold a few more community events at Shawnee Mission Park, possibly partner with Johnson County Park Department.
- City Council members who are on council for far too long and only do things to make a show for their voting base to get re-elected.
- Long drive time from west to east
- Schools being in DeSoto vs. Shawnee
- Ag Zone Properties within city limits not maintained.
- railroad traffic and noise
- Temporary signage

Annoyances (continued)

Workshop Two

- Roundabouts!
- More frequent street sweeping.
 - Especially in bike lanes. Lots of glass sometimes that doesn't get cleaned up for many, many days.
 - Agreed. We must keep our parks, walking and bike trails clean and maintained.
- Minimize exceptions allowed for developers to cut corners or transfer excessive risk to the City. On the flip side, have Council willing to ignore a vocal minority on a project that is good for the City as a whole.
- City council not following the comprehension plan and following what their patrons think the city needs.
- Poor landscaping in our city parks - small trees not properly staked, no consistent watering for them, they die. More perennials like milk weed to promote monarch feeding/eggs.
- honeysuckle
- Older buildings need a new face
- Additional Sales tax to support investment in existing developments
- The belief that we need more apartment buildings.
- Shawnee Citizens more involvement in the city
- "ROUNDABOUTS!"
- a small group of loud citizens who hold shawnee businesses hostage and boycott them because the businesses want something different than this group.
 - Who is getting boycott'd?
 - Old Shawnee Pizza and the other businesses that recently came out in favor of the proposed Wonderscope development.

Figure B.5 Visioning Workshop Prioritization Summary

Needs

- Diverse housing types (x3)
- Infrastructure
- Diversification of tax base (x2)
- Better understanding of density
- Increase residential and commercial density (x2)
- Stronger education and common understanding of goals/plan (x3)
- Acceptance of growth and change
- One Shawnee (x2)
- Establish identity
- Embrace east/west divide
- A comprehensive plan that is more localized

Wants

- Community gathering places (x3)
- Attractions for young adults
- Revitalizing downtown
- Catalyst project that includes more diverse restaurants and businesses
- An environment that fosters business growth in Shawnee
- One Shawnee
- Development to bring east and west together (x2)
- East and west physical connections (i.e., streets, walking, biking) (x2)
- Understanding and implementation of affordable housing and more diverse development (x2)
- A comprehensive plan for today and future that we can implement and follow
- Infrastructure improvements (x2)

Desires

- Destination development and/or redevelopment (i.e., amphitheater and Farmer's Market in Shawnee Town, downtown, Valley of Champions, Riverfront Park project, premier sports facilities, I-435 and Shawnee Mission Parkway) (x8)
- River access/businesses/activities near Holiday Dr.
- Community spaces for socialization, recreation, and relaxation (x5)
- More mixed use areas for people to live, work, and play in the City
- Create political support for implementing plan (x2)
- Appropriate development (x2)

Figure B.5 Visioning Workshop Prioritization Summary (continued)

Barriers

- Natural (topography) and manmade (I-435, landfill) geographical dividers that prohibit development and unity among community (x10)
- Limited resources to deal with infrastructure needs (X3)
- Limited space available requires thoughtful and intentional plan
- Cost to develop (x2)
- NIMBY (Not in My Backyard) attitudes (x2)
- Divided City Council

Obstacles

- Scarcity of resources (money, staff, tax sensitivity, etc.) (x3)
- Community understanding and trust in dynamics of development (people first, then business)
- Fear of change or anything different (x2)
- NIMBY (Not in My Backyard) (x3)
- BANANA (Build Absolutely Nothing Anywhere Near Anything)
- Lack of a unified plan
- Lack of development incentives and population density to support growth (x2)
- Communication and messaging challenges (i.e., social media, lack of accurate information, misunderstanding about City government) (x5)
- Political pressure and issues (X2)
- Unknowns in a post COVID environment (commercial/vacancies, etc.)
- Decline of older developments/need to redevelopment or modernize

Annoyances

- Inability to maintain a shared vision that is conducive to long-range planning and not subject to competing interests within the population (x2)
- Imbalance of input; few small groups have outsized voice and influence (x3)
- Lack of walkability/paths and trails
- Nay-sayers, lack of understanding and apathy/negativity among residents (x3)
- Lack of trust (amongst residents, City staff, and data/facts) (x2)
- Developers not following through (plans and schedules)
- NIMBY (Not in My Backyard)
- Lack of community brand and identity (i.e., constant comparison to other cities, east vs. west mentality) (x2)
- Lack of commercial property being updated or maintained

Public Survey Results

The public survey was available from November 6, 2020 to February 1, 2021 and received nearly 2,500 responses. Given Shawnee's population, the public survey is statistically significant with a 99 percent confidence interval and a 2.5 percent margin of error. The survey was available online at the project website (www.AchieveShawnee.com) or via paper copy, and was advertised by postcard mailers, the project website, the City website, media releases, social media, and email blasts. The following pages illustrate a summary of the findings through graphics.

LET'S GET STARTED:

I am interested in the City of Shawnee because I...

95.7%

Live in the City

14.6%

Am interested in City government

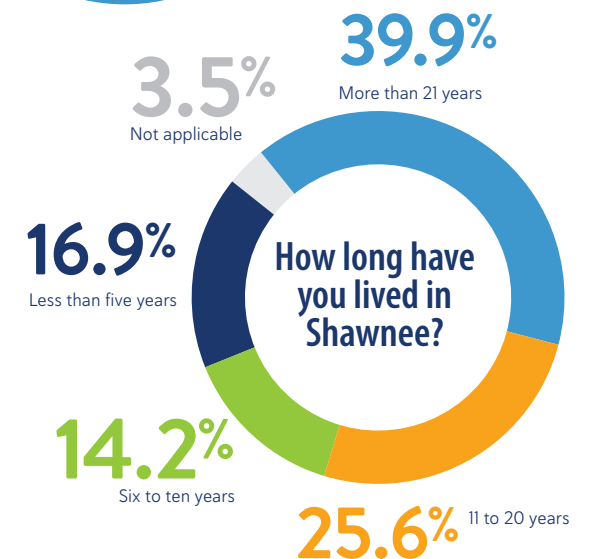
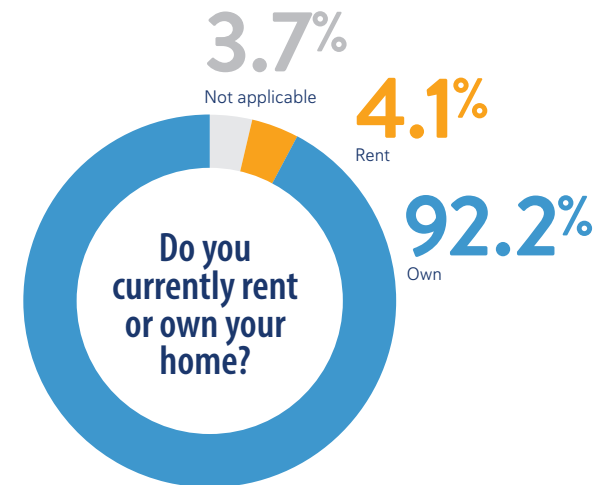
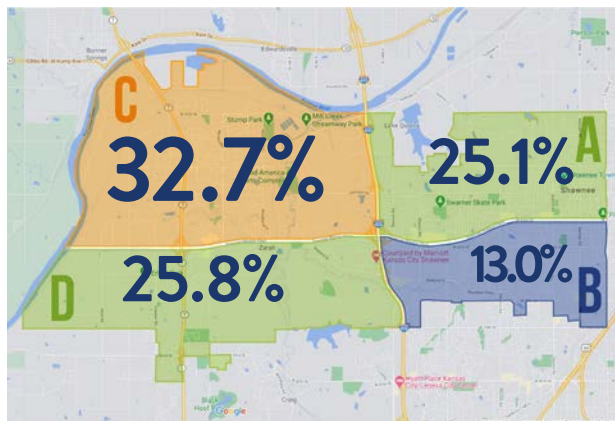
13.3%

Work in the City

3.4%

I do not live in Shawnee

Which quadrant of the City do you live in?

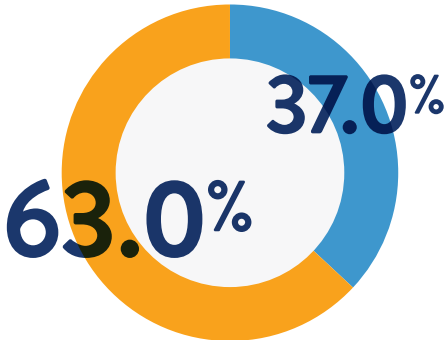


HOW DO YOU SPEND YOUR TIME?

WEEKDAYS

Thinking about a typical weekday, do you generally...

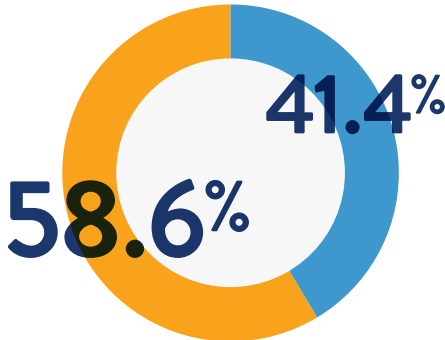
Stay in Shawnee
Leave Shawnee



WEEKENDS

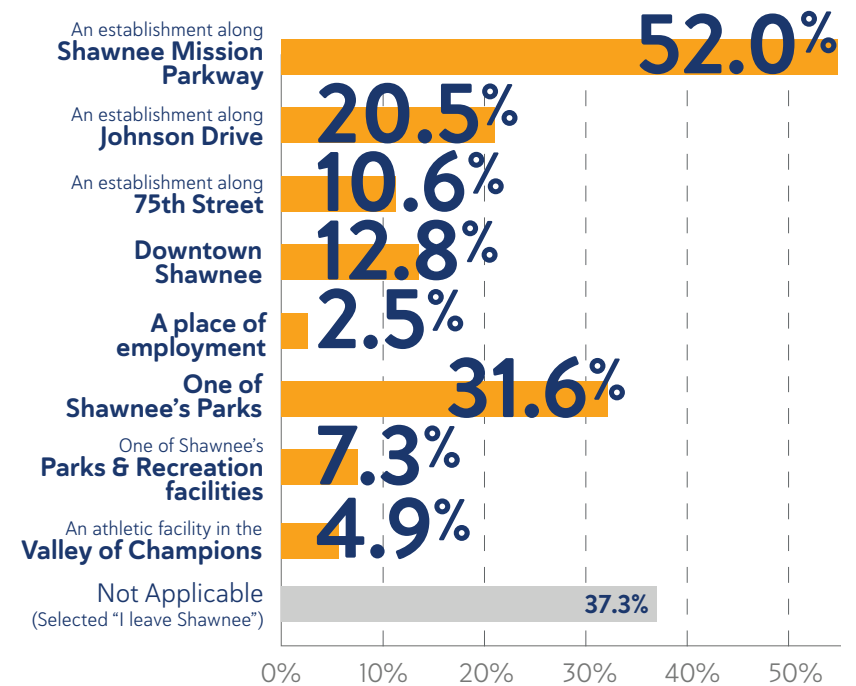
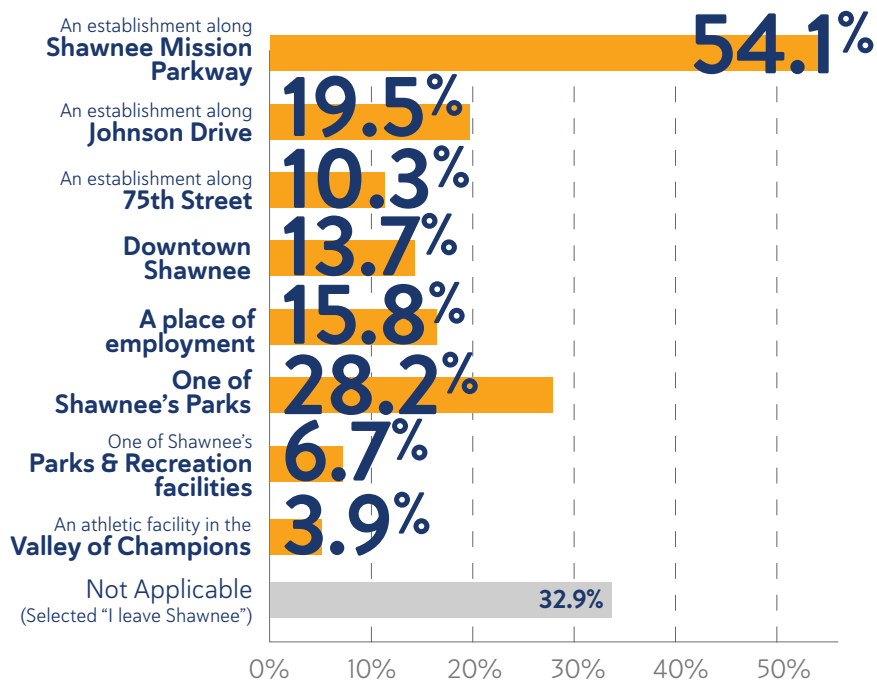
Thinking about a typical weekend, do you generally...

Stay in Shawnee
Leave Shawnee

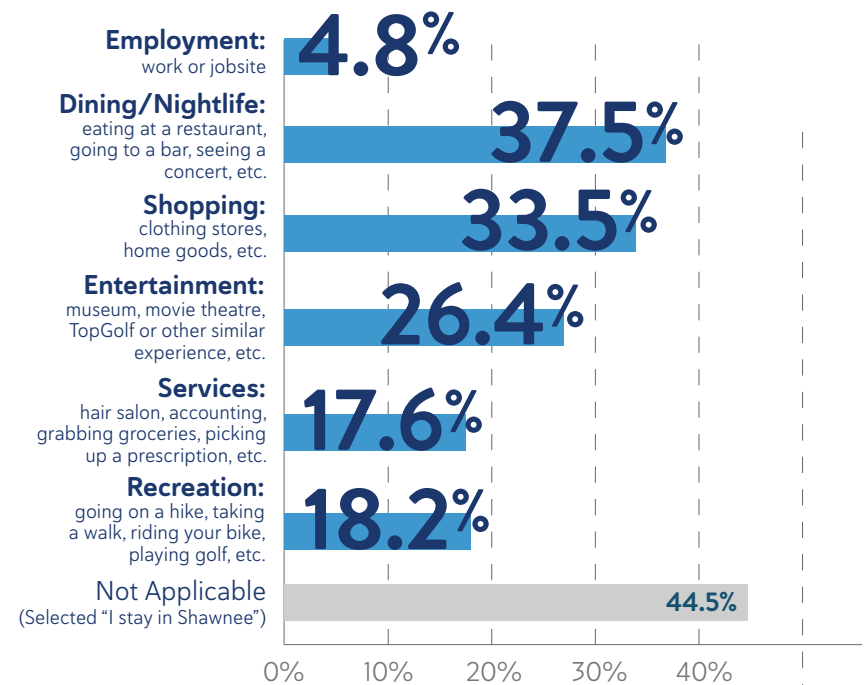
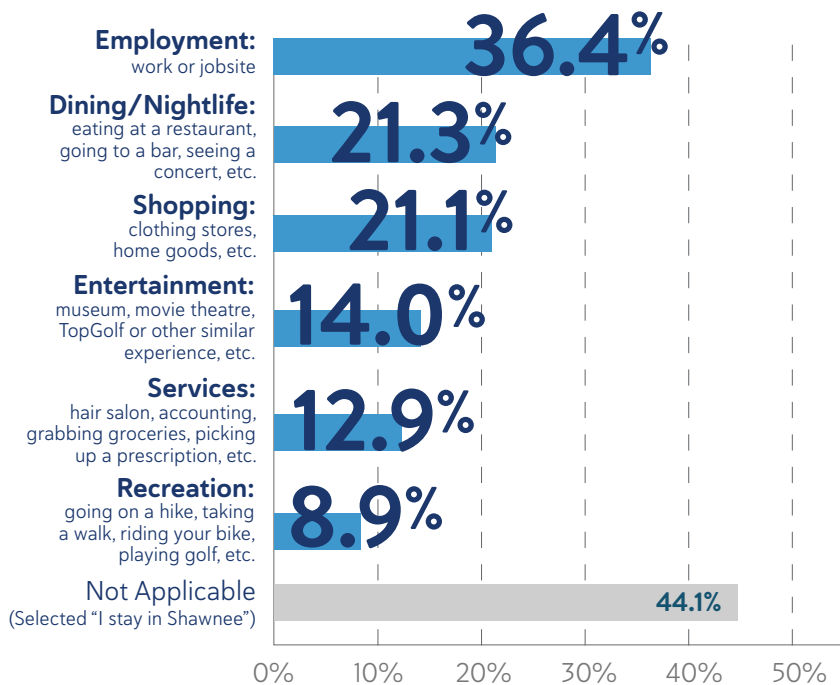


The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

If you selected "Stay in Shawnee," where are you most likely to go?



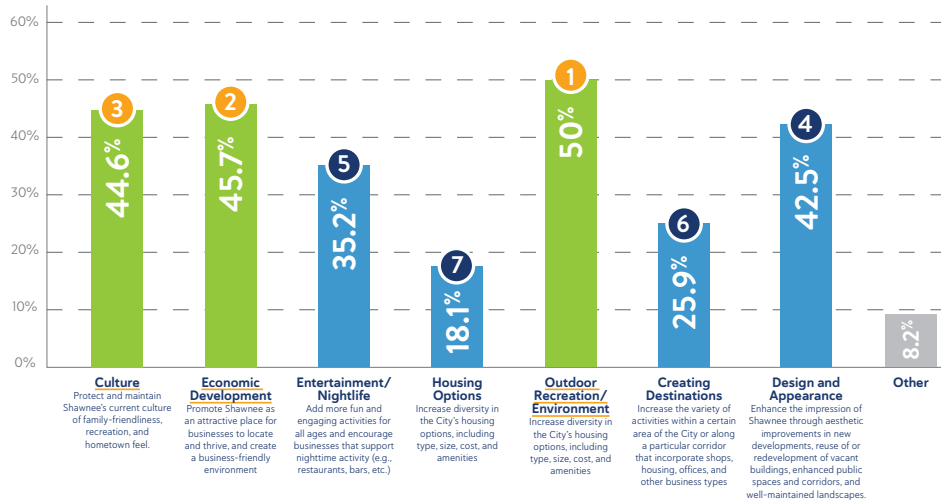
If you selected "Leave Shawnee," where are you most likely to go?



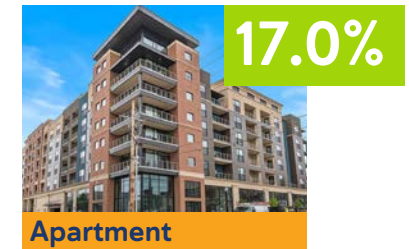
This plan will be used to guide Shawnee over the next 10 to 20 years. By 2040, Shawnee's population is projected to grow from nearly 66,000 to approximately 82,000 according to the U.S. Census Bureau and population projections from the Mid-America Regional Council (MARC). Additionally, during the Visioning Workshops, we heard a lot about housing. Keeping in mind projected population growth and what you hold near and dear about your community, what do you think Shawnee needs?

WHAT DO YOU THINK SHAWNEE NEEDS?

When thinking about Shawnee, what's important to you?



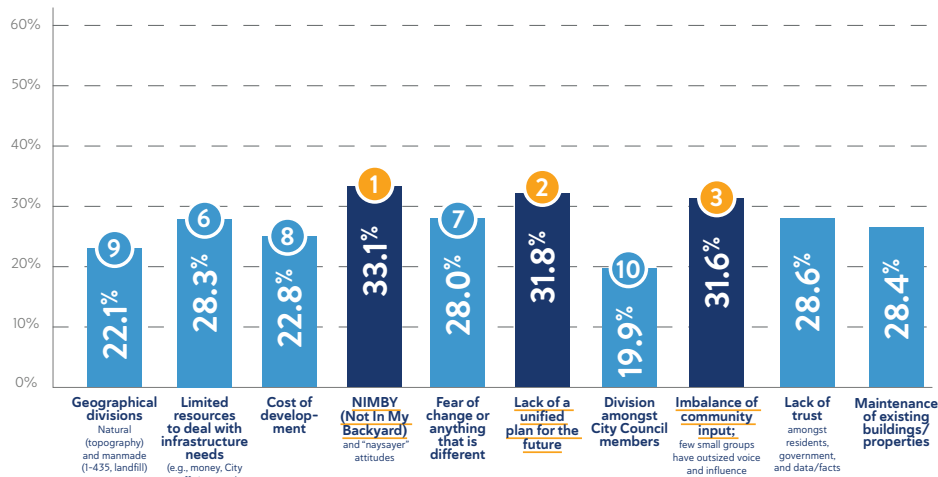
Which housing types are most needed and appropriate?



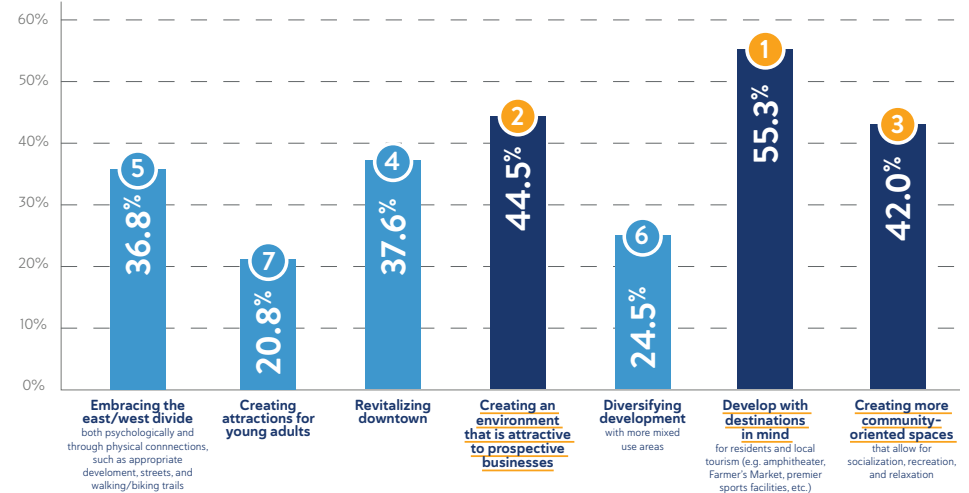
These images do not necessarily dictate the exact style, stories, etc. of housing desired, but provide a general example of housing types.

CRITICAL ISSUES & OPPORTUNITIES

What do you believe are the top three critical issues facing Shawnee?



What do you believe are the top three opportunities for Shawnee?



The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

Planning Workshop

Purpose and Overview

While the visioning workshop lays a sturdy foundation for what the Plan should consider and include in the final product, the planning workshop takes a deeper dive into specific topics of the Plan. The planning workshop helps to develop conceptual plans and ideas to address issues and opportunities through open discussion, commenting, and mapping exercises, to assist in developing a community focused plan.

Members of the public, Stakeholder Committee, Technical Committee, and elected officials worked to develop a clearer understanding of their desires for the future of Shawnee, to gather local knowledge related to the issues and opportunities within the City, and to build consensus for this Plan. The planning workshop advances the creation of the Plan through conversations and responses to the questions and data presented. Local insight, combined with the planning team's expertise, focuses the plan on preferred growth areas, transportation opportunities, appropriate land use, and quality of life.

The planning workshop took place over five days, March 15-19, 2021, at various locations throughout Shawnee. The Stakeholder Committee and Technical Committee met multiple times during the week to pass on their insight into the City's issues and opportunities and crucial aspects to the Plan.



Day One - Shawnee Town 1929

To accommodate precautions related to COVID-19, Day One consisted of four sessions that were all identical. These four, two-hour sessions allowed for proper spacing of individuals and sanitizing protocols between sessions.

For each group that participated on Day One, the session kicked off with a brief presentation detailing the planning workshop's purpose and process. From there, the stakeholders completed a series of exercises and questions focused on identifying the opportunities and constraints within the City.

Participants cycled through the stations individually for the first hour. Each station had multiple questions and/or activities for people to react and respond to. The five topics included:

- Future Land Use
- Development and Redevelopment
- Transportation and Connectivity
- Economic Development
- Quality of Life

These topics were arranged at stations; individuals answered specific questions related to each topic. Their responses were recorded on large post-it sheets for everyone to see. This way, each person could visibly see the thought process; this is a critical element of a planning workshop.

For the second half of the session, participants broke up into small groups and were tasked with prioritizing one comment or idea from each of the five topic stations as the most important. As can be the case, what is important to one person may not be important to another. This created a need for each of the groups to respectfully dialogue on what one idea from each topic should be listed as the most important.

The full record of all exercises is included in ***Full Documentation of Responses: Planning Workshop***.

What's the purpose of a planning workshop?

ASSEMBLE

Assemble decision makers, such as elected officials, business owners, developers, property owners, neighborhood associations, major employers, faith community representatives, and other stakeholders.

COLLABORATE

Collaborate with the decision makers in information sharing about the City, iterative improvement concepts, and feedback and revisions.

FINE TUNE

Fine tune development and other improvement concepts through strategic conversations with stakeholders, the public, the City, and involved agencies.

CREATE

Create a community-driven, realistic plan, grounded in market and economic reality.



Day Two - New City Church

Day Two was entirely open office hours from 10:00 a.m. to 6:00 p.m. Open office hours intend for informal conversations between members of the public and the consulting team. There are no structured activities. Instead, members of the public or stakeholder committee could stop by to discuss specific items, have one-on-one conversations, participate in exercises if they were unavailable another day, or just simply watch members of the consulting team work. Additionally, Day Two was the first day the full consultant team was together, providing opportunity to review all Day One comments and create a plan for the rest of the week.

Day Three - Civic Centre

The third day of the planning workshop week was open office hours from 9:00 a.m. to 1:00 p.m. The rest of the afternoon was spent preparing and setting up for the four-hour long public open house. Starting at 4:00 p.m., any and all members of the Shawnee community were welcomed to the Civic Centre to see and participate in all of the exercises from Day One, as well as a look at some preliminary concepts, or ideas, for the future of Shawnee. All concepts shown at the public open house were created directly from feedback from the stakeholders on Day One. The public open house was open until 8:00 p.m.

Day Four - Fire Station 74

Similar to Day Two, Day Four was entirely open office hours from 7:00 a.m. to 3:00 p.m. Once again, this allowed anyone to stop by to see what work had been done, ask questions, or simply see where things were at. All comments from the public open house were reviewed and subsequently incorporated into preliminary concepts, where applicable. Based on additional feedback, some new concepts were generated.

Day Five - Schier Products

The last day of the workshop was similar to Day One as it consisted of four, identical one-hour long sessions for the Stakeholder Committee. These final sessions of the planning workshop gave the Stakeholder Committee a chance to review the work produced over the week to provide additional comments and direction. Attendees provided written and verbal reactions to the content as they reviewed the conceptual plans for the future.

Full Documentation of Responses: Planning Workshop

The following pages list the responses received regarding the various station topics. The following comments are only from the Stakeholder Committee from Days One and Five. The notation “(x5)” indicates the number of times someone agreed with the comment. Public Open House comments are provided fully in **Full Documentation of Responses: Public Open Houses**.

Development and Redevelopment

Shawnee is approximately 75% developed. One of the strategies for future growth may be redevelopment (i.e. the reuse of existing sites or properties) or infill (i.e. a lot by lot redevelopment with similar or adjacent uses). With that in mind, what area could be focused on for redevelopment and infill? And, what types of development would be acceptable?

- Keep single family residential single family, improve roads in residential areas, gutters, curbs, sidewalks, SAVE TREES! (x3)
- Our current downtown is in desperate need of a path forward. Redevelop the area with mixed use housing and services
- Downtown Shawnee area needs curbs, sidewalks, lighting, and sewer system more!
- Turn development west of K7 south of 55th to mixed use
- SMP and Nieman / Johnson need “next step up” dining and entertainment options
- No zoning changes, low growth
- 435 conjunction at SMPKWY and Johnson Dr needs higher density, we need bodies for work and social businesses
- Buildings / centers w/ large vacancies need re-evaluated for reuse, redevelopment (x4)
- Infill is a great strategy. It brings eco devo and helps preserve green space elsewhere
- Residential - apartments w/ adequate parking
- Food hall
- Business and restaurant incubators
- Small scale retail, no giant big box stores
- Put big stuff on west side and small business and restaurants in downtown
- Infill is so important to the revitalization of a city. Leawood is a good example. Tear downs and new homes being new higher taxes and business.
- Make drive along SMP (E edge to Pflumm) more visually appealing
- Northeast corner of highway 7 SMP needs to be higher density residential to bring more business to local businesses (x3)
- Infill housing downtown (x6)
- Multi-family - good access to 435. Could be mixed use like “Lenexa” restaurants and housing.
- We need a destination restaurant area. With healthy variety. Patio space, entertainment area
- Mixed use to create live work play communities
- Make apt and industrial area but not by residents
- High density on 75th Nieman / Quivira - walkable attractions - restaurants, family friendly - bars
- Sprawl is the culprit, res-dev is the answer
- 435 and Johnson Drive could be developed as mixed use residential and commercial, beautiful and easy highway access - not close to a residential area as in next 10
- Midland and Lackman could easily support 2-family residential or updated housing options- not 1-family
- Waste management conversion needs to begin sometime soon
- Old price chopper - k7
- Target plaza
- 75th and Quivira
- Strip mall that’s south of McLain’s and across street (east) of downtown needs to be razed and replaced with mixed use app
- Redo blight on Nieman
- Develop Vita Craft building
- Wonderscope needs higher density residential to bring walk-in commerce to downtown business (x4)

Development and Redevelopment

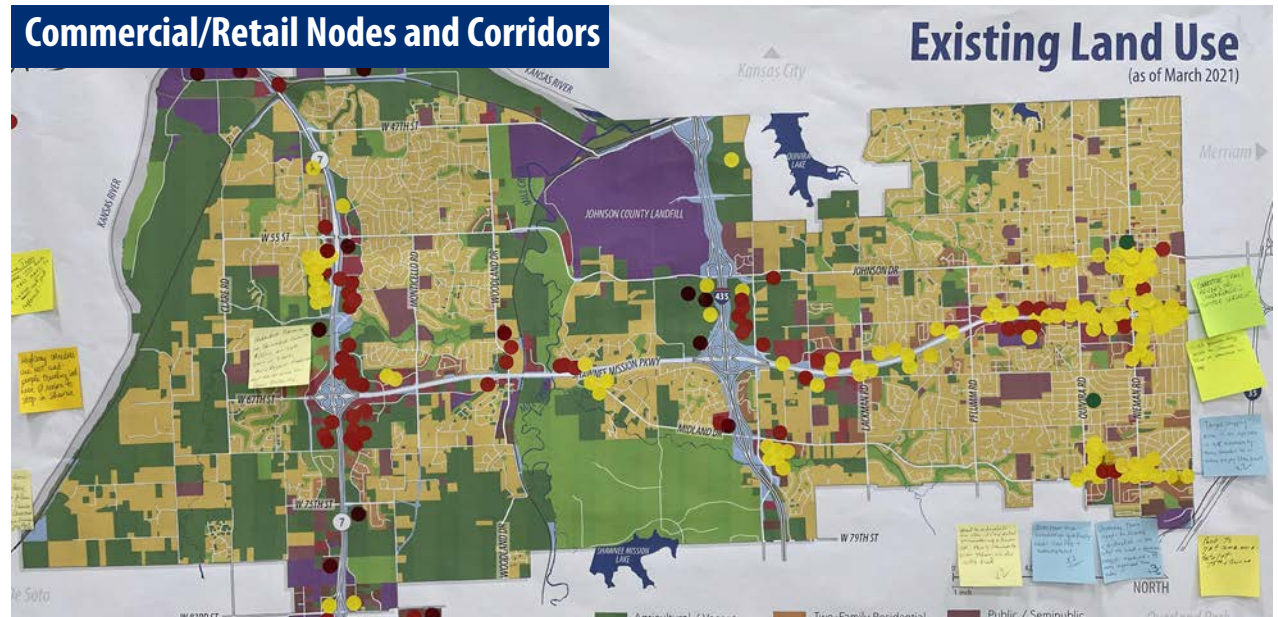
Which of your existing commercial and retail nodes/corridors are in need of redevelopment? Use the yellow dots to show us where and your sticky notes to tell us why.

- Mall area @ K-7 needs to be redeveloped
- 75th and Quivira needs to bring people rather than be vacant (x3)
- Empty old price chopper building has been vacant for 7 years
- 75th and Quivira
- Renner and Midland - several empty business fronts, tired area with new hotels in that area, opportunity to provide more restaurants / retail
- Southeast corner of K7 and Johnson needs to be revitalized into something worthy of the area - has become an eyesore
- The older areas need new dev. It's easy to look at empty land but we should look at developed areas
- 75th to Neiman is an entry point to visitors. This should be cleaned, unique to businesses, appealing to such (x3)
- Downtown and Nieman Road
- More commercial development is appropriate along Shawnee Mission Parkway, feels very disjointed now
- Need a vibrant downtown to attract people. More, varied businesses
- Many vacant properties at 55th / K7 could be redeveloped
- SMPW east of 435 lots of tired buildings commodity shops - not exciting interesting, an auto shop on every corner
- Small businesses and restaurants in downtown
- Old Price Chopper
- Current center @ SMP and Pflumm SE corner has pool edges, quality of business are not affordable
- The Shawnee Mission PKWY corridor from Merriam to 435 needs to be more cohesive and current. We need to look clean and fresh for our own pride and to attract visitors
- 75th street as you first enter City limits from the east needs redevelopment
- SMP Nieman to Quivira old buildings
- Why can't multi- and single family co-exist? We only have so much space and need connectivity
- Housing options for young professionals
- Make streets residential areas - "good" streets; good = wide enough - sidewalks one or both sides - gutter not ditches - they are dangerous - preserve trees
- Develop multi-family dwellings off 435 and Johnson not next to single family neighborhoods
- Residential - keep dev. Single family - stay single family
- Save trees - make it a code and enforceable
- If we want amenities, we need multi-family housing, and we should start being creative on how to do it. A first step would be eliminating single family residential as a zoning classification
- Old housing stock near downtown needs to be renewed with higher density or mixed use
- New single family residence should be lower midrange, these are in high demand and good for new and old families
- Let's put major commercial use in areas along Shawnee Mission PKWY, K7, 435, easy to get to, where most would assume it's located, roads can handle the volume
- Multifamily can bring positive energy and more density to support business and attract more
- Continue to all trees pack close to residential areas
- Landfill for parks, solar farm and other revenue generating uses
- It would be great to develop additional linear parks like Clear Creek, hooking into JCPRD streamway (x3)
- There is a lack of single family homes - with more rooftops bring more rooftops, brings more business
- No need to continue building apartment for rentals, family ownership
- 55 plus homes not rentals, 1500 sqft homes and maintenance
- Lack of incentive for older properties to improve

Development and Redevelopment

Where are your critical undeveloped commercial / retail nodes and corridor opportunities? Use the red dots to show us where and your sticky notes to tell us why.

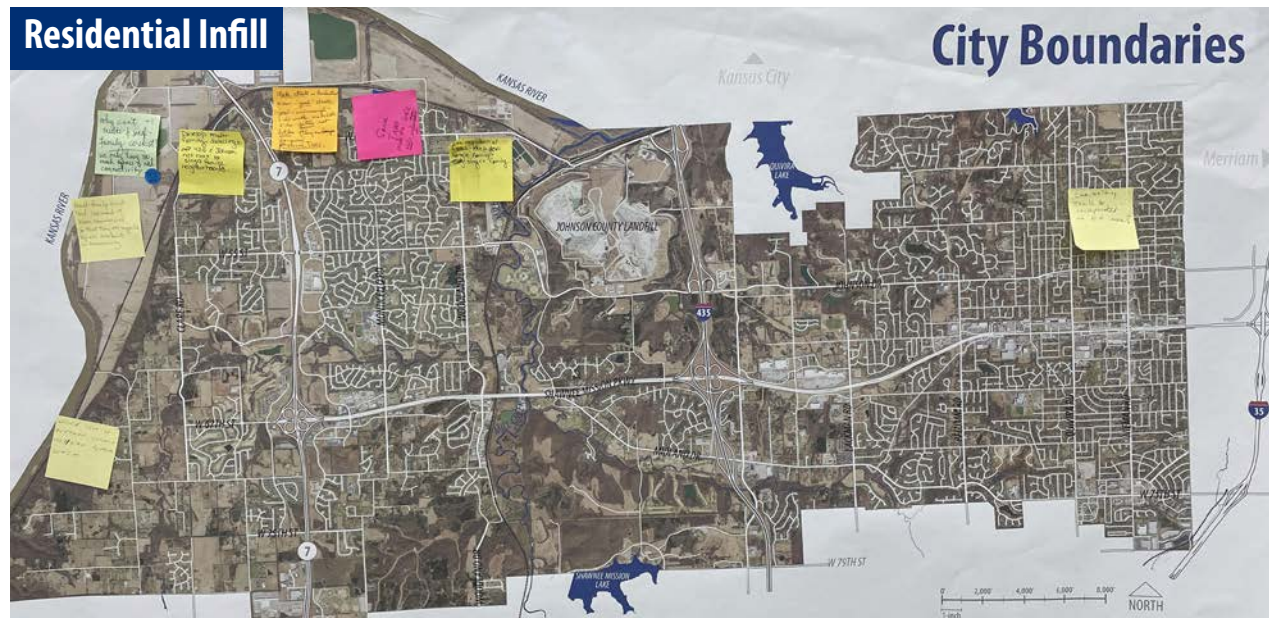
- Around K7 and 83rd; lots of empty space, only 2 restaurants, this needs more commercial development and less industrial!
- Add restaurants or bar/grills to plans for Valley of Champions
- Near Walmart K-7 and Johnson Drive
- Focus on rooftops i.e. apartments, multi-family to drive, restaurants and shopping, retail needs rooftops
- SE corner of Johnson Drive and Renner on flat parcels
- Need to infill area between Price Chopper and Walmart on K7 - either retail, multifamily, mixed use or industrial, prime acres area
- Beautiful land off 435 and Johnson for restaurants and multi-fam residential
- K-7 corridor focus on commercial, don't need a bunch of large retail developments, smaller clusters of retail so we're not dependent on large chains
- Increase commercial and retail development to residential tax burdens on infrastructure
- K-7 corridor
- West of 435 between Johnson and SMP
- Let's focus new commercial / retail development along SMP and undeveloped 435 and K7 interchanges



Future Land Use

Do you support residential infill in existing neighborhoods on a lot by lot (house by house) basis? If so, where would it be appropriate?

- Make streets in residential areas = “good” streets. Good = wide enough sidewalks, one or both sides, gutters not ditches. Preserve trees.
- Develop multi-family dwellings off 435 and Johnson. Not next to single family neighborhoods
- Why can't multi and single family co-exist? We only have so much space and need connectivity (x1)
- Save trees. Make it a code rule enforceable.
- Infill is appropriate in existing residential areas
- Western Shawnee needs additional housing (mixed use - townhouse, apartments) so that we can receive the benefits of more services
- Yes, generally in older neighborhoods where there is opportunity
- YES! We need the population to encourage business and restaurant growth
- Save trees! Make it a Law not “if we can”
- 79th and Renner is a good place to fill in homes - access to 435 - in-between east/west Shawnee
- I do not support residential infill
- I think it is good to have some non-developed space for animals and aesthetics
- Yes and make it that no other building other than houses comes within 500 ft of existing homes



- West side. Esp west of K7
- Support infill that compliments neighborhood vice (not PV-way)
- Yes...mixtures of housing styles and types add to neighborhood character... let's get away from the JoCo “cookie cutter” mentality
- Keep exporting multi family for downtown area to support new businesses
- More affordable housing. Places my adult children could live. Apts are NOT bad.
- I do not support infill unless someone wants to sell part of their ground - or a separate one is available
- Additional housing brings more residents which equals more people to attract businesses
- Areas should be fully developed before starting others. Affordable housing could be planned as infill instead of new development
- Infill wonderscope. Need higher density! Residential to bring more walk to business to downtown merchants.
- As appropriate to the neighborhood. Not like PV.
- Opportunity for revitalization of neighborhoods while also bringing in more people/residents

The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

Future Land Use

Part of this plan includes additional “area plan workshops.” Simply put, that means we will further explore specific areas of the City. Where do you think we need to do that? Use the green dots to show us where and your sticky notes to tell us why.

- A pool / more splash parks in W. Shawnee (lifestyle / quality of life)
- Our K7 - Woodland area
- Along corridors and under developed areas that need more infrastructure - easy to misuse land through developers
- We need to consider expanding western boundary of City from the river and to more directly work on development east of 47 from Johnson to SMP between Walmart and Price Chopper
- Downtown, 435 interchanges, K7 corridor - these are greatest opportunities where we need good planning
- Creatively look at border along river, how can we leverage? (x2)
- Need to make sure more inclusive housing is available west of 435
- There is higher concentration of families - please include additional work focused near K7 and Johnson and near K7 and Monticello
- Because you can't be trusted to not develop near homes to do things people don't want
- We need add'l affordable housing in western Shawnee
- Downtown - farmers market - draw for young families - interactive spaces

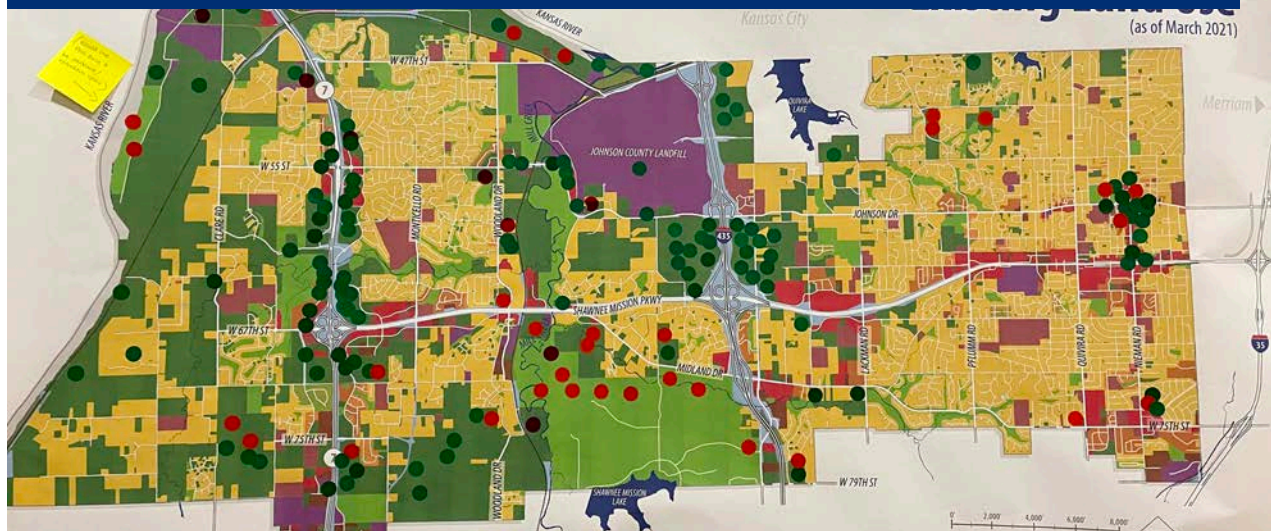
Area Plan Workshops



City Boundaries

Map Exercise

Where is growth (generally speaking) appropriate? Use the green dots to indicate where you think growth is appropriate and red dots where you think growth is not appropriate.



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Quality of Life

What recreational options are missing in Shawnee?

- Indoor swimming
- We have strong parks. We need to concentrate on connecting them! (x6)
- Trail and park connectivity, community gardens
- Indoor swimming
- This is big, unique & only Shawnee, yes not till about 2044 however plan now for our unique location and easy access for all KS
- Riverfront park something unique, a destination and open some space all supported by our survey result
- Indoor swimming
- Trail and park connectivity
- River / creek parks for boating
- Park in for southwest part of city - trail connection from SW city
- Places for the city to do more public activities and more parking x3
- Connectivity x3
- Riverfront Park x3
- Indoor swimming
- We need a fun destination at the 435 and SM pkwy corridor to bridge our city and attract tourists x10
- Large event or sports opportunity
- Indoor swimming x3
- Tennis courts
- Community center
- Upgrade skating rink x3
- Pickleball

- Outdoor pickleball x4
- Multi use trail along JO Dr. Between downtown and west Shawnee
- Community center
- Public tennis courts
- Public tennis courts
- Pool in W. Shawnee
- Community gathering location in W. Shawnee
- Pickle ball is great, too!
- Would love more organized bike rides / runs
- Pickleball courts
- Trails connecting parks to parks / parks to neighborhoods
- Park with zoo like Deanna Rose
- A hub / pool community center (again) for westside
- KS River!
- Love our parks. The edge of the KS River N of ball fields should be left as natural as possible apart for good trails and trash receptacles.
- Better trails to connect the parks with amenities and each other
- I support Riverfront Parks (x2)

What aesthetic assets does Shawnee have that should be preserved or enhanced?

- Shawnee Town add/move Farmer's Market (x4)
- Parks / green spaces
- Accessible businesses like 435 / Midland, SMP / K7, Midland / SMP help with bringing people in and showing what is here
- Green spaces
- Trees

- Parks
- Downtown
- Trees are good - trails - can Shawnee Town 1929 be "more" - 1929 makes it very unique attract wise
- Trees! (x6)
- Trees open spaces, single family homes and yards (trees, green spaces), ALL parks
- Parks! Keep them up and add new features (x3)
- Existing trails are important but need connections (x3)
- Shawnee Town has much more potential and is currently utilized (x6)
- Trails and parks aesthetically pleasing and preserving is important
- Nature, green spaces (continue to maintain, easy access)
- The downtown area. Leave it small town cute but not big building, 60/16 is atrocious
- Many parks
- Parks
- Trees
- Green spaces
- Parks and walking trails
- "Gateway" to Shawnee should have higher quality businesses / better buildings (x2)

What additional aesthetic enhancements would you like to see in Shawnee that don't exist now?

- Need more signage of where you are "entering" and "exiting" Shawnee on major roads and highways (x4)

Quality of Life

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> · Shawnee branding in more locations that is consistent · Does Shawnee have an aesthetic? · More small / local business · Slogan - identity - some concept to tie us all together and build signage / logo / aesthetic from there · More gathering places for all ages - community center - amphitheatre · Take care of - develop the blue jacket cemetery in trail springs area - it needs some TLC · There are pictures and stories of Chief Blue Jacket in city hall to civic center - surely the cemetery deserves some embellishment. · Community center! · Beautification of SMP (x2) · Small business and boutique - not box stores and restaurants (x6) · Public art · “preserve” history without standing still- need to select an identity and stick to it good or bad · Find a way to creatively develop hilly terrain along 435 - high ropes action park - treetop restaurant · Community gathering places · Riverfront parks (x8) · Public art; sculptures and water features. And dog park. · Trees on streets. Or shrubs. | <p>What does healthy living or a healthy lifestyle look like in Shawnee?</p> <ul style="list-style-type: none"> · Greenspace · No massive high rise buildings · Trails, walkable 15 min neighborhoods, recreational opportunities, sidewalk connectivity (x3) · More outdoor shopping “walkability” · Having more green spaces per something (population) vs every other city in kc need. This is what people want. Enjoy and is mentioned in just about every way place to live survey · Opportunity to attend to actual, physical and social events of life · Trails, green space, ability to gather outdoors - areas where you can walk - like downtown areas with shops · I love the opportunities for outdoor recreation currently, but we could really use more! · More walkable- especially to access schools and trails · Opportunities for social and engagement · Opportunities for parks and greenspace · Trails · Things for residents and visitors to use, not commercial or apts · Ability to leave walkable neighborhoods close to stores, amenities (x2) · Interconnected parks and trails, wide sidewalks linking · Wider, connected sidewalks that support walkability especially around schools | <ul style="list-style-type: none"> · Lots of green spaces outside walking areas · Long trail systems · Pools, trails, open parks, sports, facilities, mostly outdoor · Trails · Trails · Sidewalks · Parks · Amazing trails · Great parks · Open spaces to explore · Walking trails · Bike trails · Parks · Healthy living and lifestyle includes our parks and trails but also taking pride in where we live. Vacant areas are run down shopping centers just shows we don't care · Opportunities for residents (and visitors) to be outdoors and engaged · Connective parks and trails to all parts of the city and our neighboring cities. We want visitors so we can have more restaurants. · People have opportunities for different ways to socialize, move, gather, eat, and enjoy culture for different ages and financial levels · Variety of entertainment, i.e., Music, food, sports · Variety of free and paid things to do as a family. Parks, playgrounds, pools, sports fields, bike paths, dog parks, support for small businesses that source local goods |
|--|---|---|

Quality of Life

What additional amenities and/or programs should be incorporated to improve healthy lifestyles in Shawnee?

- Indoor rec centers w/ pool, workout fields, etc.
- Indoor swimming, outdoor swimming
- Things families in all of the area can use not more apts to destroy our city like OP
- Extensions and connections of existing bike/walk trails
- Trails
- Parks
- Rec programming
- Sidewalks
- Would have loved to have community center out west but I know this is dead- missed opportunity - sad.
- Community center
- More trails
- Walking and cycling
- Teenager / programs for teens
- Programs for disabled or developmentally disabled
- Need more public social spaces / gathering spaces (indoor and outdoor)
- Public facilities for meet, events with activities or potential event activities
- Partner with a YMCA to bring in better programs
- Continue to develop linear trails, linking into JCPRD streamway - too many of us don't want to ride on streets even with bike lanes
- No to community center- cost prohibitive

- Trail connectivity
- Community center (x2)
- Community center
- KS River - recreation use
- Good wide sidewalks (like along Neiman) - make a shopping area - downtown so much more accessible and user friendly
- Greater walkability, bike paths across Shawnee, pedestrian connectivity over 435
- More active entertainment venues and opportunities
- I still think we need a W. Shawnee community center!! We regularly lose families to Lenexa and Olathe
- Entertainment venues!!
- Pick up trash program - have more residents do it
- Improved trail connections
- More organized runs / bikes / activities at Shawnee Mission parks / lake
- Yoga parks
- Family workout opportunities
- Walking options near shopping, retail
- Affordable activity center that could also serve as event space for profit and sustainability

Who is currently underserved by existing city amenities and/or programs? How can Shawnee support residents who

- People w/o access to transportation. Promoting multi-modal transit options is a great start (x2)
- Young adults. People out of college don't have appeal to come to city. (x2)

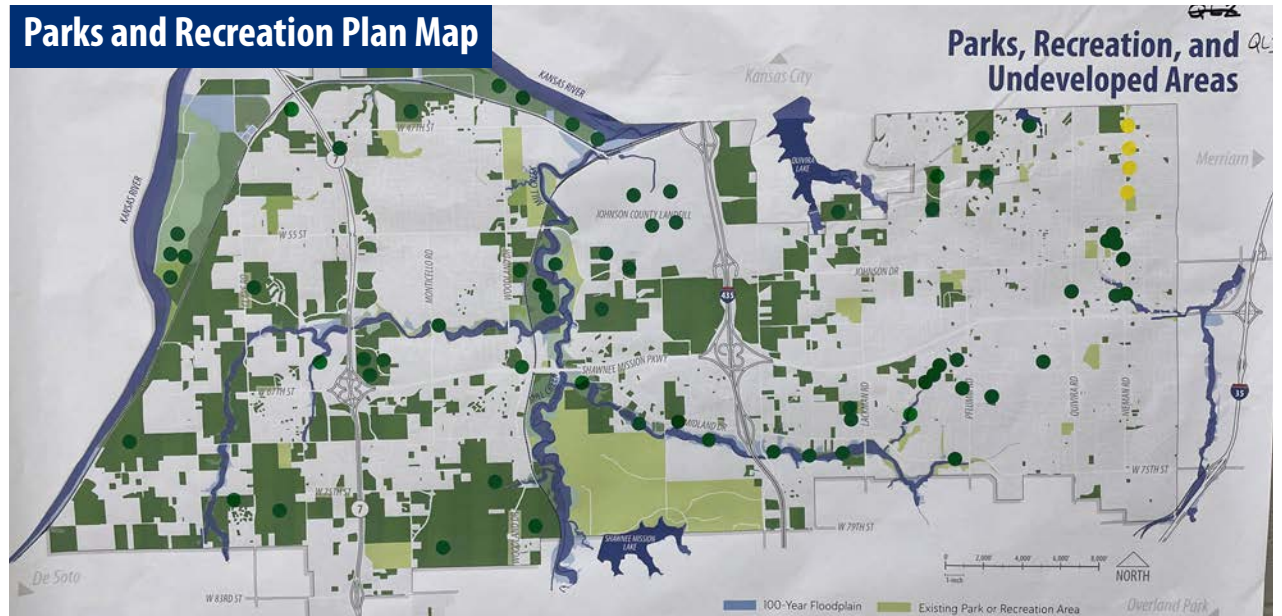
- Near downtown neighborhoods need gutters, curbs, sidewalk re-develop older Shawnee
- West Shawnee more emphasis on commercial build up
- Youth, young single or no kids (x2)
- Disabled individuals and those with intellectual disabilities
- Teenagers (x2)
- People who don't drive, especially west of 435
- People under employed
- People who can't afford a \$350k house (x2)
- North west Shawnee
- No public aquatics west of Pflumm - existing pool is crowded
- Public transportation to get to needed services
- Public transportation limited for those with financial difficulties
- Elderly housing and access to transportation to amenities and affordable
- Teens, people without transportation
- Northeastern older residential areas
- Child care
- Young families
- Most JCPRD options are not in W. Shawnee- barrier to sign up if closest swim lesson is 20+ min away if you live in W. Shawnee
- Westside pool
- Public transportation to get to work. We want to develop businesses and they need people to work
- Anyone without vehicles

Quality of Life

- Very limited childcare, underserved, families w/ young children
- Enhanced transportation between east and west Shawnee would increase access to amenities and programs
- Young professionals - no work, no place to live, no “fun”
- Teens! We need more entertainment opportunities / recreation programs and facilities for teens

Here is what the parks and recreation master plan from last year (2020) proposes for future parks in Shawnee. What additional parks and recreation opportunities should be added? Use the green dots to show where and the sticky notes to tell us why.

- Train that operated from one end of Shawnee and back - with stop offs like at Worlds of Fun with restaurant on board



Quality of Life

What part of Shawnee do you consider to be “the heart” or the center gathering area? Or, if you do not think there is one, why is that so? Use the green dots to show us where and your sticky notes to tell us why.

- Johnson Dr / Nieman City Hall / Events and downtown attractions
- Our city is divided enough that there isn't a singular gathering area. Our residents and visitors to go place most convenient. We need interesting (x5)
- Our sports facilities are our strongest destination spots for locals and visitors (x2)
- I do not feel like there is a solid “city center” one location with commercial, mixed use, residential, etc. is needed (x3)
- The center of my world is near where I live - the grocery store, hardware, liquor store are at Quivira and SMP so I go there a lot
- Shawnee has no central gathering area and it does not need one. The city is divided in various ways, xxx resources to one area will draw criticism from other area that is not worth the cost
- I consider our city government the heart of our city. The infighting and inability to agree is disheartening and embarrassing. Three people resigning in frustration should be an indicator there is lots of room for improvement
- No real core “downtown” or heart. Downtown have the potential to be.
- Shawnee Town 1929. Very nice multi use event space w/ strong historical connection



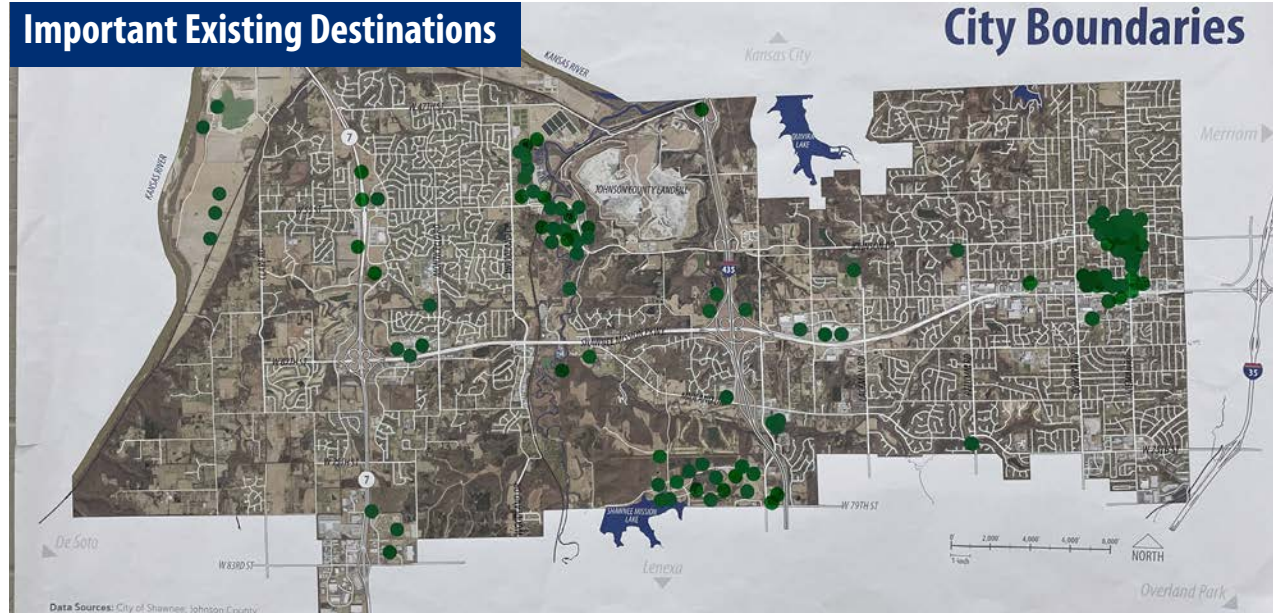
- Good or bad - downtown. Westside needs their own and we can go back and forth
- Downtown is slowly becoming this... but lots to improve upon
- There is no one gathering space. Might be good to create multiple spaces. Or one space along 435 at Johnson or SMPKY
- Downtown is where all our family and city events happen. Don't fill it up with housing, use it to make it a fun area to attract visitors too
- Downtown Johnson Drive - 63rd East boundary to Quivira
- Shawnee has multiple hearts, people tend to stay closer to home. Heart should be Shawnee Town 1929.
- 435 and Shawnee Mission, but it hasn't been used that way
- Main commercial areas - downtown along SMP
- No specific “heart” b/c of I-435 divide
- It's okay to have more than one gathering area but need to balance investment, people like to be close to amenities
- Downtown Shawnee Town
- Mid America Sports
- SMP and Monticello Hilltop
- The heart of Shawnee is our historic downtown / government center
- City hall and the town square will always be considered the heart

Quality of Life

What existing destinations are important in Shawnee? Use the green dots to tell us where and your sticky notes to tell us why. If there are future destinations you'd like to see, tell us where they are.

- Existing locations: parks, downtown
- Per survey we need and want a unique destinations, Shawnee Town 1929 could be unique only in the KC area destination (x3)
- Need more family activity areas, not apts and ugly commercial (x3)
- Outdoor brewery / winery with music (x3)
- Stump Park / Valley of Champions; big area for fireworks / outdoor / youth sports
- Shawnee Mission Park - outdoor rec
- Shawnee Town is an important historic destination
- Trails are very important to maintain. It is why people live here! (trails and parks)
- Recreation (baseball-softball)! Tournaments bring people and \$ - need facilities to attract quality
- Shawnee Town 1929 could be enhanced to attract visitors. Make our history a big deal (x3)
- Shawnee Town 1929 is a destination in our city. It is such a rare gem and it is severely underutilized
- An expanded and organized farmers market could really become a destination. Market and Shawnee Town 1929 should be considered
- Need more destinations for young families and couples (x3)
- Expand use of Shawnee Town 1929 (x8)
- Shawnee Mission Park

Important Existing Destinations



- Outside movies near Shawnee Town 1929 (x3)
- Trails, trees when possible (x10)
- Shawnee Mission Park is important to preserve
- Downtown... we need to keep the momentum going. Valley of Champions... need to capitalize on this gem
- Shawnee Mission Park is a critical resource for Shawnee residents
- Sports facilities
- I want a place just like Lenexa's City Center, where people can gather or just hang out, where there are shops and food but no pressure to buy or/then leave (x3)
- Need a farmers market in western Shawnee
- Bring in startup incubator with young entrepreneurs
- Entrance to downtown on Johnson east/west
- Something like Wonderscope
- Aztec Shawnee theater!!
- Areas where commercial dev drives users and around those we need to dev community areas
- Downtown - continue to enhance and attract businesses
- Mixed use large development
- Westside - enhance commercial corridor on K-7
- I love what's going on downtown!
- Locations that draw people together, future destinations, more startups / locations for interesting / unusual business incubators for businesses and restaurants
- Indep. Retail and dining in a mixed use environment - every day to evening use

Economic Development

What types of new businesses would you like to attract in Shawnee?

- Sit-down restaurants
- Sports / entertainment draws
- Batting cages and athletic facilities
- Coffee shops
- Mixed use
- Variety of rest.
- Sit down rest.
- More new restaurants and start ups - incubator for creativity and new ideas (x3)
- Food hall (x3)
- Need to bring some industrial development west of rr tracks on northwest sections of Shawnee
- All types - we don't have enough! (x3)
- Sit down restaurants and sports bars
- Anything but more big box retail and sports bars!
- Restaurants - different from current offerings, food hall is a great idea
- Small and unique businesses not box stores and same ol restaurants
- Industrial businesses needed for tax
- Dessert and coffee venues
- Entertainment venues
- Forward industry firms - higher tax base
- Boutique
- Unique shops
- Bar / rest. With games
- Nice restaurant (farm to table) (x2)
- Businesses of the future - eng., solar, high tech, medical
- Unique restaurants / types of food
- Office especially Class A and potential office would be nice
- Restaurants near sports venues, especially close to Mid America
- We don't want more restaurants if it means filling the city with apts. We would rather drive than have the city ruined
- Specialty / independent retailers (like downtown OP)
- Outdoor retail center (such as Zona Rosa in the Northland); likely able to support two such centers
- Office / industrial
- Sit down restaurants
- Boutiques / small businesses in downtown
- Bars / restaurant
- Music venues
- Need population to bring in restaurants and retail
- Upscale dining
- Class A office space
- Expand valley of champions concept
- Mixed use developments
- Valley of champions area
- Lots of new housing being developed across the city
- Mid-America sports complex
- Location at multiple highway intersections
- River access
- Sports complex
- Highways!
- Recreation facilities and green space quality of life
- Proximity to highway
- Natural resources
- Access to trails
- Sporting venues
- Our highways into the city - hire a fulltime person, low salary, good commission, to bring in new business to Shawnee
- Proximity to 435 and airport
- Shawnee has amazing schools that any business would want their kid going to, if it relocated. Overland Park has really leveraged Blue Valley School District in this way
- Unique topography
- Lots of trails
- Daycare centers
- Charming downtown - needs to attract more local / small business = young people
- Sports tournaments
- Parks
- Proximity to highway
- Sports fields
- Views of downtown KC / river in some areas

What assets does the city currently have that could be leveraged to bring in new businesses that are what the community desires?

- Proximity to major highways (x3)
- River views
- Softball and baseball tournaments

Economic Development

- OST could be a draw for families
- Making downtown a visit destination like opening Shawnee Town 1929 into working things and the while downtown into shops and fun places
- City could make Valley of Champions a reality

What does the continued revitalization of downtown mean / look like to you?

- Rehab some existing buildings but also have new construction
- We need more density to support current restaurant and retailers
- Higher density / mixed use
- Expanding south on Nieman and east/west on Johnson Dr - more events at the intersection - housing
- Parking - need to be able to support more density without flooding side streets. Parking garage could reduce parking requirements for individual businesses
- We are not using 435, Shwa Miss Park, F-7 to its full potential. Let ALL know not that this will be commercial, high density area
- People walking around
- Supporting density to support businesses (x3)
- Events that pull people downtown and support business - moonlight market will be awesome!
- Why is this hard make our downtown unique by utilizing one of the only "old towns" in the Midwest - build and they will come

- Small shops and fun places to visit like boutiques and local restaurants- NOT BIG BUILDINGS and not apartments
- More unique businesses
- SE commercial Drive and Renner on flat parcels
- More housing
- More business
- Public art and gathering spaces
- Increases in pedestrian traffic during evenings and weekends
- New and more people equals new and more business interest (and revenue!!)
- Apartments and townhomes
- Flipping of older homes would incentivize young families / 1st time home buyers
- Businesses thriving! Happy people! (x3)
- Apartments!!

Where are the most desirable areas to bring in new office and business use? Use the blue dots to show us where and your sticky notes to tell us why.

- Highway 7 corridor needs more offices to bring daytime traffic / consumers to surrounding retailers (x3)
- Want housing options - Shawnee is unsustainable. Need new / expanded business and opportunity
- Downtown (x3)
- Downtown in the core - infill / create density
- We don't want offices and commercial in our unique downtown
- K-7 corridor

- Office and commercial should always be off of major roads, Shaw-miss pkwy, 435, K-7, etc. Easy to get to, most other cities do the same, easy for out-of-town visitors to get to, roads can handle travel
- West Shawnee
- The K7 corridor is prime for office development
- Shawnee Mission Parkway has lots of undeveloped land backing up to homes
- We have access and throughways on 3-highways, build and plan around these but tend to communities
- SMP west of 435

What parts of the city are not currently being used in the best way possible when you consider the local economy? Use the blue dots to show us where and the sticky notes to tell us why and how that might be improved.

- Downtown raising a sinking ship. The momentum has slowly begun. I don't have great hopes for the hardware store without considerable funding.
- Our undeveloped 435 and K7 interchanges are big opportunities
- SMPKY and Pflumm Rd should be more apts and less retail. Retail is dying!
- Downtown can grow and expand that concept. SMPW - more focus on other companies not just auto part stores and fast food
- Downtown make it a destination
- West Shawnee business needed

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Economic Development

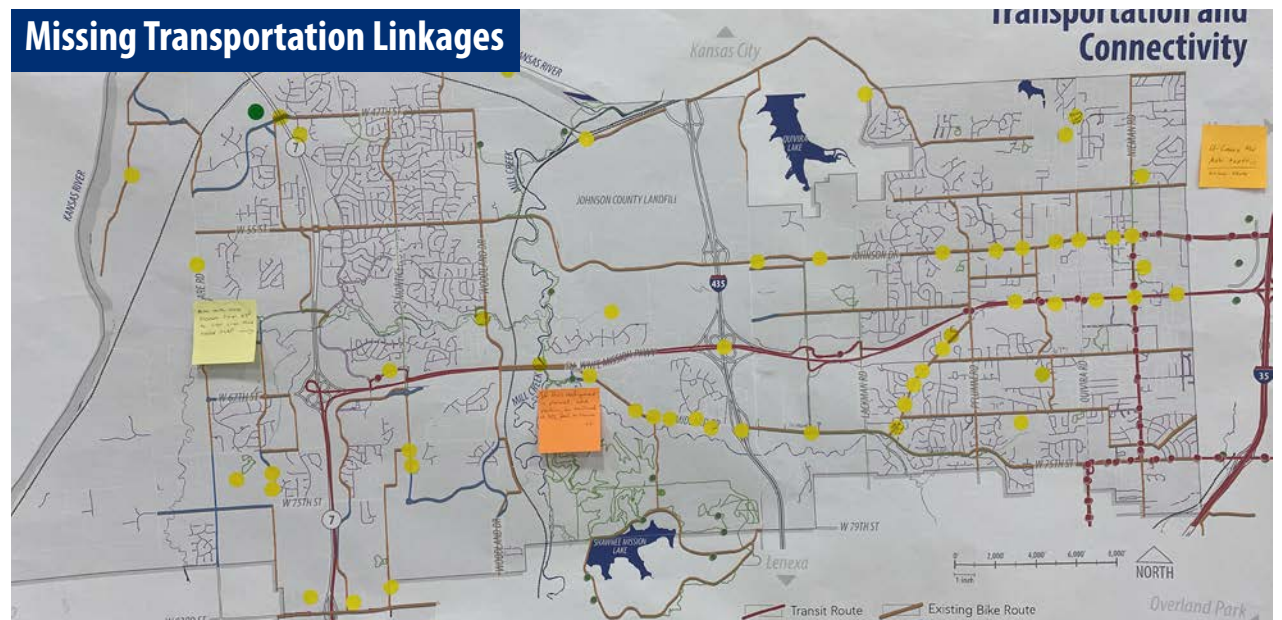
- The eastern Shawnee gateway
- Give new small business money motivation to open near apartments on high density living so apt renters have a place to walk and spend money! So the city can make sales tax \$ (x3)
- Need population downtown to support new and existing businesses
- Plan for the landfill in 20 yrs to attract recreational opportunities
- Oceans of parking lot fronting non-descript strip malls
- K-7 corridor



Transportation and Connectivity

What's missing in Shawnee's transportation infrastructure – for bikers, walkers, drivers, transit users, etc.? As in, where are you missing connections when you ride your bike, go for a jog, or run your errands? Use the yellow dots to show us where and your sticky notes to tell us why.

- Erosion abatement for roads
- Stormwater drainage needed
- No easy connections from Western Shawnee to Downtown Shawnee for bikers/joggers
- Need walk/bike path along frontage road K-7 (east side) south of 47th
- Sidewalks
- Connection east to west
- Local public transportation
- Sidewalks with meaningful connections to schools/trails
- Need sidewalk infill around Benninghoven Elementary
- Missing sidewalk connections on Midland Dr. Between 67th and Pflumm
- Across 435
- Clare Rd would be excellent; N/S bike route
- Midland Dr. Just west of 435 needs walkability and bikeability
- Shawnee Mission Parkway needs to be bikeable to get from east to west
- Midland Dr. Acts as a major connector but is too narrow, no bike lanes, intermittent sidewalks
- Better east/west routes west of K-7
- More connecting trails for bikes to get to the destinations



- Intersections at 47th / K-7 and 43rd / K-7 to improve access for businesses
- More of a trail along KS River would be cool
- Need multi-use trail along Johnson Drive, connect downtown with Western Shawnee
- Virtually no public transportation for seniors

Are there missing thoroughfares or collectors that should exist but don't?

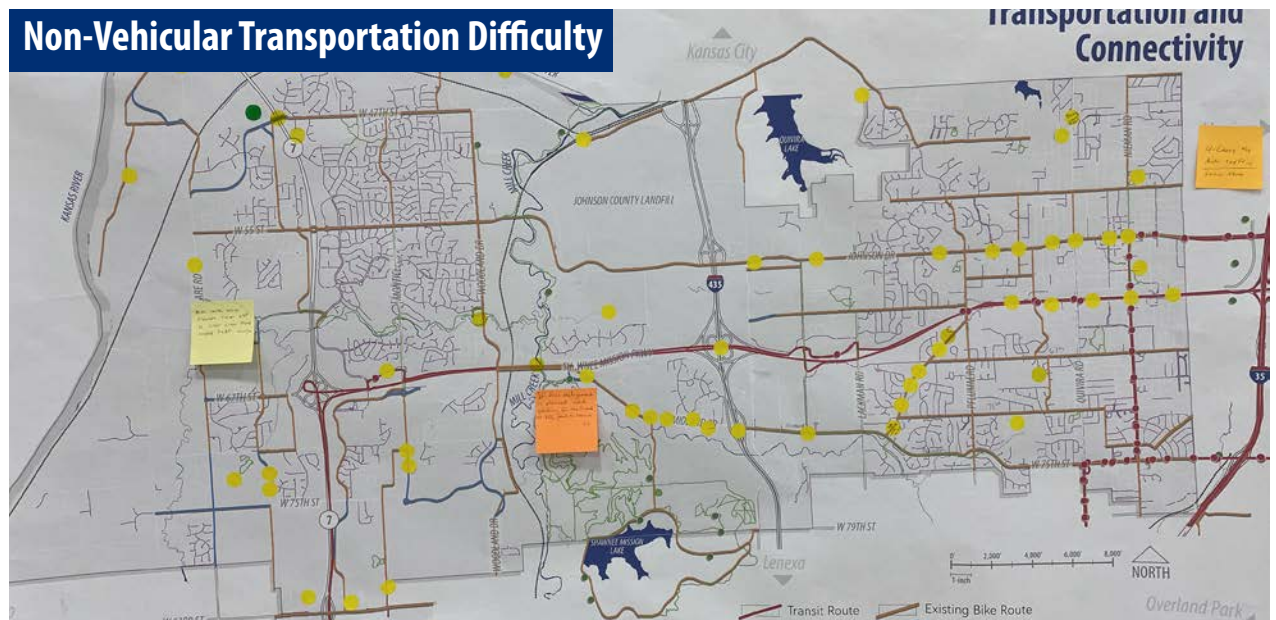
- Clare Rd, 75th to 71st
- 43rd connection to Woodland
- Gleason from Clear Creek to 67th
- Rebuilding Clare
- Yes - Monticello Road south of Shawnee Mission Parkway
- Red oak to commercial on east side of 435

- Connect into MARC transportation plan for regional connectivity, Shawnee to KC!
- More east west thorough fares
- Bus routes. Integration/connection to the county and key metro locations
- Holliday Dr. North of landfill and connecting woodland east past Lake Quivira is a great thoroughfare
- (at intersection of Shawnee Mission Parkway and Midland Drive) If this realignment is planned, add parking for trailhead at KCC park entrance
- (at intersection of Shawnee Mission Parkway and Nieman Road) 4-lanes for auto traffic

Transportation and Connectivity

Where is it difficult to walk, ride your bike, or use public transit in Shawnee? As in, where is it difficult to get around within and beyond the city if you are not in a personal vehicle?

- Midland 435 west to trail
- On Clear Creek Trail, once you get west to Clare, you are on tiny hilly roads with terrible visibility. Is there a way to connect south, maybe around golf course?
- Is there public transit?
- Midland west of I-25 is dangerous
- The “bike route” on Johnson Dr covers some of the biggest hills in the city! (W of Pflumm)
- East to west
- West of K-7
- 79th St
- Gleason
- 71st St
- Bike and sidewalk connections to SM Park
- Pay attention to sidewalk access around schools (specifically Benninghoven)
- Little public transit available within the city, focus is to other areas. Would like better access within Shawnee
- Johnson Drive and Shawnee Mission PKW are significant connection roads for east/west. They both could benefit from updates in public transit - bus, bike paths, sidewalks...
- Midland is very busy w/ bike traffic but dangerous as is
- Johnson Drive and SMP aren't bike friendly in long stretches. Issue of topography too.



- Some neighborhoods of Midland Dr. Between 68th Terr. And Pflumm have sidewalks within their neighborhoods but don't have access along Midland
- Midland Dr. West of 435
- No public transportation for shops, restaurants, movie at 435 and Blackfish
- Eastern Shawnee lacks sidewalks; narrow streets make biking dangerous
- Midland and SM PKWY
- Woodland and 75th-87th
- Monticello - SMPKWY, 87th
- Crossing I-435 to each side of city
- Quivira Drive, north of Saddlebrook and highlands, would benefit from biking and walking trail going north to Lake Quivira, ditto Holliday Dr from 435 to Quivira
- Sidewalks are disjointed, not connected along Midland making access to the parkway trails and business inaccessible by bike or foot
- Johnson Drive
- Walkability for Shawnee
- Midland Dr
- Old parts of Shawnee
- There is no great way to walk or bike across 435. This limits east-west access unless in a car.
- Difficult to get to trail off Midland if you want to walk or ride bike (to trail head - access point)

Transportation and Connectivity

Is current capacity for growth on the westside going to be supported by existing transportation infrastructure? If not, what needs to be added to support that growth?

- Connective trails
- Bridges or underpasses
- Shuttle service
- Northeast corner of city
- I'm not sure what should/could be added; however, no freeway additions on the west side!
- Johnson Dr. Is too windy to be an efficient east/west access
- Transit route N of SMPKY along Monticello
- I think it depends. What will you put on the west side? There is not good east-west access without a vehicle.
- Need to tie in to regional transportation plan. West side has more highway/high speed roads. Need to support trail crossing or integration for hiking and bikes.
- If commercial development, then need more infrastructure
- That depends on what is built!
- Clare Rd needs to be widened and improved as growth continues west
- More electric charging stations
- Electric vehicle charging stations
- If possible think about crossing the river. Shawnee Mission Park/67th/SS?
- Bike lanes
- No; need road improvements west of 7 highway
- Connectivity by public transportation to OP and KCMO
- MARC Transportation plan
- Plan with multi-modal in mind; complete streets
- RideKC
- Z-trip
- Access west of 435

Public Open Houses

Public Open House #1

Public Open House #1 was held March 17, 2021 from 4:00 p.m. to 8:00 p.m. at the Civic Centre. It was advertised to the public through the City's social media accounts, the project website, email, a media release, a citywide postcard mailer, and other various local publications, resulting in over 100 attendees.

The participants were greeted and given an introduction to the planning process and directions for the evening. There were a number of stations created for the public to inspect and give feedback on. During the open house, the public had the opportunity to answer all the same questions the Stakeholder Committee had answered on Day One. Their responses were captured in the same way as the committee's answers. There was much overlap between the public's responses and committee's responses. For a list of all responses, see **Full Documentation of Responses: Public Open Houses**.

As the event was informal and did not include a formal presentation, members of the planning team were stationed around throughout the building to clarify information, answer questions, and gather additional input through written comments and one-on-one or group conversations.



Public Open House #1 Stations

The first public open house was set up in a circular fashion, allowing attendees to start at the beginning station and flow around the building to work their way through all the stations. Six stations were included in the open house and at least one representative from the planning team was stationed at each area to answer questions and engage with attendees.

These stations included:

- Sign In
- About the Project
- Public Survey Results
- Issues & Opportunities
- Preliminary Concepts
- What Did We Miss?



The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

Public Open House #2

Public Open House #2 was held August 25, 2021 from 6:00 p.m. to 8:00 p.m. at the Shawnee Civic Centre. The public received notice through the City's social media accounts, the project website, email, a media release, a citywide postcard mailer, and other various local publications. Over 70 attendees came to the event. Additionally, the materials shared at the open house were available for comment online from August 30 to September 13, 2021. Over 100 individual comments were collected during that time frame.

Information presented during the open house included a project overview, a summary and timeline of public engagement efforts to date, and recommendation framework plans that had been created throughout the process. The event gave members of the public the opportunity to review and comment on the material that had been generated since the first open house. Comments gathered during the event and online review period are recorded in Full Documentation of Responses: Public Open Houses.

Public Open House #2 Stations

The second public open house was set up in the Shawnee Civic Centre gym. Attendees worked their way through stations, providing comments on preliminary Comprehensive Plan recommendations. Five stations were included in the open house providing ample opportunity for community members to engage with the posted material. Before attendees departed, they were asked to provide an answer to the question, "Why do you love living in Shawnee?" Some of the responses are featured in this Comprehensive Plan.

These stations included:

- Sign In
- About the Project
- Public Engagement Summary
- Recommendations
- What Did We Miss?



Full Documentation of Responses: Public Open Houses

The following pages fully list the responses received regarding the various station topics at both public open houses. If a certain item was listed more than once, the number of times mentioned is listed in parentheses. Please note that mapping for the stakeholder comments and public open house are the same (for the Planning Workshop).

Public Open House #1

Development and Redevelopment

Shawnee is approximately 75% developed. One of the strategies for future growth may be redevelopment (i.e. the reuse of existing sites or properties) or infill (i.e. a lot by lot redevelopment with similar or adjacent uses). With that in mind, what area could be focused on for redevelopment and infill? And, what types of development would be acceptable?

- Open up Shawnee Town 1929 and whole area into a destination place where people from in and out of our town come, NOT APARTMENTS
- I hate to see empty store fronts. Repurpose older buildings 44 new developments
- Developing neighborhood gathering places will encourage diverse groups to mix and get to know each other. I think this is important due to the changing demographics. Must stop people from going south
- Don't develop near the landfill anymore. It's a toxic waste dump that might be seeping into nearby waterways.
- Redevelop all older shopping areas in area of Downtown Johnson Dr and SM Pkwy
- Redevelopment of commercial areas is great but we need more people to support businesses and attract new commercial growth
- Redevelop old housing and apartment units into new multi housing considering green spaces from new development

Which of your existing commercial and retail nodes/corridors are in need of redevelopment? Use the yellow dots to show us where and your sticky notes to tell us why.

- 75th and Quivira needs affordable development - not gentrified overpriced luxury shops and apartments. Driving up existing living costs will decimate the area.
- Fill empty retail spaces near Target / Kohls
- Would love old Wonderscope area (back parking lot of Splash Cove) to become dedicated Farmer's Market / outdoor event space pavilion (like in Merriam) - do not want overpriced housing there
- SM Parkway and Lackman on North - various open storefronts along K-7 - need a larger tax base to fund other improvements
- We can't expect all of the empty retail spaces to go away, or Payday Loans, Goodwill, etc. We should expect them to maintain curb appeal. Landscaping and signage standards, please.
- 75th Street corridor
- Nieman
- For God's sake do something with the ugly building on the southwest corner of Nieman and Johnson. Huge EYE SORE!
- Why is the Desserty signage still on the building? They closed 5-6 years ago! On K-7 and Johnson Dr

- Why don't you listen when so many have responded about a real farmers market pavilion and not apts in downtown make the whole downtown places citizens can use and not 1 person getting rich

Where are your critical undeveloped commercial / retail nodes and corridor opportunities?

- Area's near highway for commercial and multi-family. They are designed for this use.
- Fill inside I-435 loop w. retail / commercial on Shawnee Mission Parkway
- Underutilized strip center SW corner of K7 / Johnson Dr (55th St). What to do w/ the vacant price chopper??

Future Land Use

Let's talk about future land use and growth. Following the legend, please indicate on the map where future land uses are appropriate. You may add as many or as few dots as you like to the map.

- We don't want high density especially in already developed areas
- Focus on connected bike paths and lanes. Multi-modal transportation.
- Definitely NO more apartments!
- I am very concerned about the lack of consideration for the wildlife being displaced by all the development in the western part of the city
- To accommodate expansion Midland needs to be expanded to 4 lanes and bike lanes between 435 and SM Pkwy
- Riverfront Park in West Shawnee
- Unique mixed use in downtown/SMP
- Unique housing infill in east Shawnee
- More green spaces, more walkable gathering areas, high density housing
- Enlarge civic center to include indoor pool and more of a community center like Matt Ross in OP and Merriam Community Center
- Single family homes - we need more
- Panera in West Shawnee
- Clean up all neighborhoods - curbs, sidewalks, potholes - let's look like we care about our neighbors; like trails, seating, business cement entrances, etc.
- Need another outdoor pool that's for families with older kids. Good price break for Shawnee taxpayers. Now we go to other nearby cities. Pools here too crowded.
- The Woodsonia west development should be townhomes with less than 10 units per acre
- Pickleball courts
- Put box buildings and restaurants out west and small boutiques and local restaurants in downtown. Don't ruin our downtown with big buildings.
- Keep high density multi family along highways
- Less multifamily homes which will reduce property values. Let's not get lost in "pay offs" from developers to guide our vision of the future
- Be more transparent with development, establish term limits for planning commission. We don't want more "rock quarry's" like you are allowing at SMPPKWY and Woodland
- Single level townhomes w/ basement not to exceed 1800 sf priced under 300 k for downsizing
- Context-sensitive streets which may not always be widening for cars
- Need outdoor pickleball courts
- Dining
- Higher end sit down restaurants in west shawnee. Do we really need auto parts and repair shops everywhere?
- When will Shawnee ever get a Chick Fil A? Always busy. Will bring in much needed sales tax \$\$
- No more APTS!
- 55+ townhomes with basement, not rentals
- By not bringing in new apartments we are limiting our potential for growth and our tax base. Plus we can't attract good commercial without bodies to support it.
- Mixed use with retail and apartments is needed
- There are too many apartment buildings in Shawnee now with tax incentives for developers and no property tax on residents. More buildings make no sense.
- Repair existing sidewalks
- Would like to see single homes one level with unfinished basement. 2-3 bedrooms for individuals wanting to downsize.

Do you support residential infill in existing neighborhoods on a lot by lot (house by house) basis? If so, where would it be appropriate?

- Residential infill is okay. Trying to place multifamily in zoned residential is wrong.
- No multi-family monstrosities! Single fam or attached housing only - respect wildlife areas.
- Did COVID not remind us how nice green space is? Any is good.
- Don't destroy the downtown with tall buildings use it for activities and enjoyment
- The people have already spoken on this subject and projects have been defeated. Why are you cow towing to developers to overbuild in the area the residents already support businesses.

Future Land Use

- Yes if you put houses by houses and not tall buildings within 500 ft of houses
 - As a buffer between commercial and single family
 - Stop allowing residential to go into commercial areas. The recent re zoning by McCanany off Midland was wrong.
 - NO APTS
 - I support rehabs and building additional single family
 - Infill near downtown needs to have form based code to control architecture
- Part of this plan includes additional “area plan workshops.” Simply put, that means we will further explore specific areas of the city. Where do you think we need to do that? Use the green dots to show us where and your sticky notes to tell us why.
- Downtown (prime area to create unique walkable area)
 - 435/SMP (Destination, unique)
 - 75th / K7 (industrial and manufacturing interest)
 - Landfill
 - Continue to develop I 435 and Johnson Dr area, both sides to SMPK
 - Have a bike trail that connects eastern and western Shawnee
 - Take directions from this companies serving and post 2 city surveys to put the citizens wants in downtown. You ask but you don’t listen.
- No need to expand our city borders until we thoroughly address issues already within our city limits. Exception - future landfill space may go needed
 - West side needs to wake up and smell the roses
 - We need to respect the area by Fire station 74 and not build anything taller than 2 stories and less than 10 units per acre
 - Specific area plan for western shawnee for smart growth and green space preservation
 - Make all green area around river which area flood zones. Park areas and retainment lakes for flood control and recreation
 - Downtown needs a cohesive plan to control building higher and transitions to single family neighborhoods
 - ID complete/green street opportunities throughout the city (I.e., does Johnson really need 4 lanes)
 - Would love an area plan workshop for the area of Shawnee Mission Parkway and Woodland
 - Rock Quarry
 - Keep the wild! We are pushing them out of their homes. Have some respect for them.
 - 75th St needs clean up. Looks poor and run down. SM Parkway is too. Planting more curbside trees can hide the part there are so many vacant buildings
 - Develop along K7
 - Why you don’t listen. You try to sneak stuff in because you know it’s not wanted by citizens
- We need to preventing ghosting of our strip malls. Consider mixed residential and commercial - the land is already flat for walking trails.

Quality of Life

What recreational options are missing in Shawnee?

- Soccer fields - like that of Scheels in OP
- Street paths from 435 to existing park south of Midland
- Community center that is center of Shawnee, off I-435 perhaps
- Older established residential areas need more parks
- Outdoor pickleball courts. Chicken n pickle rest.
- Indoor swimming especially for seniors/ disabled who can't travel routinely to a neighborhood who has one
- Decent pickleball courts like near 87th and Lackman
- We need destination soccer sports facilities like Garmin and Scheels, you can also build restaurants around it
- Pickleball X3
- Curling at ice center KCIC x3
- Update KC ice center
- Playgrounds - near baseball fields across from sand volleyball KCIC area
- Splash pad
- People drive to Lenexa to play pickleball
- The really cool unique park features shown at parks and rec vision night at Old Town Shawnee (pre-COVID meeting)
- Realistic outdoor venues and parks with adequate parking
- More parks, more green space, recycling center
- Riverfront parks

- Bike trails like NW Arkansas
- Use Mill Creek for aqua trail
- Pedestrian and bicycle connectivity
- Class times at 6 or later for adults!!! I am 50+ classes are at times that presume all 50+ are retired / nonworking. Just look at the current rec offerings- there's an intro pickleball I could go to but then no

What aesthetic assets does Shawnee have that should be preserved or enhanced?

- Move and enhance the farmers market by moving it to Shawnee Town 1929 and locate it under a covered space (x16)
- We have great parks
- Parks, access to them (bike lanes to shared use paths)
- Tree City USA
- Historical areas
- Develop / emphasize Gumm Springs
- STOP destroying our past
- Do not give away our parks as proposed with the 5700 King Proj.
- Streamways
- Preserve the old town area to activity related things NOT APARTMENTS
- Shawnee Town 1929

What additional aesthetic enhancements would you like to see in Shawnee that don't exist now?

- Public art - as done in OP
- All streets curbed and guttered (x3)
- Clean up the older areas like the Nieman project did. At the least, pull weed, paint buildings.

- Big business out west make downtown to have local rest and small stores
- Connected trail system
- Public art
- Making sure homes / business all have sidewalks curbs, cleaned up entrances, good signage - cement fixed
- Riverfront Park
- Complete / green streets
- Public art
- More patios / outdoor areas w/ food and bev / similar to Strang Hall in OP

What does healthy living or a healthy lifestyle look like in Shawnee?

- Health lifestyle more bike and walkable friendly. A much better farmers market.
- Walkable destinations and social gathering
- Bike trails, bike friendly (x4)
- Things for Shawnee to use and do and also all the people who come to ballfields. Make the old town area cool destination place, put your buildings and apts out west.
- Outdoor pickleball courts x3
- Wildlife - coexist in animals
- More accessible walking / bike trails / playgrounds from neighborhoods we have to drive to get anywhere fun!
- Walkable areas, bicycle areas, city lake (also for flood control)
- Services for seniors (entrances, parking, sidewalks)

Quality of Life

What additional amenities and/or programs should be incorporated to improve healthy lifestyles in Shawnee?

- Sidewalks in the older neighborhoods
- Expand farmers market and move to Shawnee Town 1929 location. Needs to also be shaded (x3)
- Events like food truck nights and more activities put you would need like a pavilion like OP has and they draw tons of people and activities yes- with music concerts
- Walkable / bikeable spaces attract more local restaurants
- Diverse entertainment and recreation opportunities
- New farmers market, public use area (x6)
- Ernie Miller Nature Park revue
- Everyone is underserved when we don't strive to bring both young and old to same areas. Widen the trails so bikes, walkers, runners can share easily
- Bike rentals at trail heads
- More green areas. Less apartments.
- Family destinations that are available year round, something to attract people to downtown before nightlife starts.

Who is currently underserved by existing city amenities and/or programs? How can Shawnee support residents who are underserved by current amenities and/or programs?

- Teens
- Disabled

- Seniors (55+) are underserved. Need community center and residential centers for active seniors.
- Young families are leaving Shawnee to go to activities in Lenexa
- Immigrants, ESL individuals
- Public transport really nonexistent.
- Younger families and singles
- Elderly
- Support Shawnee community services! Food insecurity and homelessness is in Shawnee. Lenexa has a warning center program in the winter. Help people when they need it.
- I think there are several ride programs. Maybe they need to be advertised more?
- Age 55+ "active" need 4 plexes community - "affordable" (but not subsidized housing)
- The 50+ classes offered by rec are mostly all during work hours on weekdays. (Actually, "adult" classes, not just 50+) I work and can't access existing classes (x2)

[Here is what the parks and recreation master plan from last year \(2020\) proposes for future parks in Shawnee. What additional parks and recreation opportunities should be added? Use the green dots to show us where and the sticky notes to tell us why.](#)

- Riverfront Parks
- #1 - Downtown Shawnee area - HELPS bring people to downtown area
- outdoor exercise equipment in our parks
- trails wide enough for BOTH walkers and bicycles

- Updated bathrooms in parks
- Bike trail along K-7, 47th and south
- Trails and parks that lend to BOTH young and old using
- New trees planted by all sidewalks
- Opportunities for flat, open trails - elevate where necessary and dig out where needed. The flat will allow for bad knees and moms pushing strollers. Healthy options.
- Blue Jacket Park needs walking trail perimeter. Beautiful park - could be used more.
- Restrooms at SMP Marina are beyond unacceptable!! Add restroom facilities at SMP
- Safe off-street or separated on-street routes on Midland to existing path
- Raw nature parks undeveloped. Respect wildlife.
- Improve bathroom for families
- No big new parks in Eastern Shawnee
- Paved trails going E/W
- Riverfront development - fishing area - canoe / kayak launch - walkable trails along river
- Plans to connect with Kill Creek park and trail system
- Better connected bike trails
- Shawnee's history always had a focal point Downtown. We need this again to draw people to Shawnee. Multi-family does NOT. A viable comm. area does proven!

Quality of Life

What part of Shawnee do you consider to be “the heart” or the center gathering area? Or, if you do not think there is one, why is that so? Use the green dots to show us where and your sticky notes to tell us why.

- Downtown is where all big activities and family events happen so continue going in a direction to make the whole area visible. Not box stores and rest. And apts.
- Expand OST into the Wonderscope LOT.
- Shawnee Town 1929. Make it a unique gathering place for all.
- I think Founders Park and Old Town Shawnee are two areas that would be ideal for entertainment that would attract a diverse group that could mix and get to know each other
- Bring Shawnee Town 1929 to life. Make it thrive...
- Shawnee Town 1929. Make it a unique gathering place for all.
- Improve access (beautify) to SM Park from Midland
- Downtown as it has been for +100 years. Stop trying to do multifamily in the HEART of Shawnee
- Downtown needs to continue d's and redevelopment. This is the natural gathering spot and would flow nicely from Shawnee to Meriam to Mission in DT
- Right now the city hall area. However the impact on and parkway is unrealistic. We need a concentrated area with adequate parking

- Downtown Shawnee. Just need one, not two, as some folks have suggested

What existing destinations are important in Shawnee? Use the green dots to tell us where and your sticky notes to tell us why. If there are future destinations you'd like to see, tell us where they are.

- Outdoor pavilion / farmers market / event space in old Wonderscope lot (back parking of splash cove) (x6)
- We are destroying our past. Hold on to what we have and use it better. Planning under the old is not progress pavilion, market, etc. Downtown.
- New community center where Wonderscope is
- Sand volleyball courts near DT
- More small parks throughout
- Shawnee Town 1929 is not the best place for Farmers Market. Put it downtown to draw people to those businesses
- Shawnee Town 1929 is excellent! Fun place for activities and families!
- High quality / upscale restaurants
- Kansas River riverfront is a huge opportunity
- Heated indoor pool
- Love Neiman now - we ride bikes to downtown great sidewalk for ped traffic!

Economic Development

What types of new businesses would you like to attract in Shawnee?

- Texas Roadhouse
- Shawnee needs a whole foods market and/or Trader Joes!
- Ones that will help pay taxes so that our residential property taxes don't have to keep increasing exponentially each year
- More restaurants that are run correctly like Nick and Jake's and not soulless franchises like Arby's
- Restaurants - upscale, probably not realistic
- Chick-Fil-A (always busy - lots of sales tax revenue)
- More nightlife for adults (not a sports bar) (x2)
- Kid friendly destinations to make it more appealing to young families
- Coffee shops
- Small business/locally owned
- Restaurants and recreation (escape rooms, travelling arcade)
- Miniature golf go carts (x2)
- Restaurants and shopping
- Hardware store in western Shawnee - not a big box one
- Keep business on major highway routes or streets to help with traffic congestion
- Flex industrial
- Mid-higher end restaurants. Healthy options

What assets does the city currently have that could be leveraged to bring in new businesses that are what the community desires?

- More activities at Shawnee Mission Park - live events, bands, etc.
- Location for easy access to downtown, SoJoCo, highways, etc.
- Need greater tax base - commercial, k-7 north of Johnson drive
- Valley of champion development
- Ability to create population growth
- Lots of great access that people don't know about or don't use
- Consider developing more trail corridor opportunities for Johnson Dr
- Kansas River
- Make Shawnee 1929 a revenue generator

ED3: mean / look like to you?

- Please honor the citizens who have lived there during the loss of downtown and have their homes in that area. Do not push high rise buildings that block their view. Homes are biggest investment for most. (x5)
- Continued revitalization downtown means we can't find anything that works for the long term
- Townhomes no more than 2 stories. Large park, walking trails, and picnic areas. The church, Shawnee Town 1929, and water cove offer a bit but there is opportunity for more people to support the area by limited residential and traffic/parking

- We need more people. Great businesses have had to close because there are not enough people to support them.
- Downtown could be charming with using more of the "old rock" Architecture and convenient parking (x2)
- Less parking lots, walkability, restaurants, civic uses, and activities
- Come on we are so far behind Lenexa and Overland Park. We can (and must) do better.
- No APTS or big buildings in downtown
- Community events
- People moving about from business to business on a weekend day for example
- Nieman Now was a waste of \$!! Like putting lipstick on a pig. NO faith in city leadership. Shawnee is a fine place to live. Leave well enough alone.
- High density does not work in these areas. Re work worn down the buildings. We have the densities, need attractions. People will come is there is something. People do not visit apartment complexes. I have never gone to recreate at an apartment location but have comm. And park areas.

Economic Development

Where are the most desirable areas to bring in new office and business use? Use the blue dots to show us where and your sticky notes to tell us why.

- Shawnee is a great location to get to: the airport, downtown, SoJoCo
- More shopping and dining choices
- Nice areas of Shawnee by highway system. Old areas of Shawnee not good. Think about infrastructure

What parts of the city are not currently being used in the best way possible when you consider the local economy? Use the blue dots to show us where and the sticky notes to tell us why and how that might be improved.

- Utility corridors for trails
- Shawnee does not have enough high wealth families to support the businesses people want. We need more population growth before we can expect local economy to succeed.
- I-435 and K-7 corridors for business visibility from highways
- Apartments along Renner
- Redevelop downtown Shawnee for renovated bldg, new infill, and sidewalks
- Renner between Midland and Johnson Dr
- More food and fun downtown, keep the new places coming!
- Vacant land on Shawnee Mission Parkway needs to be filled with commercial
- 75th and Quivira. Too many apartments. Turn old Dillon's store into a library or indoor pickleball courts.

Transportation and Connectivity

What’s missing in Shawnee’s transportation infrastructure – for bikers, walkers, drivers, transit users, etc.? As in, where are you missing connections when you ride your bike, go for a jog, or run your errands? Use the yellow dots to show us where and your sticky notes to tell us why.

- You’ll never have money for these improvements if we keep voting no on projects that increase our tax base
- No more tax incentives (x1)
- Sidewalks and elevated form
- Curbs and gutters. Hard to push a stroller with no sidewalks
- We need some sort of walking and biking path down SMPKWY. It’s where most of the commercial development is and no walkability
- Bikes on Midland
- West Shawnee collector and arterial network with growth
- Safe crossing on all streets
- Streetscape and identity
- Sidewalk on 51st Street from Quivira west to Electric Park
- Senior transportation
- West Shawnee collector and arterial network with growth
- Support for seniors
- Reliable and available transportation in and outside of Shawnee
- Connect downtown to Quivira/Johnson Dr area. Would love to walk or ride a bike safely from wandering vines to Transport

- Safe pedestrian crossing w/ Blinking signs
- East/west multimodal divide - address 435 barrier
- Need to make SMPKWY and Johnson Dr much more accessible to joggers, walkers, bikers.

Are there missing thoroughfares or collectors that should exist but don’t?

- Plenty exist but are they “right-sized”? Johnson in particular

Where is it difficult to walk, ride your bike, or use public transit in Shawnee? As in, where is it difficult to get around within and beyond the city if you are not in a personal vehicle?

- City Code: sidewalks on both sides of commercial and residential streets
- Holliday Drive from Quivira Lane to Woodland - there is heavy biking traffic. Safety issue and would bring more people as many bike groups use it.
- Living near 67th and Gleason makes it very difficult to connect to existing bike routes in Shawnee. Need one from 63rd and Gleason to Clear Creek PKWY to fix this.
- City Code: Sidewalks on both sides of commercial and residential streets
- Midland from I-435 to SM Parkway
- 75th Street access to trails
- Shawnee mission parkway east
- Just about everywhere requires own transportation

- We need sidewalks along SMP by bank, the ice cream, and raising Cane
- 59th and Nieman Rd to County Line need pro crossing to access. Park/reduce speed limits to sand pit. No crossing from 55 to 49th St
- Sidewalk on north side of SMPKWY from Quivira to Long. I see people walking along grass.

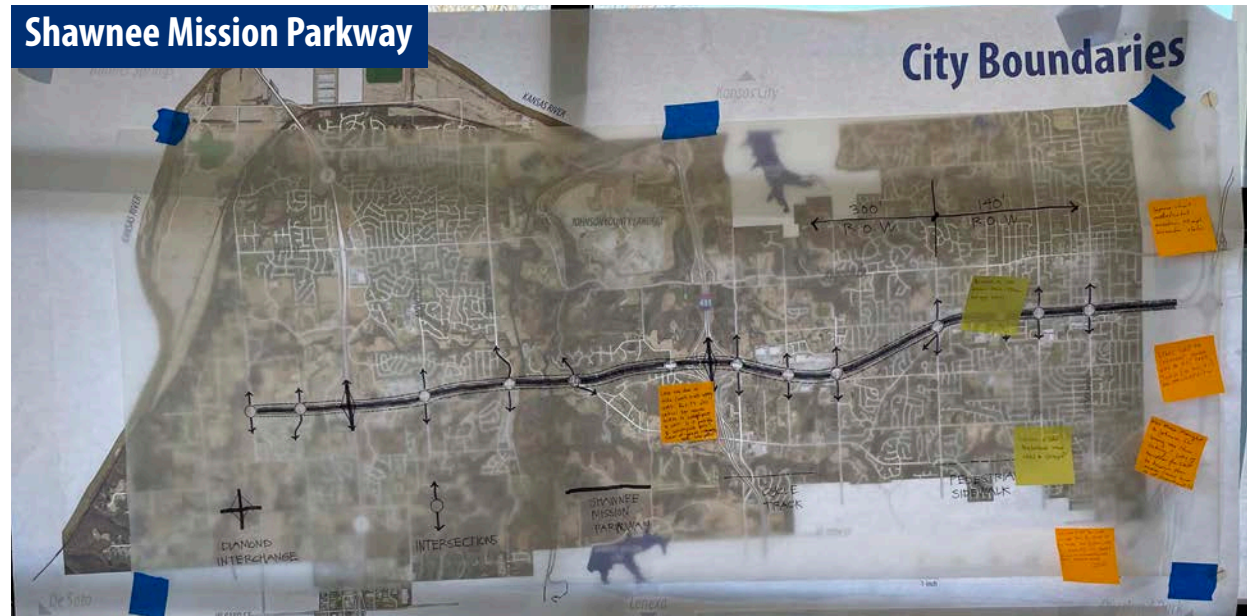
Is current capacity for growth on the westside going to be supported by existing transportation infrastructure? If not, what needs to be added to support that growth?

- Remove some stop lights on SMP to increase speed of travel
- Keep roundabouts

Preliminary Concepts

What does the future of Shawnee Mission Parkway hold?

- Businesses on SMP between Quivira and Pflumm have poor access
- Sidewalks in older neighborhoods before added to SMPKwy (x2)
- Great concepts! Addition of bike paths is great
- Yes - enhanced greenery where appropriate
- Yes for pedestrian and bicycle
- Yes! It's our front door!
- I think we try to keep SMPKwy relevant, but fall short and don't think it reflects a vibrant community, rather a declining one. Landscaping could hide a multitude of flaws.
- Aesthetics and business accessibility. Yes Yes Yes. Not major roadwork, not the diamond interchange, not bike/pedestrian. Too costly to line SMP with bike+ped lanes!!!
- Yes to bike lanes and ped walking
- Fewer at grade intersections would speed car flow
- if people are going to "shop" Shawnee need walkable streets - love wide sidewalk on nieman - can't get to ice cream and chicken - no sidewalks, add sidewalks and new developments
- Safe crossing to library, swim, parks at SMP + Pflumm
- Have consistent signage. The pizza place at Pflumm looks like Branson.
- Off-street bike trail to enhance east/west connection



- SM Pkwy is heavily congested. Do NOT add bike lanes or pedestrian walks. This would slow down traffic and be dangerous!! (x2)
- West of I-35 to Quivira could be upgraded. Steep hill. Andy's, etc. Is great - need more similar to this.
- It looks horrible they jam as much in as possible and businesses are too hard to get into, yet out west has empty space.
- Aesthetics needed. Very bland looking. Yes, walkways/bicycle accommodations
- No more stoplights. The traffic would be a nightmare along with wrecks.
- Yes! Make it a parkway not just for vehicles adding sidewalks and bikeways, enhance business access, and greenery/trees to make it aesthetically pleasing.
- No more traffic circles
- Biking and pedestrian trails along SMP would be great
- Who would go walk or ride SMP? It's too busy.
- Shawnee needs unified signing strategy
- Need stronger thresholds and gateways
- SMPKwy can barely handle cars/trucks. Hazardous to add bikes/pedestrians (x2)
- Don't change SMPKY and I435 to diamond interchange. Same for SMPKwy and K7. Leave it as is. Do add bike + ped lanes

Preliminary Concepts

- Widen sidewalks to 5' minimum
- No more stoplights please!
- No way on changing highway ramps - way too much \$\$\$ that don't buy Shawnee anything!!
Bike lanes are great, but absolutely not appropriate to spend this kind of money!!
There's no chance of people using bike lanes at 435 or K7 to commute to work - don't spend this kind of money for pleasure (recreational) uses!!
- It would be great to beautify SMP since it is the major artery of the city - cycling track makes sense - not sure about walking since farther from starting/stopping points.
- Diamond interchanges are confusing and a waste of \$\$
- Love the idea of bike/walk trails along SMP. But it's also critical for vehicle access to bridge east to west. Is it possible to accomplish both? Fewer at-grade intersections AND bike paths?
- Improve street aesthetics but maintain 45 mph connector status
- Leave SMP an efficient - quick way to get thru town (to 435, 7), all the stuff out W.
- Was there thought to Johnson Dr being this thru artery? Lots of hurdles for SMP to become this vision (nice but is it practical?)
- We need to get the word out now that the future of any major road (SMPW, 435, K7, Johnson Dr) will expand and be used for commercial/high density residential housing
- While I can appreciate wanting more people to stop on SMP at our businesses, adding lights to slow traffic makes access to major metro business hubs (plaza) significantly longer and would make Shawnee a less desirable place to live for the large # of people who work in those metro areas.
- Sidewalks to improve ped access. No Diamonds! It could use some aesthetics!
- I love the idea of creating a separate walk/bike area on SMP, but I would not be in favor of slowing down the main road. It is the only way for residents of our community to get through.
- Off street bike and ped is great! But I don't like slowing traffic below 45 east of Pflumm. Already so many badly timed lights!
- Almost any change to the Pflumm-35 stretch to make it prettier and easier to access businesses would be welcome!
- Change is possible and ideas are great. We need the wisdom to move toward a more walkable/bikeable city and then people will adapt.
- Would love to see a riverfront trail
- I agree with connecting more streets
- Reduce traffic speed downtown. It is not pedestrian friendly, esp along Johnson.
- Speed bumps should be added or put in originally to neighborhood streets to keep speed down
- Love bike trails, parkways, however can't see people moving along SMPN with bikes or feet
- Clare should be added to transit problems map. May be the worst area in town for all forms of transit.
- 87th incredible scary over Highway 7. We come from Blackfoot in Lenexa and connect on 87th to the frontage road going N (which is great for a bike). But the bridge is terrifying.

Transportation Framework

- Bike (+ped) trails are great
- Access to streamway parks via neighborhoods
- Complete street concept a plus, good concept to integrate several modes of transportation
- Topography on Johnson Drive still makes biking a challenge
- Blackfish/Midland as bike/ped corridor
- Safe crossings of major barriers
- Such a car centric area that other means of transportation are not given the courtesy and safety they need to co-exist. Nice idea, but I think it's unrealistic

Market Study Recommended Sites for Potential Development and Redevelopment

- Extend 67th street through to Renner
- We are hosting the potential of the Opportunity Zone description
- Keep "Old Shawnee Charm" as you redevelop, as appropriate (x5)
- Don't destroy nice lots and houses
- Where is 75th Street redevelopment
- Extend SMPW, Johnson, 75th St to the west for future high density/commercial development

Preliminary Concepts

- I actually would love to see the 2E area developed in such a way that it would add to the Valley of Champions area - not a big box store!
- Any change in an area (the dirt) should be aimed at climate control. Trees are amazing at keeping an area cooler - water control is also really important!
- Strongly agree w/ higher density residential infill in downtown areas

Growth/No Growth: Potential Growth, Revitalization, and Redevelopment Areas

- Reserve riverfront for recreation (hike, bike)
- No more TIF!!! Lower taxes!!! (x2)
- Decisions on future growth needs to consider the upcoming changes that will remain from COVID changes
- I think you got this right!
- Agree with the Areas
- Make a decision and make downtown either a destination place like St. Charles or not you can't put big apt buildings in the middle and expect that will make it an attraction. Do it neat and you will draw people like Joes.
- Got the redevelopment areas spot on
- Why isn't Shawnee Mission Parkway and Maurer on this? It needs to be developed
- Quit so many TIF give aways! (x2)
- Nieman from Johnson Drive to SMP need more development (x2)
- Like the revitalization area idea

Market Study Sites



Growth/No Growth



Preliminary Concepts

- Older neighborhoods have different needs
- Put sit down restaurants on SMPKW. That are not fast food. Too many already. For senior and families. Copy restaurants in South Overland Park
- Focus on redevelopment and infill development before green land development
- No TIFs, lower taxes
- Stop trying to create something! Work with what you have and gently re mold areas like downtown.
- Looks good. Riverfront mix use should also include parks access to river
- 75th Street area
- SMP and Manor is a better place for “box” stores than west side of 435 and SMP because it would fit into existing shopping area
- Focus on redev 1st. No mixed use next to existing subdivisions within 150 ft!
- We must be clear to all that growth will happen along our major highways sooner or later
- How do you deal with areas where multi-family project have already failed? Is it possible to specific degree of density considered appropriate?
- Keep our river front access on island a park. It is a wonderful place to watch the river.
- I’m generally in favor of more growth, and I love this compromise of protecting the streamways

What did we miss?

- Broader/more accessible public transportation (that is safe!) for disabled seniors. *Primary use for within city limits so seniors can age in place
- Put a survey out that goes by mail to ALL people. Young prof. Are busy raising families and careers and older folks not getting out. So 2500 people out of 70,000 is a smoke and mirrors show. Let alone stakeholders and all.
- People who stand to profit. No wonder everyone thinks this is a propaganda joke.
- These plans are right-on
- Education to combat NIMBYism
- Plans look great. Glad to see Shawnee is creating a process to get thoughts of citizens and business owners to think about future. Not just hold on to past. Most people don’t understand financial impact of standing still.
- Housing for all family in all stages of life
- No increased taxes. No Apts (-1)
- Thank you for all the work - we like what is being done! (x2)

Public Open House #2

Sign In and About the Project

Welcome

- Please. The *only* reason we bought a home in Shawnee is because of the 'natural' feeling. We tell everyone that we lucked out to find a little bit of country in the city. Don't mess up this city. Make Shawnee unique to the area. There is no profit in being just one more of the same.
- No need to build more buildings along Nieman, there are plenty of empty buildings that can be repurposed!!!
 - Agree

About the Project

- The city needs a bike lane along Midland Drive from I435 to SM Parkway
 - Agree
- The comprehensive plan gives developers a glimpse of where the municipality will accept larger and more dense projects so it can hasten the build out of a city and it can influence zoning changes. This information should be made available to the public.

Engagement by the Numbers

- Your survey is way off. 60,000 Shawnee residents were surveyed not 2,500.
- Great amount of public input throughout the process
- Giving us the opportunity to express opinion is not the same as honoring the majority opinion
- And how do you determine majority opinion?

- Loudest most negative voices do not equal majority
- City Council doesn't listen to this feedback- they have their own agenda
- Trust the professionals, accept results provided
 - Agree
- This process is taking way too LONG! This is the same stuff we did with last community engagement- no new info!
- Hearing comments from a certain contingent of City Council and their supporters that the engagement numbers for the Comp. Plan and Visioning, etc. are "so low" is driving me nuts. With ALL the effort the city has made to get people engaged in this process, it is unconscionable to write off the hard work and time of those who CHOSE to engage in this process over those who CHOSE to remain unengaged.
 - Well said Beverly.
- I filled out surveys and did what I could. But the sessions were always Wednesday nights and I can not attend then due to family schedules. I feel like having meetings on different weekday nights would have allowed more people to participate.
- Only Olsson consulting knows who made/edited comments, there is no accountability as to who makes the final comprehensive plan. Frankly, the whole comp plan could be made up by Olsson. There isn't really any transparency in the process which is controlled by City of Shawnee because they pay Olsson.

- I attended most of the open houses and they were poorly attended. Olsson failed to reach the vast majority of residents in Shawnee. And frankly, the entire process was a leading exercise similar to when in court a lawyer asks a leading question.

Community Engagement

- This is an impressive amount of feedback. The city needs to take it to heart.
- I felt like the stakeholder Committee members were recruited from the Shawnee Chamber of Commerce...all of their suggestions were contrived/planted/planned comments designed to make it seem that most Shawnee residents were growth/development oriented. Nothing could be farther from reality.

Sign In and About the Project (continued)

Guiding Principles and Plan Structure

- Citizen buy-in is essential- some will never participate and other over-value their one vote
- Per conversation with Ken B- make a plan to reach out to local citizens in advance, door-2-door about future development in their area- in advance- in some manner. Citizen input is a key buy-in! Thanks.
 - Would agree with the door to door option. It really feels like we need a way to get more feedback!!
- I believe citizens should actively engage and seek out the information and not sit back and wait for it to be brought to them.
- This comment is about recreational programming, so possibly it's a little off topic, but ... the programming offered for the over-50 crowd is 90% scheduled during the day! MANY people ages 50 and over work during the day and can't attend a class until 6 pm. PLEASE revamp your scheduling.
- The empty buildings need to be filled before we take land to build new businesses. The KMART has been empty for years and apartments could have been built there instead of taking huge amounts of green space to build massive projects (Pflumm). I drive by empty buildings all the time in Shawnee that could be repurposed for businesses.
- That is up to the whims of JoCo Appraisers office. Listening to old Mayor Jeff Meyers now on County Board, it looks like spend, spend, spend there. We will get a bunch of TIF, IRB, DRB, and NRB bonds that reduce tax base or push bonds with questionable returns. JoCo Board just approved +16% increase for 2021 budget.
 - Agree
 - Agree
 - Agree
 - Agree
 - Agree
 - Agree with this 100%. We used to live off 72nd Ter & Nieman. Now we live in western Shawnee. The one thing that is consistent in Shawnee is the empty buildings. Yet they want to build more. Fill the empty ones first!
- Agree with the need for healthy restaurant choices! There is way too much junk and bar and fast food at the SMP and K7 area. There used to be really good restaurants where The Other Place now is, like Rockrose, etc. I wish there was a quality, sit-down restaurant that had more than 1 vegetarian meal choice! I would like safer bikeability and walkability to promote healthier lifestyles. Restaurants that serve healthy food over fast food joints are preferred and would likely support local businesses.
- What does the City see as its role with our healthy lifestyles? No Government Overreach is needed.
- I have noticed a huge influx of wild animals in the suburbs in the last few years because we are taking their space and habitats and they have no where else to go. It was unheard of to see bobcats so frequently, and now it is more common along with coyotes. We need to have areas that are specifically saved for the wild animals that live in Shawnee and not feel the need to build on every land to have tax revenue. Everyone wants to talk about sustainability but we are pushing out wildlife do to greed for more apartment complexes that are enormous in scope and businesses, even though we have many empty businesses that need to be filled in Shawnee already.
 - Agree
 - Agree

Sign In and About the Project (continued)

Guiding Principles and Plan Structure

- To be fair, for 40 years I have seen wildlife in Shawnee neighborhoods. Deer, turkeys, coyotes, and foxes. So they were always present, unlike when I lived on the East Coast well if you saw a deer in town there was something seriously wrong. But I agree with your point that we have shrunk their habitat down to such a small space. Everything from Shawnee Mission Parkway, Walmart on Mauer and westward was essentially their home. We took time to build residential homes and schools there. To pave the streets. And we take time to talk about green living and environmental responsibility. But we're not actually creating or protecting dedicated naturalized spaces.
- Agree
- I would like to see Shawnee Mission Parkway continue to have the wide grassy shoulder areas along it's entire right of way.
 - Agree
- I am not sure what this means.

- I'm an environmental scientist and work in this area. A huge part of ensuring the sustainability and ability of an area to be resilient to climate change, economic, and social impacts is to LEAVE GREEN SPACES AND NATURAL AREAS UNDEVELOPED!! This does not interfere with people's ""right"" to develop their land, as each person's ""rights"" only extend to the point that they start to interfere with others' rights - allowing development of every green space takes away neighboring landowners' peace and quiet, character of the area they sank their savings in to buy, subjects them to noise, lighting, and other things they did not want. Landowners can sell the development ""rights"" to their land to a conservation organization as a type of conservation easement so that no one in the future can develop their land and it will remain a green, undeveloped space. This is what we need to do - no one wants every acre of open land developed! If you look at cities like Chicago and others where there is too much development, they are a depressing stretch of concrete and human development everywhere, with only ghost forest ""preserves"" surrounded by roads and neighborhoods, which removes most of the usefulness for wildlife. We need to leave wildlife corridors that are not just the tiny area around streams and woodlands, but an actual space that gives animals room to live.

Also, everyone is stressed and impatient and inconsiderate in cities like Chicago, which is at least in part the byproduct of having little to no natural areas around most people; this leads to crime and disconnection from nature and each other. We need to protect streams and creeks by having mandatory buffers of natural, or native vegetation if possible. We need to have parks that are not developed; Erfurt Park used to be a beautiful 10 acre pasture, and now it is overrun with people, cars, noise, artificial lighting, and is not what I think of as a park. Parks need to have very minimal human infrastructure and be left natural, and any roads, parking, and paths need to be made of permeable pavement. Lighting should be on automatic timer when the area is used ONLY and not on all the time or all night. The area should also not be mowed beyond just around the heavy use areas so there is some natural area left. Another thing I would like to see required by the city of Shawnee is that all projects/developments show that they have used the Institute for Sustainable Infrastructure (ISI) Envision sustainability rating system as guidance for planning and implementing their projects, and similarly use LEED for any buildings designed for human occupancy. Various cities around the country already require this, including the city of Kansas City, MO.

Sign In and About the Project (continued)

Guiding Principles and Plan Structure

I've worked with these tools, and using them really does help think through all the aspects of a project to make it truly sustainable. Let's take this opportunity to make real change here and make things truly better and more sustainable instead of just using these buzzwords, greenwashing, and then continuing to allow the same environmentally destructive development to continue everywhere. If the city needs any help with ideas for this aspect of things, I would be more than happy to assist.

- Agree
- Agree
- Agree
- Disagree
- I agree with the above! Regarding lighting, some environmentalists/conservationists are advocating little to no lighting or non-intrusive lighting. Light pollution is one of the things that many citizens do not consider as a problem. Leaving more green spaces solves many problems. Shawnee should be looking at being more environmentally progressive. Sustainable developments are more attractive and more economical.
- We lived in Chicago and its burbs for 17 years. Completely agree. Grey stretches of concrete on the commute, versus all of the land and trees here.

Also, Lenexa City Centre (and 87th east of 435 also) is SO dense and overdeveloped. It gives me anxiety. We moved from OP to have a more "natural" feel, more green space.

- I feel like Shawnee is very disconnected in where it plans developments and puts businesses. "Hey, here's an empty space, let's build something there!" How is zoning determined or changed for things such as this? For example putting in the Schier building at what is essentially an entrance to a residential area. Also cannot believe they are taking the hill down across the street from Schier, for more development I assume, when there are plenty of other, EMPTY places new businesses could go in. How sad.
- Strong neighborhoods also come from not having a high crime rate. We are noticing more crime occurring in Shawnee and it always seems to be around apartment complexes. We are concerned about this trend of shootings and stabbings and also of armed robbery that has occurred at some gas stations.
 - Agree
 - Agree
 - Agree
 - Agree
- Also SMPkway should remain parklike from I-435 west to Monticello.
 - Agree

Proposed Recommendations

Growth Framework: Community Perspective

- Growth seems to be appropriate in and around the town center near Shawnee City Hall.
 - Outside Traffic volume can only come to downtown events via Johnson drive.
 - Growth is inappropriate re the bad idea to alter the cloverleaf at SMPkwy and I-435. Growth inappropriate at SMPkwy and Woodland road at the hill where the stripmine is
 - Where there is disagreement, I think it's important to know the source of the comment. People who are developers should not be commenting on the future of the neighborhoods here, as of course they want to develop everything. Where there is disagreement on appropriateness of development, the plan should default to no development. The city should NOT try to change the character of any existing rural residential areas without full agreement of everyone who lives there and would be most affected.
 - Agree
 - Is this for greenspace or future recreational use? (riverfront area in NW corner)
 - How will schools handle increase of students around K-7 and SM Pkwy? Property tax increases? Tax abatements for developers of retail properties burdens property owners.
 - Yes
 - Is this "fear" based on data?
 - Need more multi-family housing to bring in more taxpayers
- Add retail to SMP and 435 (wasted area)
 - We don't need any more apartments, townhomes, duplexes etc. The people that use them rarely contribute any sustainability to the city. They overload our school system.
 - It is imperative, if people truly want to have amenities in western Shawnee, to increase density and rooftops in the area. That may mean multi-family housing, and if people are opposed to that, they just need to acknowledge they are making a choice--they would prefer less amenities to be available to them (restaurants, retail, office, etc.) and are willing to pay that cost to keep apartments or townhomes out of the area. If people haven't sat in the meetings with developers to know what they are looking for when they bring new concepts or existing concepts to an area, then they don't have any appreciation for the importance of density. It is fine to not want apartments in an area, but it isn't fine to then complain about the lack of things to do or places to eat that come with that. Like it or not, western Shawnee lacks the density to attract most restaurant and retail concepts. Something has to give on that--either the amenity or the density.
 - What is the strategy for attracting businesses to open in this area? Right now a lot of things that are opening seem to focus on supporting the Amazon distribution center (Car repair shops and Car wash as examples).
 - Agree
- I am not in favor of taking over any more of green space/woods to build housing or put businesses. The areas that are already commercial areas can be used or repurposed.
 - Agree
 - Agree
 - I agree and second this perspective. And last months zoning meeting we had three items on the agenda that were approved unanimously, each of which rezoned 6 acre plots of green space into do you write stories mixed residential housing. There will be various types of housing placed upon them within a stones throw of other parts of town we are buildings are sitting there vacant. Sometimes entire strip malls like the section on SMP where monkey business used to be.
 - This K-7 corridor is about the only land that could hold executive office buildings like new Lenexa City Place. Of course none will come without zero cost to them sweetheart deals.
 - I would love to see more to do in western Shawnee and a larger variety of restaurants. A Chicken and Pickle, Fun Plex (mini golf, go-carts, batting cages, etc.), Panera, Blaze Pizza, micro breweries....would be fantastic!
 - Agree
 - Focus on drawing local/regional/small businesses to western Shawnee. The population density is too low for chain restaurants and businesses to be willing to take the risk here.
 - Agree

Proposed Recommendations (continued)

Growth Framework: Market Perspective

- Too much residential mkt space along the river. You should be preserving the wooded areas.
 - Agree
- Can we make it easier for “flippers” to come and fix up the old neighborhood? Find a way to make those amazing neighborhoods desirable and attainable.
- The Nieman Road Project has had a negative impact on residents north of Johnson Drive. Now we are hearing the City wants to make parts of Johnson Drive 3 lanes. Shawnee is a unique residential community which is why we bought a house and chose to invest in this City. Stop trying to be like Lenexa and Overland Park.
 - Agree
 - Agree
 - The second part of the comment cannot be stated enough. Shawnee is a unique residential community. MANY Shawnee residents value living in Shawnee because it is uniquely different than Lenexa and Overland Park. Large-scale development of apartment complexes (like Lenexa and OP) is not good for Shawnee.
- What does it mean to for their to be a Growth Market Focus in this area?

Future Land Use Framework

- How does this “illustrate preservation”? We keep re-zoning green spaces for multi-dwelling residential which is not reflected here
- The farm at 57th and Cody is NOT all residential. It is 6 acres of agricultural space.
- Looks like a good balance of the different types of land use.
- No more residential Monticello between 75th and 83rd
- Put in another aquatic center somewhere west of 435
- Leave the trees!
- This should be park area- it is right on the river- don’t let industrial stuff go in here (north river area)
- Develop a river walk! What a show place that would be!
 - I agree
 - Yes
- No more apartments
 - Agree
 - Agree
 - Disagree
- Moved to Western Shawnee because of open spaces. Don’t mind driving 10 minutes for needs.
- We moved to western Shawnee before we had any grocery stores. We are excited for new development!

- One of the main reasons I live in Shawnee is that I cherish the small town/community “feel”. I work all over Johnson county and i’m increasingly bothered by the congestion, and overcrowding of other cities. You couldn’t pay me to live in Olathe or Overland Park! The traffic is terrible! I enjoy the proximity to the metro area, without being right in the middle of it. As a resident of western Shawnee, many of my neighbors have shared the same perspective. For many, it is the precise reason they choose to live in Shawnee. I feel it is very important to preserve this aspect of quality of life that many of us consider very desirable and pertinent. I understand that grow is necessary and unavoidable. I believe it can be achieved in a way the provides continued growth and increased tax revenues while maintaining the benefits of what many of us love about this city and area. I hope the city’s vision will always consider the fact that many of it’s citizens choose to live here because Shawnee does offer some desirable qualities that other areas of Johnson County do not.... a more hometown, slower pace of life charm and feel , while still providing a closer proximity to employment and entertainment opportunities. A perfect compromise in my opinion.
 - Agree
 - Agree
 - Agree

Proposed Recommendations (continued)

Future Land Use Categories

- (Attached Residential Neighborhood) Don't be afraid of these! These are our neighbors too
- (Attached Residential Neighborhood) High density rentals next to traditional single family owners, developers abatements burdens tax paying families
- (Commercial) Stop building new commercial/retail/restaurants; utilize VACANT existing buildings
 - Yes! Agree!
- (Neighborhood Commercial) love the idea of small commercial!
- (Community Commercial) Need: nice restaurants, entertainment for families (top golf, chicken n pickle, etc.)
 - Yes!
- Need to fill vacant retail spaces- fill with TJ Maxx/home store, sporting goods- Dick's, Bath and Body Works, Trader Joes, etc.
 - Yes!
- Put conservation subdivision language into the new comp plan - Katy Miller
- South side of SM Pkwy from Maurer to Renner should show as Commercial Mixed Use
- We don't need more light industrial. Need entertainment to attract \$. No more dollar stores or vacant buildings - Price Chopper at K7
- Need dedicated pickleball courts - not tennis courts that can transition
 - Need Pickleball courts like other cities
 - Yes! (to pickleball) - outside

- Put conservation subdivision language into the new comp plan ____ your name
- A true inclusive park
- Do not raise property taxes use sales tax
 - Agree
- Do not allow private business free use of public space

Townsquare District

- Make downtown a destination like old OP - lots of boutique shops, restaurants, pubs, so people want to walk there. Car repair shops are not it.
 - Agree
- No mention of farmers market- will it remain at City Hall? If not, new location must provide proximity of parking to vendors and restroom facilities. Customers come to the market to avoid the parking issues and congestion at other markets. Many walk from the surrounding neighborhoods.
- Great idea to develop a townsquare district. Creating a true Downtown Square will be a highlight of Shawnee.
- We need a farmers market pavilion in the district. There are spaces
- I LOVE this idea. So many downtown areas in other cities do something very similar.
- Less incentives for developers
 - Agree
- What are the advantages/disadvantages of having a single family home in a "Townsquare District"?

- Give Shawnee a cute, walkable downtown- where people can park and walk the whole street- no car dealerships or medical offices which interrupt the flow
- Please- no more "mid street" crosswalks- snow plows hit them, cars hit them and city can't seem to repair in a timely manner
- No side angle parking please in downtown and no 3 lanes!
- Should farmers market be moved to a more central location? If continue, should be better
- Most of these efforts support business and chamber of commerce members, not residential homeowners who also have needs
 - Services and amenities to homeowners are partially funded by commercial businesses
- Less property tax and more use of sales tax - developers should commit to investing their own sources of funding
- Moonlight event 1x a month on Thurs should be weekly. Too many canceled due to weather. That would build momentum
 - Agree
 - Agree- loved this months- the only one that's really happened!
- ? more diverse business climate in townsquare - day and night interests - street closures a problem
- Need activities to bring adults 50+to downtown
 - Think about teens also

Proposed Recommendations (continued)

- What “housing options”? Your past sessions showed the Baptist Church replaced by townhouses. Is this what you mean?
- Nieman apartments are not to scale with neighborhood
- (A central green space for active and passive gathering must be integrated into future development plans) Yes!

Transportation Framework

- As stated in previous section no changes to I-435 interchange at SMPkwy
- I would like to see these small street gaps connected. If a roadway connection is challenging, a trail connection for bike/ped connectivity should be considered at a minimum.
- Can something be done on Monticello at the high school/middle school/elementary school? Traffic is a NIGHTMARE for anyone trying to either go to school or just get through there to go to work when school starts or lets out. More entrances to the high school maybe? Widen Monticello?
- Enforce current municipal code re: on street parking on narrow streets
- Traffic around 9:30 or so in summers coming east from softball complex on Johnson Dr. makes exit from Southbound I-435 very dangerous because of hills. Light or blinking light would be so cool.
- Very dangerous at 435 and Johnson Drive
- Don't change the interchange. No need to “fix” something that's not broken.
 - EXACTLY
- No complete street for Midland? Minor “mid-block” streets start more bike friendly (i.e. 71st not 75th)
 - Bike lane needed here
- Suggest extending the bike trail to go thru areas south of Midland. Thru some of the golf course green space? (Especially dangerous for bicyclists on Midland when new housing development begins)
- Midland is very dangerous. Needs sidewalk as currently nowhere to walk and bike lane is very much needed.
 - Agree!
- No Shawnee \$\$ for interchange or bike lanes over 435
- Any interchange that works today may not work as well tomorrow. And design of the past can be improved.
- The streets on this map that don't currently exist- how will their creation be communicated to residents?
- Make our community more walkable! More bike-able! Climate change demands it!

Potential Interchange Narrowing

- Is the KDOT K-7 Corridor Plan still relevant? Does this align with or contradict any of the recommendations from that plan?

- Consider listing some other options that would be explored in a later feasibility study too? Single-point urban interchange (like I-35 & 87th Street in Lenexa), diverging diamond, or displaced left interchange depending on turning volumes?
- This weave space between I-435 and Renner will be very critical to assessing feasibility of these options.
- Space does not really seem to be an issue in Shawnee. We have undeveloped space and unlike some other cities we have good flowing traffic and well planned interchanges. Don't cut on roads to gain space.
- Please also consider that many of us who live here very much enjoy the view of undeveloped land in this area. Also, unsure how this would not cause congestion on SMP where it is currently nice and free flowing most of the time.
- Don't mess with these interchanges and make them less efficient
- This is a solution without a problem. Don't use Shawnee \$\$ for any changes to interchange. The idea of “getting back” land and greenspace by doing this fails- you would need roads and parking lots to access and use the space- more \$\$ and then you're paving over the “new” green space. Who would come to recreation next to the highway?
- This looks good. Increased opportunities for bicycles and pedestrians are needed.

Proposed Recommendations (continued)

Potential Interchange Narrowing (continued)

- Agree with increased consideration of bicycles and peds at K7 interchange!
- Yes - good
- At the intersection of 95th St and I-35 there are at least a dozen signs saying “do not enter” - “wrong way” - “do not turn.” If you need this many signs to go thru an intersection- maybe it is too confusing. Please do not do this to SMP an I-435
- How will traffic into/out of these areas be realistically handled? Good idea, but filling the current area with “development” would be a mistake. We enjoy viewing underdeveloped areas!
- Very intrigued by this

Green Streets Framework

- Midland needs a bike path badly
- Yes! More width along Midland, and if possible, larger parking at trailhead by K of C
- I love the natural look and the idea of Midland being a green street. I'd HIGHLY recommend that you put a bike path here too. We already have so many bikes there. As it becomes more beautiful it will become more attractive to bikers.
- Your plans have been well thought out and have given residents the opportunity for input. I do hope that Midland Drive west of I-435 will have sidewalks and bike lanes for safety. Thanks for your consideration.

- You're showing streets that do not exist yet - Clare currently does not go south of 71st St, and 75th St does not go west of Gleason. Residents here DO NOT WANT those streets to go through - the only people that would benefit are the developers who are building south of that area. It would completely destroy two large, old hedgerows, the only wildlife corridor areas left for miles, and would ensure the deaths of many animals being hit on roads that should not be and do not need to be there. I live about half a mile from these areas, but putting these streets in would destroy the quiet of the area, would put streetlights in so there would never be natural dark again, and would force out much of our resident wildlife that roams this area. Please DO NOT add streets in this area where they do not already exist! The negative impact of new roads far outweighs the benefits of them being “green” streets.

Complete and Green Streets

- Adding sidewalks yes!
- Much needed! Make it multi-modal for all forms of transportation
- Concurrent makes a lot of sense financially, and means things are torn up once and done
- The green streets you're showing are areas where people who live there do NOT want to “encourage development.” Leave green/ag/undeveloped areas alone

- NO NO addition of streetlights! The neighborhood across from me has ruined the natural dark/stargazing/wildlife is negatively affected
- Any streetlights added in any part of Shawnee need to be full cutoff, Dark Sky Association compliant lights that do not glare out into the night sky, ruining the view, adding light pollution and trespass, and wasting massive amounts of energy. The city needs to change the requirement that the current style of lights be used - they are a super wasteful design and have a major negative impact on natural darkness in neighboring areas. Please review: <https://www.darksky.org/our-work/lighting/lighting-for-citizens/lighting-basics/>

Shawnee Mission Parkway Framework

- Will be dangerous for pedestrians/cyclists. This stretch of roadway handles high anxiety drivers w/ all stoplights
- Love that there are protected bike lanes!
- Agree with concept that adds bicycle and pedestrian access along SM Pkwy- west of Pflumm included!
- Great idea! Make a true parkway with landscaping and the bike and ped walks
- Great idea!
- I like the idea of pavements so people can walk and bike
- Love how much green/treeline is maintained, while increasing car lanes and supporting bike/peds

Proposed Recommendations (continued)

- Ridiculous in a feasibility standpoint
 - Yes
 - Precisely. No one walks this no man's land between Merriam and Shawnee
- 100% disagree -- the cost/benefit is way out of proportion
- I love the vision for SMPkwy. It is my least favorite road. From I-35 west to Pflumm, it is the worst drive to and from work. Drab and dreary and ugly and too packed. Anything to make it look less dingy and 1980's would be a huge benefit to attracting people to the city.
 - Agree
- Would there be a reduction of stoplights? The lights on SMP make me avoid it usually.
- How does this work with the frontage roads along Shawnee Mission Parkway? Not only space for the improvements but also interaction at the intersections? Landscaping and streetscape treatments will also be key to making this a comfortable multimodal experience along the long stretches of roadway. Let's make this feel more like a parkway!
 - Agree
- Intriguing idea and makes SM Parkway more inviting and helps improve the welcome to Shawnee without creating big traffic headaches.
 - *welcome to Shawnee
- I am a huge biking and trails proponent but I am not sure a bike path and sidewalk are necessary and seems to create an unnecessarily wide footprint.
- My comment regards the SMP Reimagined cut-away. We could accomplish so much more that would positively impact so many more residents -- not to mention that tearing up SMP would be a huge inconvenience to everyone.
- While an intersection (or interchange like Mauer and Lackman) would open up opportunity at Renner, operation of the very adjacent I-435 interchange needs to be a careful consideration.
- This is a long-term stretch - but has the city ever discussed extending Shawnee Mission Parkway across the Kansas River towards Linwood? If partners like KDOT were involved, would the benefits justify the cost?
 - Agree
- I would strongly discourage this idea - it would have massive negative impacts to wildlife and the people that live in this area.
- Like this
- Great concept! I would use the bike and pedestrian lanes!
- "Potential New Cycle Track" - LOVE THIS
- In general, I'm against a change to this interchange because (1) the cost, and (2) if it ain't broke, don't fix it. The number of bikers or pedestrians that want to cross 435 on SMP is infinitesimally small and the cost would be astronomically large. Now, these redevelopment designs are very interesting, but we need to ask -- how many more highway-view apartments can this region support? Lenexa, OP, and Olathe have a plethora of new apartments. And -- would this be city money spent to create land for developers to come in and build and take the profits?
- Intriguing idea here to challenge the way things have always been built. It seems worthy of further study and discussion.
- This pushes the status quo and I like it - thank you for including this vision to consider.
 - Agree
- There are already enough apartments and rental properties in Shawnee, but if there is still a need for more, they should not be in close proximity to single family homes.
- If this idea goes forward, I encourage you to implement the conservation subdivision method of planning on it even though it includes multiple types of development.
- Great idea! This should be the gateway for Shawnee, and providing commercial and residential spaces
- What a huge improvement! (either)
- Like this concept w/ exception of changes to interchange. Don't need another series of stoplights.
- Need clean-up of I-435 - too much trash on sides of interstate and overgrown weeds - an embarrassment to our city.
- Great way to open up a prime development area - mixed use

Proposed Recommendations (continued)

Shawnee Mission Parkway Framework (continued)

- This should be a major economic development focus of the city
 - Yes!!
- Love this concept! It should be the main focus
- Yes! We need to make Shawnee more walkable and bikeable
 - Agreed
- Looks good
- No more apartments
- This looks interesting - is there a market for more apartments along 435, so close to Lenexa?

Parks and Recreation Framework

- Why are u ready to implement the I-435 interchange at SMPway almost immediately and Ken Boone says that will “ring the cash register” but on the other and why are the development of the large parks in NW Shawnee decades into the future.
- Being bike-friendly is good, but it needs to be kept in perspective, of how many people actually use it vs. the cost. I am 100% against the proposals shown in cross-section of creating bike and walking lanes along SMP near I-35 and 435. No one is going to use them for transportation, and it's a ridiculous amount of money to make recreational riding easier for the few people who actually ride great distances. No one is going to “commute” to Shawnee from Merriam via these lanes or commute from eastern to western Shawnee (or vice versa) via bike.

- Great points AnnLouise. KCK spent a fortune on adding bike lanes along Merriam Lane connecting to KCMO. Since completion, I have seen very little usage by the cyclist community either for recreation or commuting. Ditto for walking paths. Western Shawnee has a multitude of paved trails that are certainly more attractive than trekking along a stretch of SMP where speeds routinely top 60mph.
- Isn't a shared use trail being added to 75th Street between Quivira and Switzer?
- Any consideration for future bike lanes on 67th Street? It is frequently used by bicyclists and seems wide enough to add striped lanes. A transition point would be necessary at the intersections but other cities have not let this be a barrier to an overall improvement. The lanes are also just wide enough that sometimes cars traveling in the same direction try to pass a vehicle waiting to make a left-turn onto a side street. The striped bike lanes may help address this issue.
- I would venture to say that the number of kids walking to school or the bus stop in neighborhoods without sidewalks exceeds the number of recreational cyclists citywide. The safety of our young people should be of utmost priority.
- Would love to see an extension of the shared-use path network that was started on Nieman. Could road diets be explored on other segments of Nieman?
- I would love to see improvements for the neighborhoods in SE Shawnee to have an off-street path option to get to the Blackfish Parkway trail network. This opens up a wealth of opportunities to get to extensive trail network in western Shawnee and near Shawnee Mission Park.
 - There are even sidewalk gaps in this area that make connectivity tricky.
- bicycle paths should NOT be next to 4-lane roads
 - Agree
- Is there justification cost vs use
- How about biking into townsquare and bike parking
- The older neighborhoods in NE Shawnee seem to have been forgotten in this plan. Share the road for bikes is dangerous.
- Bike routes needed along SM Parkway
 - Nope
 - Absolutely
- Share the road dangerous for bikers on Midland west of Renner. Dedicated bike lanes/trail needed to Streamway Trail access.
 - This is very much needed
- Please add (share the road route and shared use trail) along Gleason between 63rd and Prairie Star Parkway

Proposed Recommendations (continued)

- Riverfront shared use trail and connectors very good
- PLEASE add bike connection for those of us west of K7. We have to drive to get to a trail.
- Can we develop a stronger bond with Arbor Day Foundation? Offer incentives for homeowners to keep older trees and native spaces.
- Clare Rd is heavily used by bikers. It is narrow and may need more traffic enforcement.
- Proud of Shawnee's commitment to cyclists of all levels
- LOVE all of this!
- Where is this?? No landmarks
- LOVE LOVE LOVE
- Love it
- Love the kayak recreation!
- Fantastic!
- Great! Provide enough parking
- So cool! Can this be done by spring 2022? #kayak :)
- LOVE IT!!
- Yes! Camping!
- Excited for this idea!
- Boat, canoe, kayak access to river?
- Yes! Love this
- I would NEVER leave Shawnee if we had something like this!
- I would like to see Pickleball courts put in here.
 - Agree
- Keep interaction with water - both along the river and throughout the park - to be a key and differentiating theme. The riverfront is something that could set Shawnee apart from other Johnson County communities.
 - Agree
- Great idea. What's the timeline and funding plan? We need to leverage the Kaw River in a much more substantive way, and this seems like a solid idea.
 - Agree
- Love everything about this! Tulsa OK has an amazing riverfront park and it's turned the city around!
- Love this idea
 - Agree
- Yes!
- Yes recreation good
- I would like to see Pickleball courts put in here.
- Parks and Recreation Future Development - Valley of Champions
- Wow!
- North arrow to help with orientation?
- Love the bike trail idea.
 - Agree
- Including a gym with windows would be ideal- would love to have a place to workout while kids or spouse are practicing 4-5 nights a week!
- Opportunities for supportive land uses? Restaurants, hotels, etc.?
 - Agree
- This seems unnecessary - these amenities are less than 5 minutes away down 435.
- Current road access is a major limiting factor for greatly increased traffic. Do NOT run increased traffic through neighborhood collector streets.
- Yes!
- Will be glad to see landfill gone. Develop this concept (reminds me of Cedar Rapids, IA's Mt. Trashmore)
- Did you account for settlement and leachate as part of the landfill post-closure care and reuse?
- A solar farm sounds very useful for everyone.
- Like this idea, but I thought the landfill was supposed to close in 2025? How did it get moved out to 2043? If it is going to be open until 2043, that is a huge concern for western Shawnee residents.
- cold weather snow sports is NOT a practical approach...maybe skateboarding etc.
 - Disagree. Little to no winter activity opportunities in the area seems like a hole that needs filled.
- Addressing the landfill area in the future will be important. Love the idea that it includes unique recreation opportunities to lend to the Valley of Champions idea and nearby Shawnee Mission Park.

What Did We Miss?

What Did We Miss?

- Requesting a stop light be installed at Monticello and W 60th street intersection near the high school. It's impossible to get out of that street at a decent time during the school season.
- The Zoom Call with Randall Arendt, conservation subdivision expert, went well. The video link is below. The bottom line is, at a minimum the greenways would need to be mapped out in the comprehensive plan. Then, for starters, let's put language in the comp plan and in the ordinances that at least allow for conservation subdivision. Then, maybe we can find a developer willing to implement conservation subdivision and perhaps it will catch on. Therefore, the comprehensive plan process should not be allowed to continue to be rushed through by Olsson consultants. The concept of Conservation Subdivision can apply to all real estate development including residential, commercial and affordable housing. Basically, developing real estate per conservation subdivision is neutral or more beneficial than conventional development to land owners, developers, buyers, sellers, etc. The big benefit is it will help keep the City of Shawnee a beautiful place instead of a sprawling suburb. Below is the link for the video.

The video file will download in a minute or two. For me, reviewing the first 10 -15 minutes was helpful as a recap. https://drive.google.com/file/d/1RtIfzSvtX5v7iYspgByLtKQ2-bq3qs4P/view?usp=drive_web Please let me know if the video download isn't functioning for you. Also, you should know that I have no business relationship with Randall Arendt what-so-ever and I paid him \$250 to make the zoom presentation.

- Agree
- The first reason my family purchased a home in Shawnee in 1992 was because of its location in Kansas City meaning close to downtown KCMO and south Johnson County. The second reason was it truly felt like a small community full of good people, families, and parks. You could tell by the way people took care of their lawns and property that they planned on staying in Shawnee. The third reason was due to low crime rates. Thank you to all the good people of Shawnee, Kansas for creating a wonderful town to live in for a lifetime.
- Agree
- Add entrances/connectivity between park trail system and the Mid America ball fields. Visitors should be able to visit both, the experiences should flow together and not isolated from each other.
- Agree

- I see no map showing just green/park/ag spaces. We are LOSING THEM.
- Cut crime- especially car break-ins.
- Many of the benefits will be in west Shawnee.
- How about a bike park (like Valmont, Colorado) over by existing Donderdag area? 6262 Woodland #bikesarecool
- Please remove Nieman Bowl
- If you're gonna change the farmers market, ask the farmers.
- Please have City Council listen to feedback and not have their own agenda! Current issues need to be addressed before new staff started.
- The side angle parking downtown is dangerous and stops traffic. Please no more mid street crossing like on Nieman.
- Need senior townhouses or senior community
- I am a minority person and Johnson County increased its population by 230% with people of color. I do not see any real data here that says I'm included here in Shawnee.
- Would like to see plans to reinvigorate the older neighborhoods. Great opportunity for families to live in and reenergize. Bring back the old with updates instead of tearing down trees first use existing structures. Reduce, reuse, recycle in order to improve.
- Work on filling the existing vacant building and store fronts in city- i.e. Hwy 7 and Johnson, the whole center by old Price Chopper vacant and trashy.

What Did We Miss? (continued)

- The Baptist Church and the 57th and Cody farm are not for sale and not up for development discussing.
 - Agree. Don't assume that any land you propose a design for is available for development. Don't plan to fill all greenspace- let's leave what's left!
 - Your age 50-65 group is very important. Don't just focus on bringing in young people - provide attractive options to get the 50+ crowd to stay.
 - Agree
 - Agree
 - We can never be Lenexa, stop breaking the bank by trying to duplicate it.
 - Need good anchor store or restaurant at 7 and Johnson (55)
 - Do you promise to stay out of the developers pockets?
 - No subsidies to any developer
 - Yes, downtown landscaping or sculptures
 - Where is our permanent farmers market space? We have one of the oldest markets and we have never invested in promoting and protecting it.
 - Landscaping goes so far in making a community attractive (think Estes Park, CO downtown) we need it downtown
 - Please include conservation subdivision language in the Comp. Plan Dusty Miller
 - Why is there no map representing elderly, minority, and homeowners with children. We want to encourage diversity... we should be actively acknowledging diversity we do have?
 - Need to infill gaps in incomplete sidewalks such as along Midland between Pflumm and Blackfish
 - It is interesting that there is no info here regarding costs or taxes
 - Less property tax, more sales tax, developers who stand to gain should be willing to invest 100% of their own funds in projects
 - Overall plan comment: consider property tax burdens for elderly and long-time Shawnee residents
- Why Do You Love Living in Shawnee?**
- I love that Shawnee offers high- and low-end home buying options (which are shrinking). Most surrounding cities price single parents out of homeownership.
 - Still green spaces in western Shawnee. Reason we moved there vs. O.P., Lenexa, or Olathe!
 - Love the parks, and focus on outdoor recreation- i.e., bike trails and bike lanes.
 - I really love that if you're a morning person, Shawnee offers a way to buy vegetables on Saturday mornings, but you can also go to a concert at night so there is a variety.
 - Location, location, location! Shawnee is close to freeways and so close to Downtown KC - easy to get to most places.
 - I love the focus on trails and the amount of opportunities people have to express themselves.
 - The wooded areas and less congestion than other cities. Don't ruin it.
 - We need to get this published and in motion-city needs direction now.
 - Location within metro and between major highways.
 - Small town feel
 - Not as "uptight" or "highbrow" as OP
 - I love the small town feel and the many green spaces! It is centrally located!
 - I love the small town feel with big city amenities. Most Shawnee natives will never leave Shawnee. You can get anywhere in metro KC within a half hour
 - Bike trails
 - Hills
 - Downtown
 - Caring neighbors
 - Parks
 - Small community feel with numerous amenities nearby east and west Shawnee. Parks, trails, and libraries.
 - Love the downtown brewery development! It's becoming a destination spot for KC metro.
 - Why is it not clearly marked that density housing should be near 435, SMP, and K7? We're starting to look like a patchwork quilt. Single family homes next to high-rise apartments.

What Did We Miss? (continued)

Why Do You Love Living in Shawnee? (continued)

- I really enjoyed being a part of this process. It was done with care and fairness and comprehension. Every meeting or open house I participated in was well attended and represented all walks of life our city includes. As a lifelong Shawnee girl now grandma, I grew up on the east side and now live on the west side. I've seen hundreds of businesses, including my family's, come and go. Because of this, there is little continuity in the up keep of old buildings and modern additions. I love Shawnee and we do need newer amenities. We also need a strong governing body that will enforce zoning and upkeep in some of our run down areas. There is a push to call us "One Shawnee" but frankly, we are not and needs/wants on each end of I-435 differ. I appreciate and have enjoyed the new look and businesses of our downtown Shawnee area. But it is not handy nor accessible to the Western side without a car. The west side would love it's own accessible walking/gathering community with good restaurants and shopping. This can be done while still preserving and appreciating our vast green spaces. I've paid a lot of attention to our neighboring cities. Downtown Overland Park off Santa Fe is a completely different vibe to southern OP.

The same goes for Lenexa and their quaint old strip by the tracks compared to the new City Market area. It's ok to have two or three personalities in one city and still all get along. I do everything I can to support the businesses in our city but many times we just don't provide what's still needed. My goal in this process was to achieve pride in our city by being able to drive up or down SM Pkwy and see a constant stream of vibrant, up kept businesses, communities and safe alternative transportation for those who would like to cross I-435 to enjoy it all. Thank you for this process.

- I love that western Shawnee still somewhat has the rural atmosphere, yet it is close to the businesses along SMP. I hope that you will keep the rural aspect of western Shawnee by leaving the remaining green space alone, not putting streets in just to connect the grid squares, and that you will help maintain the quiet setting here and not push development further this way. Also, I would LOVE it if the city or city/county was able to buy the 72 acres in the NW corner of 71st St and Clare Road and just keep it natural and have a mowed trail only through it that walkers and horseback riders can use, and leave the rest for wildlife. Thank you!
 - Agree
 - Agree

- I love that Shawnee still has some rural feel to it. However, at the current rate of development buildout Shawnee will soon look like Overland Park and Olathe - I believe most current residents don't want to live in a place like Overland Park or Olathe.
 - Agree
 - Agree
 - Agree
- We used to live in Nottingham by the Green in OP. We chose to move to an older part of Shawnee to get a neighborhood instead of a development. We like the mix of ages of people in an organic neighborhood. Would like to see some low-density townhouses in the region that you named ___? around old downtown, to be marketed to older people who want to stay in Shawnee but don't want to/can't take of a yard.
- The importance of life cycle housing to address everyone at different life stages. From apartments, townhomes, starter homes, move-up houses, to downsizing. Let's allow residents that want to be in Shawnee to stay in Shawnee depending on their needs.
- Western Shawnee is devoid of good restaurants! We need them!
- Shawnee has many near-by retail stores (grocery, restaurants, etc), parks and trails. However, some collector streets are already too busy/congested such as Woodland at SM Parkway.

What Did We Miss? (continued)

- Agree
- Agree
- Agree
- I love that it's different from Lenexa -- Shawnee will never beat Lenexa at being Lenexa, so we need our own identity/vision, which is what this project is aimed at.
 - Agree
- Equity in improvements between the different geographic areas of the city. Established, older neighborhoods have different needs than newer neighborhoods - but both are important.
 - Agree
 - Agree
- I'd like to see a focus on what makes Shawnee distinct from other communities in the KC region.
 - Agree
- 1. Need more family friendly and bar and grill type of restaurants in western Shawnee, such as Nick & Jakes--it is always packed and if additional restaurants like that were established in Shawnee Crossings, they would do well. I would much rather stay in Shawnee to eat out instead of having to go to the new western part of Lenexa or Overland Park to eat at places such as Red Door, Maggiano's, etc. Also, a Panera restaurant would do well at Shawnee Crossings instead of having to drive to Merriam on SM Pkwy.
 - 2. Rental apartments should not be placed directly next to single family homes. It reduces property value, there is increased traffic issues, crime increases, and our good schools are overcrowded. There are enough rental properties or "townhomes" already at K-7 and Johnson Drive, and also at Johnson Drive and Woodland. You are destroying established single family homes neighborhoods. We need more single family homes to be developed instead of rentals or small townhomes.
 - 3. Shawnee planners should have had the vision years ago to develop the land west of K-7 and west of 435 like Lenexa has done. That area is thriving. I am disappointed in the lack of vision and timing by our elected officials.
 - I hope that this plan is truly used for future guidance by the city planners. Too often, elected officials forget that they work for the taxpayers. Being elected to office does not mean officials are given a mandate to act on their personal views, not those of their constituents. I appreciate the opportunity to comment on the future, and I hope all of the comments are seriously considered.
 - Agree
 - Agree
- Shawnee finally became a quiet town when we finally got rid of many of the drug dealers, pimps and drunks. Now with the changes being made and type of business coming in the current drug dealers in Shawnee are making plans on extending their businesses in these apartments bringing more crime, drug's prostitution and drunks into Old Shawnee. This is according to the talks we hear on the streets. We do not want this. Thanks for repeating history and destroying the peaceful atmosphere of old Shawnee
 - Disagree
- This panel literally says at the top that you are supposed to be telling the comprehensive plan folks what you love about Shawnee. Your post is nothing but negativity about the city. I truly don't understand what the purpose of this type of post is, but for me, Shawnee is a great place to live and we have enjoyed the safety, public amenities, commercial and retail offerings, great trails and parks, fantastic police and fire protection, and easy access to other communities that Shawnee has to offer. This plan only enhances all of those things, and I am proud to have been a part of informing it. Here's to a vibrant future and continued growth in Shawnee and the entire region.
 - Agree

What Did We Miss? (continued)

Why Do You Love Living in Shawnee? (continued)

- My last comment is that Shawnee is a nice place to live BUT I think with the addition of too much housing it will go downhill and crime will increase. If we use up all of our greenspace, it will ruin the ecosystem of animals that depend on it and it will not be a pleasant place to live. There needs to be large swaths of area that will not ever be used for housing or businesses that maintain wildlife habitat. Believe it or not, I am a conservative that believes in conserving nature for people to enjoy and animals.
 - Agree
 - Agree
 - Agree
- It is quiet and understated.
 - Agree
 - Agree
- This process of making comments is forcing people into circles and hard to get out of.
- I love Shawnee because of its community feel with lots of homeowners, churches, parks, and recreation. I currently feel safe in my home. Hope the future planning considers safety meaning the lack of crime continues in this City.
 - Agree
 - Agree

Area Plan Workshops

Overview

During the Planning Workshop and Public Open House #1, community members were asked where a deep dive should be taken in the City of Shawnee. Based on this input, the area plan workshop locations were selected. While other public events had taken a citywide, high-level look at everything happening, the area plan workshops were charged with taking a closer look. For instance, instead of just examining downtown Shawnee as one, large district, the workshop dedicated to this area took a parcel by parcel, or lot by lot, look at what could happen in the future.

At each workshop, the same purpose and background information was shown, including an explanation of what the comprehensive plan process entails, the public survey, and maps that explained how we arrived at the information shown for each respective area. These maps included the market study recommendations, area plan workshop locations exercise, and the appropriate/not appropriate growth and revitalization areas map. The following comments are organized with general area plan workshop comments for material that was consistently shown at each workshop regardless of location, and then provides comments that are specific to each workshop for unique concepts that related to those areas.

The following pages document all comments received during each of these workshops.



The text on this page includes verbatim public comments recorded during the Achieve Shawnee process. In an effort to support transparency, no comments have been edited or changed.

What is an Area Plan Workshop?

Similar to the citywide planning workshop we just hosted March 15 - 19, these workshops will have a narrower focus. While the citywide planning workshop examined Shawnee from a 10,000-foot perspective, the area plan workshops will take a 2,000-foot perspective. This allows us to dive deeper for areas and corridors deemed extra important by the public.

Workshop #1 - K-7 Corridor & Riverfront Area

April 20, 2021 from 6:00 - 8:00 p.m.
Fire Station 73

Workshop #2 - Shawnee Mission Parkway

April 21, 2021 from 6:00 - 8:00 p.m.
15810 G Shawnee Mission Parkway

Workshop #3 - Downtown & Neighborhoods

April 28, 2021 from 6:00 - 8:00 p.m.
Shawnee Town 1929

Workshop #4 - I-435 Corridor & Landfill

April 29, 2021 from 6:00 - 8:00 p.m.
Justice Center

Area Plan Workshop General Comments

Market Study Recommended Sites for Potential Development and Redevelopment Map

- Would love to see a Performing Arts Center... with the I-435 Midland area being ideal location with hotels and restaurants. Dance competitions and studio recitals are in high demand and there is very little here in South KC area. Alternative for concerts would be awesome instead of downtown KC at awful venues like The Truman. Liberty has a PAC and it is in use all the time including numerous out of state dance competitions. And it has nothing around it like 435/Midland does. Events like concerts, plays, dance competitions will bring in outside revenue to Shawnee. Now that would be visionary.
- Lenexa has covered the upscale development of offices, and attempting restaurant at 87th and 435. How about Shawnee goes for the Austin, TX vibe?
- Downtown Shawnee has a couple breweries trying to make it. Wouldn't open air dining and music spaces like Austin would be a good draw for area residents.
- Would rather not see industrial development here. Professional office ok.
- Clare Road needs speed bumps and better speed monitoring!!! No big trucks (x2)
- Clare Rd between 71st St and Johnson Dr needs a real road
- Clare Road needs better speed monitoring! No police presence for speeders.
- Yes. Appropriate areas for multi-family housing development.
- Do NOT make us Overland Park
- I really like downtown OP and Lenexa's City Center. They should be models.
- This area has some wonderful homes / yards / trees- Please leave them alone
- Make the downtown area more walker / user friendly- parking wide sidewalks (the new ones on East are great) ADD trees- new landscaping is great - buildings could use some continuity - much more inviting and charming stuff! Not sure what others would like.
- DT Shawnee needs to be family friendly. Walking trails, parking, park like atmosphere. (x2)
- Not opposed to development at Wonderscope. Just needs the right development. Not 180 apts. Maybe mixed use, similar to development on Nieman by the flower shop. (x1)
- Get the developer to let go of Wonderscope, there is lots of others interested in this land. (x1)
- This area needs further definition. Obviously Wonderscope needs addressing as well as the development lot on Barton
- The area around old Wonderscope and nearby needs to be developed. This is an eyesore.
- They tried except all the "NIMBYS"
- So how bout making DT Shawnee a walkable area. Sidewalks and bike trails - along SMP - and Nieman and 75th (x1)
- Apartments are not the only thing we can build!
- Keep the "smallness" of downtown
- City of Shawnee ORD. Parks close at 10:00 PM. People and cars must be gone. They are NOT city open parking areas.
- Wonderscope could be erased and developed as "covered" outdoor activity space and Shawnee Town 1929 could be used (x2)
- Keep the trees and openness and grow spaces - don't crowd the houses, make it walkable (x3)
- Commercial use. Too many bars already. Only used in evening because of bars. Day time use. Lots of vagrants. Large # of drunks. Need family activities.
- Yes on event space. It mixes in with OST, theatre, pool, parades, and all city events
- Yes have multiple space/lots to utilize for event space - city hall pkg lot, splash cove, and old Shawnee. Dollars may be better spent on other downtown attractions and these spaces need to be better utilized
- Recreate the wonderful wonderscope general area somewhere in downtown (x2)
- What does infill mean?
- A downtown community garden and environmental education area would be great. (x1)
- Nieman is currently a hodge podge of small offices in old bldgs. - need some creativity
- Respect single family residential in the Shawnee Heights area where Wonderscope is (x1)
- Can we ever get a sit down restaurant. Ex. Chain like Red Robin or Olive Garden.

Area Plan Workshop General Comments (continued)

Area Plan Workshop Map

- I'm for mixed use in certain areas such as the old pots/pan factory and the eyesore across from the new bakery.
- I feel mixed use developments can keep the neighborhood feel and allow for the growth of local business at the same time
- There are already enough apartments in Shawnee. No More!
- Keep the same family homes in this area - we really care about our neighborhood and don't want big tall rental stuff and people who are not staying in area (x2)
- There should be some protection from the city to not put big buildings within 500 ft. of homes. Pay attention to surveys including the past 2 the citizens have said they don't want more apts.
- Mixed use retail/housing to help spark business growth downtown
- More mixed use to encourage business in downtown
- Keep spacing in mind. I did not move to Downtown Shawnee area to be crammed in w/ a bunch of apts.
- Growth and traffic increases west of K7. Would like a bridge over K7 at 71st ST
- Bridges need to include Bike/Ped access
- Manage bugs for river trails

Growth is Appropriate/Not Appropriate Map

- Keep housing "Not visible" from inside Shawnee Lake Park. Like tree live branches.
- Need traffic access form north along I-435
- This is currently an undeveloped farm. Likely not a redevelopment area. Please reconfirm.
- Like this.

Growth, Revitalization, and Redevelopment Area Map

- River bicycle/hiking trail
- Attract 5 story office buildings, residential with first floor service at K7 and SMP like Lenexa Center. North-south roads on each side of K7 for heavier traffic
- There are opportunities here for small mixed use and garden style apts
- Keep big box stores and restaurants on SMP and out west. Make downtown local restaurants and boutiques. No apts (x1)
- Consider parking
- With pool and recreation nearby, multi family mixed use should be explored. These may be our future single family home owners
- Leave alone 51st-55th Nieman to Switzer. Included in revitalization; is all neighborhood
- Don't mess with our wonderful single family homes in a very old section of Shawnee with trees and grass and big yards (x2)
- In order to have locally owned shops/ restaurants you will need more people

- We live in a suburban area - put good option in and people will drive to them!
- Need enough traffic access for downtown events and parking

Area Plan Workshop #1 - K-7 Corridor and Riverfront Area

Kaw Lake Park - Do you agree with what is shown? Is something missing? Tell us your thoughts!

- Yes!
- Yes
- Yes
- Add pickleball courts and mountain biking trails
- Map of plan development is right on- if city council and neighbors will support the development
- Yes, agree with dog park as part of development
- Bike trails and hiking trails or look out space near river park
- Great idea! Add a dog park
- Looks great
- Love the idea of camping sites, need youth group camp opportunities
- No campsites
- No sports complexes near river area
- Sure, dog park?
- Need connecting link between east and west riverfront parks
- Yes!
- Yes, please!
- Great concept!

Additional concepts for parks, trails, bicycle paths, and open space are a next step in the connectivity of the K7 corridor and riverfront area. What additional parks / open space / trails / recreation amenities should be accommodated for in the corridor? Where? Why?

- Amphitheater (x2)
- Leave the trees alone
- Sick and tired of paying for TIFs

- Pickleball courts (outside)
- Mountain bike trails
- Rec trails N to S along K-7, W to E along SMP
- Parks don't receive tax abatement
- STOP the tax abatements. It's ridiculous that our residents pay for the developers to profit. Insane!

What uses in the corridor should be modified based on what is shown?

- Many of the commercial developments (at K7 - Johnson especially) have been poorly planned for traffic flow, parking, etc. The Woodsonia West area is a disaster and needs to be addressed before any future development. Employees parking along (55 Terr?) and semis delivering make 2-way traffic challenging. Buildings that sit sideways so you have to drive around the "U" to get in (Shape Fitness).

Does the overall mix of uses in the corridor seem appropriate?

- Make mixed use in K-7 better than Menard's
- Don't like mixed use or apartments on K7, too easy to develop land, think harder this way
- Yes
- All of this is fine, except: please enforce dog poop issues
- Need more commercial pads w/ industrial for food options
- Need more residential units of all types- apts included to support retail and restaurants that everyone seems to want

Is there redevelopment of existing properties that should be undertaken?

- Bike path across 435 to bind one side to another safely
- Price Chopper empty storefront on K7 is an eyesore!
- Create indoor pool rec area for DeSoto schools

What are the critical community issues that need to be addressed regarding future: land use, development, infrastructure; in the K7 corridor?

- Traffic access to K-7
- K7-83rd interchange
- Traffic flow in commercial areas
- Commitment by City Council

K-7 Corridor Future Land Use Concept

- Trader Joes!
- Need food options on south K7, south of 71st
- Need density along K7 to support more rental to get redevelopment at Johnson Drive and K7
- Preserve enough riverfront for a trail the whole distance

Area Plan Workshop #2 - Shawnee Mission Parkway

At the Planning Workshop and Public Open House #1, we asked you where in Shawnee it is difficult to walk, ride your bike, or use public transit (i.e., not use a car). The yellow dots you see underneath the trace paper represents exactly where you told us this is the case.

- Need sidewalks in residential areas!
- I'll vote for that too! Especially along frontage road on N side along SMP - can't walk from chicken place to ice cream on sidewalk
- Quivera is NOT bike / ped friendly

Transportation Framework

- To accommodate expansion: Midland needs to be expanded to 4 lanes and bike lanes between 435 and SM Pkwy!!!
- Buses really are not a mode of transportation for Shawnee
- Make the school buses drive the BIG streets not come roaring down our narrow no sidewalk street (the ones for kids are fine) it's the 3-4 more that don't have kids from our neighborhood
- Need sidewalks in residential areas
- Bikes on streets
- Heavier traffic with construction and new apartments

Transportation Framework Street Sections: 300' ROW

- Seems like a lot of open potential in all this space

Transportation Framework Street Sections: 140' ROW

- Bike "paths" should be based on realistic use-start small and see how it goes
- Peds and bikes having their own place is great. Please ensure continuity at intersections to prevent dangerous interactions
- Love open air options! Tunnels offer opportunities for bad things to happen
- Please keep bikes of SMP
- Great concept! Need to change SMP to more of a balanced type feel better than a state highway
- Great idea
- Love it!
- Yes

Shawnee Valley of Champions Concept (from previous consultant)

- Love this imagery
- Center for rec - wonderful
- Much needed! This area is one place that people visit from all over the metro and neighboring cities. We need to offer all of these amenities.

I-435 and Shawnee Mission Parkway Concept – Option A

- Like A better
- More affordable housing
- Love the mixed housing, a central green, and convenient loc to shopping
- More options for affordable / nice housing for retired age. Option A could provide this better than Option B

I-435 and Shawnee Mission Parkway Concept – Option B

- Yes! Option B

10 Quivira Plaza Site Idea – Entertainment District

- Don't change this and don't take away parking - add trees
- Great idea!
- Yes bike and ped areas
- Keep bikes near parks, off arterial streets

SM Ford Sites – Option A

- Yes, scenery pleasing to eyes
- Yes- great ideas, either better than existing

SM Ford Sites – Option B

- Whichever option puts humans not cars centered
- A and B are both improvements - remember - walk - bike how do you get there?
- Option B preserves green space and play areas for multigenerational living
- This option is much better, preserving some green space
- I like the common areas

Shawnee Mission Parkway Future Land Use Concept

- Midland must not become an arterial road, need less traffic, less speed
- (NW corner of SMP and 435) No mixed use, residential only, no apartments!
- (NW corner of SMP and 435) mixed use is great for this area (including multi-family), should be similar in design

Area Plan Workshop #2 - Shawnee Mission Parkway (continued)

I-435 & SMP Concept A



Future Land Use Concepts



I-435 & SMP Concept B



10 Quivira Plaza Site Concept



Area Plan Workshop #2 - Shawnee Mission Parkway (continued)

These images show examples of what mixed use along Shawnee Mission Parkway could look like. What do you think?

Townhomes (2-Story)

- Yes - two story townhomes- rowhouse look
- Yes
- Yes

Townhomes (Three-Story)

- Yes
- Ugly

Mix of Uses (Office, Retail, Residential)

- Yes!
- Not near downtown- too big

Apartments (4-5 Story, Park-facing)

- Stick with two story. People still love a skyline and sunset. Taller buildings look trashy after so many years.
- 65% of residents are 11+ years in Shawnee. (Old farts!) Need options to attract young (future residents)
- Way too ugly and tall
- Too common area now (x1)
- No big apartment buildings, if you have to have parts keep to 2-3 stories max. Other cities aren't filling apts now.

Walkable Retail (2-3 Story)

- Yes
- Yes - good one

Outdoor Gathering / Entertainment Space

- Yes! East of 435
- This please!
- Out west further ok- don't put in downtown area

Outdoor Gathering / Entertainment Lawn

- This would be ok at 75 / Quivera where they are building new stuff and houses, lots of room
- Yes
- We need this on both sides of 435!
- Yes, need outdoor "gathering" spaces

Outdoor Gathering Space (Passive)

- Amphitheatre instead of this. I don't like this.
- Boring
- Pointless

Varied Housing Types and Scales (2-4 Stories)

- More of this
- Nice

Neighborhood-Scale Retail

- "neighborhood scale" - yes!
- Yes! Like this!
- Yes! Just don't take down living areas to do this
- Yes

Varied Scale (2-4 Stories)

- 4 stories are too high for downtown, out west? Maybe?

What uses in the corridor should be modified based on what is shown?

- Always add safety walks / cyclists - we need to be outside
- Flowered bus stops
- Lighting!
- Put safe sidewalks and benches and trash cans where there are businesses
- Ability to walk / bike safely - decide if you want to have it be a drive-thru
- Offer reasons to "stop" by maintaining or upgrading "the look"

Does the overall mix of uses in the corridor seem appropriate?

- Yes, if not by single family neighborhoods. Brings too much traffic and noise
- Need to create unique and yet "connected" destinations - pockets / identities
- Luxury condos on top of plazas
- Yes!
- Yes
- Yes! But need true mixed use development districts, not just different uses next to each other
- Ok concepts. Important to not impair traffic, but for everything that helps peds and cyclists
- Like to see as much green space as possible and trees

Are there entertainment destinations / lifestyle uses that you believe would not just survive- but thrive along Shawnee Mission Parkway? What are those?

- Theatres
- Movie theaters!
- Upscale restaurants
- Theatre amphitheater
- Upscale and healthy fast food (tropical café)
- Bowling alley
- Go carts
- Miniature golf
- Upscale restaurants

Area Plan Workshop #2 - Shawnee Mission Parkway (continued)

What would make Shawnee Mission Parkway a regional destination that's unique to Shawnee?

- Entertainment venues / Chicken and Pickle concept
- Open areas for food options
- Food truck center / food hall (x1)
- Local unique businesses and restaurants, everyone else has the same ol same ol
- Enhance history

Shawnee Mission Parkway is the retail engine of the city. With that in mind, what is missing from this corridor that prompts people to leave and spend their dollars elsewhere?

- Unique destinations, no aesthetically pleasing centers or many "local" places
- Too hard to get in and out of
- Frontage Road lights not sequenced, not long enough to turn onto SMP from Frontage
- Summer street fairs and open food market
- Music and lowkey entertainment with upscale food options (x1)
- Unique, not "charm" (x1)
- Restaurants that aren't fast food, bars that aren't sports bars
- Charm
- No good clothing stores
- Could use more sit down restaurants that are good closer to Nieman, Quivira, and Pflumm
- Quieter bars
- Unique shops and mixed \$\$ retail
- Restaurants!

What users do you want Shawnee Mission Parkway to serve?

- Retail (x3)
- Community uses
- Neighborhood centers
- Community!
- Not high speed travel via large trucks
- SMP should remain no less than 45 mph, but should easily route to more friendly options
- Options for luxury living without the massive sqft homes
- Lock n' leave living for retiree
- No higher speed and freight trucks
- I am all for beautifying SMP but I do not think we should spend too much money to completely redo the big intersections on SMP and add more stop lights. This would add to congestion and traffic. Spend the money instead to beautify various roads or provide incentive for new businesses. Maybe put more funds to 75h or Johnson, 75th and Johnson Drive seem to be a better fit for this.

What additional parks / open space / trails / recreation amenities should be accommodated for in the corridor?

- Trails through city that attach to other trails, not on roads if possible
- Trails connect to Turkey Creek / surrounding communities
- Connect to surrounding cities to attract outside visitors

Area Plan Workshop #3 - Downtown & Surrounding Neighborhoods

Downtown Future Land Use Concept - Option A

- I have read this plan. Maybe you should post this for others to read. This statement is Not true!
- We need this because city hall can't be trusted to protect the homeowners
- Vote or run for office!

Downtown Future Land Use Concept - Option B

- If multifamily housing is placed next to SF residences, it needs to be maximum 2 story, low-density, with green space and plenty of parking
- If everything is "mixed use" then any thing goes and there will be no protection for homes adjacent to the mixed use development
- As long as mixed use has different levels of zoning approved aka residential 1, 2, 3, etc.
- Mixed use = more people = more apartments. Like idea of stacked office, retail, and residential
- Yes option B but with no city incentives involved
- Height restrictions for new development of any kind - residential/mixed/office, etc.
- I like Plan B. Providing more flexibility.
- Option B offers more growth opportunity to downtown businesses
- Mixed use needs to be "relative" for area
- No mixed use at wonderscope or FBC!
- Personally, what I like and am used to is Option A. But, I think the future is Option B. This is what the 20-somethings like and gravitate to!

- Each mixed use proposal should be evaluated and approved separately, not just a cookie cutter/auto approved. (x3)
- Work with what you have and stop creating something totally new.
- Mixed Use. How bout use what is there and repurposing and not tearing up everything.
- Mixed use = more \$ in out community as long as it is appealing
- I still think the wonderscope land be purchased for Shawnee downtown parking!! As this is like #1 thing we need in downtown!
- And "No" to the proposed development! Etc.
- Beware of mixed use! Could turn into a lot of apartments

This concept builds upon the existing Shawnee Town 1929, preserving key features while adding new ones to make the space more interactive and a year-long destination.

- 2 story townhomes for scale throughout the area (x1)
- Ensure enough parking year-round (x1)
- Doc Sullivan practice was 5817 Nieman. Wrap it into Old Town.
- Where are the bike/ped paths?
- Townhomes that are owner occupied are better than rentals
- Generally, a great concept. Need max 2-story townhomes and green space next to SF homes
- Expand farmers market here
- Look into purchasing old house across street from Shawnee Town 1929. Dr. Sullivan's House!
- Yes enhance creek area and have a walking trail

- Recommendations to improve walkability and downtown along Johnson Drive? How much lot is needed? Add on street parking
- This (Shawnee Town 1929) looks like a good place to develop - so close to downtown, lots of open areas that could be low height apts or houses
- Need a better farmers market with a permanent pavilion
- Scrap multi family along Jo. Dr. It creates a bad 1st impression on city. Choice, attractive, useful building landscape needed.
- Yes yes yes, we have many thousands of people that come to Shawnee ball tournaments so make this area a destination place, as no where in KC has something like this but no apts right in the middle and ruin the area
- Like this idea. This space is totally underused. Also use splash cove pkg lot in off season - encourage ford truck, craft events

This concept illustrates neighborhood revitalization that isn't just about the actual housing structure. Street trees, consistent sidewalks, curbs, and gutters are one way to revitalize neighborhoods in a more scalable way near downtown.

- Yes! 100% downtown streets need curbs, gutters, and sidewalks
- Trail springs needs sidewalks (x1)
- More focus on upgrading streets and sidewalks in downtown area
- Yes on this, why do so many frivolous things when parts of Shawnee don't even have curbs

Area Plan Workshop #3 - Downtown & Surrounding Neighborhoods (continued)

- Sidewalks and curbs in all downtown. Cross walks for growing downtown uses.
- Love, love, love the wider sidewalks down Nieman!
- Consistent sidewalks, gutters, and signage in downtown would look great

This concept keeps the City Hall building where is currently is, but moves parking to the rear of the building to make way for a community green space along Johnson Drive. New commercial or multi-family are featured north of City Hall.

- The concept of moving parking is nice BUT downtown businesses need that parking close to their businesses on Johnson Drive
- Yes. Bring people downtown. Support “our” Shawnee and our business
- Parking is a nightmare currently for retail. Will this help?
- Yes agree. If enough parking available for city meetings
- Like greenspace and screening/moving of parking
- Get rid of the pots/pan factory
- Parking needs to be visible from Johnson Drive. Needed for business

Do you agree with the current placement of city hall in the heart of downtown Shawnee? Why or why not?

- Yes, the “heart” of the city needs to be in the downtown
- Great looking building keep it. Do not move parking. Total lack of parking in area per business owners. See past comp plans.

B164 • Yes, historical center is important

- Yes = keeps people coming to the area and is great appearance
- Yes - should remain center of the town
- City Hall should stay. Without City Hall, I don't think the city would be as careful about revitalizing downtown
- Yes - agree it should be here
- City hall needs to stay. It is an anchor. Keep parking lot where it is. The sidewalk and fountain can be beautiful and color added to make more attractive
- Yes keep City Hall downtown
- Like city hall where it is, but like the idea of moving parking to other side
- No, not the highest and best use of a prime downtown property. Let's put something special here instead.
- Is city hall the highest and best use of a prime real estate corner? Could a new city hall be built near Splash Cove/1929?
- Keep town hall in downtown!
- Like city hall where it is. Some parking in back would be better but leave some for weekend businesses
- It it taking prime development land
- Agnostic @ whether to move city hall, but like moving parking and adding green space
- Not eliminate the parking lot at city hall
- Relocate and open up for development
- Keep city hall where it is. All city social takes place in this area. Save development for out west and SMP

Just north of Shawnee Town, this concept shows a single family residential district with a central park. These homes would sit on smaller lots, about 5 units per acre, to appropriate transition to larger lots farther from the downtown core.

- OK - keep it single family and yards and smaller yards are fine. Not quite as close as these
- Like nice duplexes vs small single family lots w/ extra parking
- Architecturally interesting. Great idea - using great architects and builders
- You cannot build on something not for sale
- Solve parking lots for events at Shawnee Town. Visit Center in Independence and see how it works well for crowds much larger than old Shawnee days
- Save some of this land for parking for city
- Cool idea
- Very nice!
- Transition of density is important. Like the pocket park.
- 5 houses on 1 acre NO NO NO
- Good idea for varied construction and land use for single family
- No duplexes
- Like single family here any format shown here works
- Good use of this area, but be sure to leave green spaces!
- No 8-story office buildings
- Cool
- What about townhomes?

Area Plan Workshop #3 - Downtown & Surrounding Neighborhoods (continued)

The McLain's redevelopment is a beautiful local example of appropriate redevelopment in downtown Shawnee. This concept illustrates a furthering of this redevelopment style along Nieman Road.

- Yes, keep the momentum
- Yes to road diets and bars and restaurants
- Yes McClain's did a good job. Would keep buildings heights to 2 stories
- Yes!!! :)
- Exactly work with what you have. Stop trying to build large buildings.
- Yes, appropriate. We do not want to look like old overland park where new development hugs lot lines and dwarfs the quaint old area
- Maybe something attractive at the Gumm Spring location!
- Too many living residences crammed into such a small area. Again Parking.
- Great goal (x2)
- Love this idea!
- I want a off leash dog park! (x1)
- Yes! Like building the edge w/ buildings not parking
- Yes - look what mcclain's did. Keep old look and redo old building (x1)
- Yes - love mclain's - attractive - people drive to Shawnee to go to McClains
- Yes, need newer businesses/revitalized exteriors to attract new customers
- We like out downtown. Don't put box stores and restaurants in this area. Do local restaurants and boutiques. Old OP attracts tons of people

- Shawnee is community, not just a city
- No more apartments. Townhouses or cottages OK (x1)
- Do something nicer with the corner bank building and old 7 eleven

These images show examples of what mixed use in Downtown Shawnee could look like. What do you think?

Overall Comments

- All good. Three stories is a little much (x1)
- < 3 stories

Apartment/Mixed Use with Central Green Space

- Green space with mixed use. Great.
- Too tall
- Way too high and crowded (x1)
- Okay if right off SMP or Johnson Drive or Nieman but NOT close to SF homes
- Too tall, keep to 2 stories. Don't make Shawnee look like old OP

Neighborhood Scale Retail

- Yes (x4)
- Nice!! (x2)
- Yes - keep the building low, lots of grass
- Love this look!
- This looks good and inviting. Keep building height to 2 stories. Love the sidewalks and green space
- Love this!

Neighborhood Commercial Strip

- NO
- Looks junky (x2)
- Doesn't use space well enough

Outdoor Gathering/Entertainment Space

- I like this
- If this is old Shawnee OK - not made new
- Looks like a fun place to spend time and money in Shawnee
- Yes Yes Yes
- Love this! Attracts more people and includes open green space
- I like idea of outdoor entertainment but this rendition is a little much (x2)
- Redo Shawnee Town 1929. We don't need more event space. What a waste.

Central Green Space

- Is this gathering for residents only or for the public? Seems surrounded. Needs more elements like fountain/garden. Looks too much like Kansas.
- Too high and dense. Grass is good.
- Yes green space = Shawnee community
- No too boxey to our quaint area
- Green spaces and pedestrian/bicycle connectivity are very important
- Yes
- Like the green space!
- Like the green space but feels closed off
- Good green space. Limit height of buildings.

Townhomes (3-4 Story)

- No thank you
- Where are the street trees? Three story too tall
- Too tall. Too close to street. No green space.
- lcky - too high and not enough grass & trees (x3)

Area Plan Workshop #3 - Downtown & Surrounding Neighborhoods (continued)

- Too close to street. Too tall
- Too dense - where is the breathing space? (x2)
- No
- Excellent!
- No. not setbacks. No greenspace. (x3)
- Downtown has no setbacks like traditional town square style

Gateways and monuments can help define the boundaries of a district – like downtown Shawnee. These examples offer ideas on how to welcome people to downtown.

- Why can't Shawnee do something more unique and fun to highlight and bring people in? Allow graffiti on business walls. Put in mosaic benches.
- Sorry I disagree. No Graffiti. Unique murals - yes. Classic looks - OK
- We just spent money to do this on Nieman? How/where would these exist? Johnson?
- Monuments are GREAT for community identify and delineation
- Defining the area can be self limiting
- Use something like old stone posts for signs. Don't like the across the street sign. Get that horse and rider done and installed - that will be good!
- More structure for vehicles to hit like the mid block crossings bus stop and above ground every block
- Yes define Shawnee thru gateway
- The signage feels as one is entering a special area
- I like the defining character of the gateway
- This is just "not cool"

- Not sure I like the lettering, but love the idea of a "gateway" look!
- Create a showcase! Different font.
- Yes
- Large entranceway is a waste of \$. Rather see signs and flags along the route. Leaves room for growth.
- Like LED lights. Can we shift color rendition of LED's at different times of the year?
- These look nice
- Very nice. I think we already have some of this along Johnson Dr and Nieman
- Lets fill Shawnee with beautiful street lights
- Yes
- Awesome!!
- Not effective
- Appropriate protected and sheltered pathways. Monuments are appreciated. Anything to encourage walkability.
- This is a waste of \$ (x2)

What criteria are important to you to evaluate the fit and appropriateness of future uses in downtown?

- Important to provide green gathering space downtown
- Scale and ability to transition to surrounding neighborhoods (x2)
- What topics are studied. I do not see web access, web based out front. I do not see methods to contact.
- Who owns the commercial property? How do I support an unkept property?
- Walkable and safe!

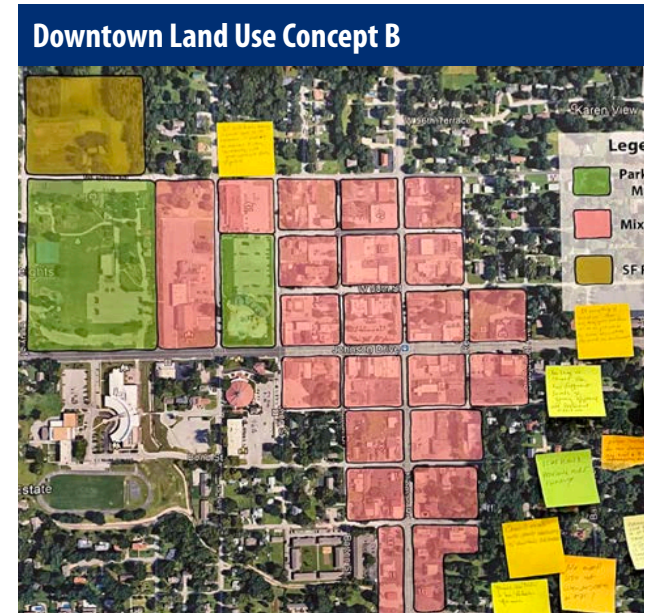
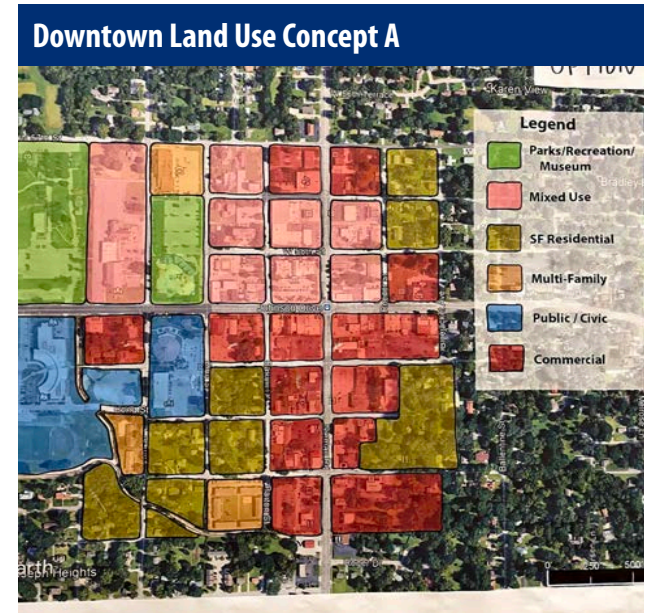
- Stop taking a we don't care about the neighbors and homes, making nice transitions from any businesses to homes
- Walkable, well lit, consistent look so Shawnee becomes its own brand.
- Walkable, well lit, enforce the old downtown feel and structure w/ building orientation and density
- Needs to consider permanent residents w/in 5-miles radius (x1)
- Walkable for residents and visitors
- Needs to be inviting to all. Walkable, shopping, dining, and entertainment
- Walkable, green space
- Walkability, greenspace, revitalize the businesses but do not encroach on the peaceful SF home residences and neighborhoods
- Blending into community - appropriate and attractive to young and old
- Scale. Look interesting, i.e. current shops
- There's nothing wrong with keeping Shawnee a quiet community with some development. If I wanted to live in Lenexa or OP I would move there.
- I agree. Make open space and warm repetitive markers. Rock posts, statues of things on trails that were in Shawnee. Don't be Lenexa or OP.
- Old fashioned lamp posts are cool! Is it aesthetically pleasing? Walkable! Green space or plants.

Area Plan Workshop #3 - Downtown & Surrounding Neighborhoods (continued)

- Walkable. Allow spillage onto the sidewalks - dining on sidewalks, garden pots on sidewalk, open space / but not plain
- Agree. Usable by ALL walkable green space. No high towers. Parking. Shuttles.
- 2-3 seems best with +1 story rooftop decks or penthouse apartments with setback from street. Partial basement would always be appropriate
- 2-3 stories depending on the plot. Leave room for rooftop amenities. 4 story townhomes in a few places might be okay
- 3 stories maximum
- Two stories, for starting; then increasing over time as development continues
- Downtown and within 2 miles of downtown 2 max
- 2 or less within one block of SF homes. 3 max in other locations.

What building height, or number of stories, feels comfortable and appropriate to you in downtown Shawnee?

- 2 stories. Don't sell the farm to big developers or give abatements
- 2 stories. Allow rooftop decks
- 3 stories
- 2 stories
- 2 stories
- 2-3 at most
- 2 stories - no more than 3!
- Mixed height - no more than 3
- 2 stories, no more than 3 on anything
- 2 story max
- 2 story max
- No more than 2 stories
- 2
- Depends on location...3-4 stories @ core, 2-3 stories @ edges
- 2
- 2 stories
- 2 stories
- Already have blue jacket lodge - so same (x2)
- 2 maximum
- 3-4
- 2-3 stories, no higher
- 3 stories seems appropriate



Area Plan Workshop #3 - Downtown & Surrounding Neighborhoods (continued)

Shawnee Town 1929 Concept

Key features and annotations include:

- Central Square:** Labeled "City Hall Superblock".
- Residential Blocks:** "New Residential", "New Commercial", "New Multi-Family".
- Amenities:** "New Park", "New School", "New Church", "New Post Office", "New Fire Station", "New Police Station", "New City Hall".
- Streets:** "5th St", "6th St", "7th St", "8th St", "9th St", "10th St", "11th St", "12th St".
- Other Features:** "New Public Library", "New City Hall", "New City Hall Parking", "New City Hall Plaza", "New City Hall Fountain", "New City Hall Garden", "New City Hall Courtyard", "New City Hall Terrace", "New City Hall Balcony", "New City Hall Rooftop", "New City Hall Underpass", "New City Hall Overpass", "New City Hall Bridge", "New City Hall Tunnel", "New City Hall Viaduct", "New City Hall Skybridge", "New City Hall Elevator", "New City Hall Staircase", "New City Hall Ramp", "New City Hall Driveway", "New City Hall Garage", "New City Hall Parking Garage", "New City Hall Parking Deck", "New City Hall Parking Lot", "New City Hall Parking Plaza", "New City Hall Parking Courtyard", "New City Hall Parking Terrace", "New City Hall Parking Balcony", "New City Hall Parking Rooftop", "New City Hall Parking Underpass", "New City Hall Parking Overpass", "New City Hall Parking Bridge", "New City Hall Parking Tunnel", "New City Hall Parking Viaduct", "New City Hall Parking Skybridge", "New City Hall Parking Elevator", "New City Hall Parking Staircase", "New City Hall Parking Ramp", "New City Hall Parking Driveway", "New City Hall Parking Garage", "New City Hall Parking Parking Garage", "New City Hall Parking Parking Deck", "New City Hall Parking Parking Lot", "New City Hall Parking Parking Plaza", "New City Hall Parking Parking Courtyard", "New City Hall Parking Parking Terrace", "New City Hall Parking Parking Balcony", "New City Hall Parking Parking Rooftop", "New City Hall Parking Parking Underpass", "New City Hall Parking Parking Overpass", "New City Hall Parking Parking Bridge", "New City Hall Parking Parking Tunnel", "New City Hall Parking Parking Viaduct", "New City Hall Parking Parking Skybridge", "New City Hall Parking Parking Elevator", "New City Hall Parking Parking Staircase", "New City Hall Parking Parking Ramp", "New City Hall Parking Parking Driveway", "New City Hall Parking Parking Garage".

City Hall Parking Concept

NEW COMMERCIAL OR MULTI-FAMILY ARE FEATURED NORTH OF CITY HALL.

Key features and annotations include:

- Central Area:** "City Hall Superblock".
- Streets:** "5th St", "6th St", "7th St", "8th St", "9th St", "10th St", "11th St", "12th St".
- Other Features:** "New Commercial", "New Multi-Family", "New City Hall", "New City Hall Parking", "New City Hall Plaza", "New City Hall Fountain", "New City Hall Garden", "New City Hall Courtyard", "New City Hall Terrace", "New City Hall Balcony", "New City Hall Rooftop", "New City Hall Underpass", "New City Hall Overpass", "New City Hall Bridge", "New City Hall Tunnel", "New City Hall Viaduct", "New City Hall Skybridge", "New City Hall Elevator", "New City Hall Staircase", "New City Hall Ramp", "New City Hall Driveway", "New City Hall Garage", "New City Hall Parking Garage", "New City Hall Parking Deck", "New City Hall Parking Lot", "New City Hall Parking Plaza", "New City Hall Parking Courtyard", "New City Hall Parking Terrace", "New City Hall Parking Balcony", "New City Hall Parking Rooftop", "New City Hall Parking Underpass", "New City Hall Parking Overpass", "New City Hall Parking Bridge", "New City Hall Parking Tunnel", "New City Hall Parking Viaduct", "New City Hall Parking Skybridge", "New City Hall Parking Elevator", "New City Hall Parking Staircase", "New City Hall Parking Ramp", "New City Hall Parking Driveway", "New City Hall Parking Garage".

McClain's Inspired Concept

DEVELOPMENT STYLE ALONG NIEMAN A.O.

Key features and annotations include:

- Central Area:** "McClain's Inspired Concept".
- Streets:** "5th St", "6th St", "7th St", "8th St", "9th St", "10th St", "11th St", "12th St".
- Other Features:** "New Mixed Use", "New City Hall", "New City Hall Parking", "New City Hall Plaza", "New City Hall Fountain", "New City Hall Garden", "New City Hall Courtyard", "New City Hall Terrace", "New City Hall Balcony", "New City Hall Rooftop", "New City Hall Underpass", "New City Hall Overpass", "New City Hall Bridge", "New City Hall Tunnel", "New City Hall Viaduct", "New City Hall Skybridge", "New City Hall Elevator", "New City Hall Staircase", "New City Hall Ramp", "New City Hall Driveway", "New City Hall Garage", "New City Hall Parking Garage", "New City Hall Parking Deck", "New City Hall Parking Lot", "New City Hall Parking Plaza", "New City Hall Parking Courtyard", "New City Hall Parking Terrace", "New City Hall Parking Balcony", "New City Hall Parking Rooftop", "New City Hall Parking Underpass", "New City Hall Parking Overpass", "New City Hall Parking Bridge", "New City Hall Parking Tunnel", "New City Hall Parking Viaduct", "New City Hall Parking Skybridge", "New City Hall Parking Elevator", "New City Hall Parking Staircase", "New City Hall Parking Ramp", "New City Hall Parking Driveway", "New City Hall Parking Garage".

Neighborhood Revitalization Concept

IN A MORE SCALABLE WAY NEAR DOWNTOWN.

Key features and annotations include:

- Central Area:** "Neighborhood Revitalization Concept".
- Streets:** "5th St", "6th St", "7th St", "8th St", "9th St", "10th St", "11th St", "12th St".
- Other Features:** "New Residential", "New City Hall", "New City Hall Parking", "New City Hall Plaza", "New City Hall Fountain", "New City Hall Garden", "New City Hall Courtyard", "New City Hall Terrace", "New City Hall Balcony", "New City Hall Rooftop", "New City Hall Underpass", "New City Hall Overpass", "New City Hall Bridge", "New City Hall Tunnel", "New City Hall Viaduct", "New City Hall Skybridge", "New City Hall Elevator", "New City Hall Staircase", "New City Hall Ramp", "New City Hall Driveway", "New City Hall Garage", "New City Hall Parking Garage", "New City Hall Parking Deck", "New City Hall Parking Lot", "New City Hall Parking Plaza", "New City Hall Parking Courtyard", "New City Hall Parking Terrace", "New City Hall Parking Balcony", "New City Hall Parking Rooftop", "New City Hall Parking Underpass", "New City Hall Parking Overpass", "New City Hall Parking Bridge", "New City Hall Parking Tunnel", "New City Hall Parking Viaduct", "New City Hall Parking Skybridge", "New City Hall Parking Elevator", "New City Hall Parking Staircase", "New City Hall Parking Ramp", "New City Hall Parking Driveway", "New City Hall Parking Garage".

Downtown Neighborhood Concept

TO LARGER LOTS FURTHER FROM DOWNTOWN CORE.

Key features and annotations include:

- Central Area:** "Downtown Neighborhood Concept".
- Streets:** "5th St", "6th St", "7th St", "8th St", "9th St", "10th St", "11th St", "12th St".
- Other Features:** "New Residential", "New City Hall", "New City Hall Parking", "New City Hall Plaza", "New City Hall Fountain", "New City Hall Garden", "New City Hall Courtyard", "New City Hall Terrace", "New City Hall Balcony", "New City Hall Rooftop", "New City Hall Underpass", "New City Hall Overpass", "New City Hall Bridge", "New City Hall Tunnel", "New City Hall Viaduct", "New City Hall Skybridge", "New City Hall Elevator", "New City Hall Staircase", "New City Hall Ramp", "New City Hall Driveway", "New City Hall Garage", "New City Hall Parking Garage", "New City Hall Parking Deck", "New City Hall Parking Lot", "New City Hall Parking Plaza", "New City Hall Parking Courtyard", "New City Hall Parking Terrace", "New City Hall Parking Balcony", "New City Hall Parking Rooftop", "New City Hall Parking Underpass", "New City Hall Parking Overpass", "New City Hall Parking Bridge", "New City Hall Parking Tunnel", "New City Hall Parking Viaduct", "New City Hall Parking Skybridge", "New City Hall Parking Elevator", "New City Hall Parking Staircase", "New City Hall Parking Ramp", "New City Hall Parking Driveway", "New City Hall Parking Garage".

Gateway and Monument Concept

GATEWAY IDEA - JOHNSON DRIVES BLUE-JACKET

Key features and annotations include:

- Central Area:** "Gateway and Monument Concept".
- Streets:** "5th St", "6th St", "7th St", "8th St", "9th St", "10th St", "11th St", "12th St".
- Other Features:** "New Residential", "New City Hall", "New City Hall Parking", "New City Hall Plaza", "New City Hall Fountain", "New City Hall Garden", "New City Hall Courtyard", "New City Hall Terrace", "New City Hall Balcony", "New City Hall Rooftop", "New City Hall Underpass", "New City Hall Overpass", "New City Hall Bridge", "New City Hall Tunnel", "New City Hall Viaduct", "New City Hall Skybridge", "New City Hall Elevator", "New City Hall Staircase", "New City Hall Ramp", "New City Hall Driveway", "New City Hall Garage", "New City Hall Parking Garage", "New City Hall Parking Deck", "New City Hall Parking Lot", "New City Hall Parking Plaza", "New City Hall Parking Courtyard", "New City Hall Parking Terrace", "New City Hall Parking Balcony", "New City Hall Parking Rooftop", "New City Hall Parking Underpass", "New City Hall Parking Overpass", "New City Hall Parking Bridge", "New City Hall Parking Tunnel", "New City Hall Parking Viaduct", "New City Hall Parking Skybridge", "New City Hall Parking Elevator", "New City Hall Parking Staircase", "New City Hall Parking Ramp", "New City Hall Parking Driveway", "New City Hall Parking Garage".

Area Plan Workshop #4 - I-435 and Landfill

Transportation Framework

- Yes! Safe biking
- Extension of bike path further along Clear Creek
- Yes!
- Improve moving of traffic at Midland Dr and SMP. Suggest roundabouts similar to those at Johnson Dr and K7
- To accommodate expansion: Midland needs to be expanded to 4 lanes and bike lanes between 435 and SM PKWY!!!
- Collaborate with LQ and KCK to make this safe biking infrastructure
- Busses really are not a mode of transportation for Shawnee
- Need sidewalk in residential areas. Bikes on streets. Heavier traffic with connection to new apartments
- Make the school busses drive the Big streets not come roaring down our narrow no sidewalk street.

Valley of Champions (from previous consultant)

- Retain beauty of Barker Rd but also widen to accommodate traffic from SMP - especially if roundabout at midland is completed
- Yes more pedestrian bridge options
- Let's have more outside dining and entertainment
- Great to upgrade ice civic facility
- Love this! A must have
- Like this!

I-435 and SMP Redevelopment Concept - Option A

- Can we add a bike/ped only option to traverse this area?
- Make Renner a bike highway - option A or B
- Improve Maurer and Lackman interchange on Sh Msn Pkwy
- Prefer A. Why? Aesthetic appeal of front side to 435 and frontage road for access

I-435 and SMP Redevelopment Concept - Option B

- This seems easier to build and higher density. A better approach! I like it.
- Would much rather see this option as all the towns around us already cant fill their apts and we want to be different

Winter Resort 365

- Bike access to/from/thru
- I like the incorporation of native plants, trees, and wildflowers!
- Very creative. Good plan for post landfill closure (2043)
- Like this, creative idea. Have other cities done this to learn from?

Does the overall mix of uses in the corridor seem appropriate?

- Everything seems to be on the right trajectory. More density needed to boost economic development. Well done!
- Yes, very well
- Appreciate the thought that went into this

What are the critical community issues that need to be addressed regarding future: Land Use, development, and Infrastructure In the I-435 corridor?

- Higher density, multi family Is a MUST
- Landscaping to beautify any roadway is a plus (x1)
- Aging homes and utilities
- Biking access needs to be safe. Plan for NSEW bike highway
- Make attractive for businesses to invest and giving away tax dollars

What uses would you modify based on what is shown?

- Restaurants on I435 and Johnson Dr
- Stop noise on 435!
- More restaurants and entertainment. Modernize the "Feel" of Shawnee
- High scale office
- Unique restaurants and peds only walking area to hang out
- Better traffic flow and exits for shopping, entertainment. Mixed use areas.

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Appendix C

Summary of Relevant Plans and Studies

This appendix covers the reports that Shawnee already has in place, such as corridor, subarea, or master plans. These reports have a dedicated appendix to illustrate their importance in the comprehensive planning process. Where applicable, recommendations from these reports will be carried forward.

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Introduction

This document contains a summary of plans and studies relevant to the comprehensive plan process and potential areas of overlap between individual plans and the current process. This document is intended to help inform and guide discussions throughout the process. Summaries are organized under the following categories:

- Citywide Plans and Related Studies
- Corridor Plans
- Neighborhood Plans
- Area Plans
- Other Plans

Citywide Plans and Related Studies

The following citywide plans and related studies for Shawnee are summarized below:

- Imagine Shawnee Strategic Plan (2020)
- City of Shawnee Parks and Recreations Master Plan (2020)
- Shawnee Comprehensive Plan (2006, amended 2020)

Imagine Shawnee Strategic Plan (2020 in process)

Prepared for/by: City of Shawnee

OVERVIEW

The Strategic Plan establishes a shared vision for the future of Shawnee and describes specific strategies necessary to achieve that vision. The Plan is centered on five priority “pillars”:

- 1) Attract diverse housing to meet the needs of a growing city
- 2) Create a safe, sustainable, inclusive, and interactive community
- 3) Design an environment where businesses thrive
- 4) Lead in maximizing and integrating natural resources
- 5) Provide exceptional city services and infrastructure

MILESTONES & GOALS

Each pillar includes associated milestones and goals with 2, 5, and 10-year timelines as well as key performance indicators to measure the progress of the Plan. The key goals for each pillar are listed below:

Housing

- Develop a mix of housing options to serve a broad range of households and income levels
- Encourage mixed-use development through financial incentives and/or strategic partnerships
- Promote infill housing development and integrate multifamily housing options

Safety and Sustainability

- Maintain public safety best practices
- Promote health and connectedness in every neighborhood by improving the pedestrian and bicycle trail system
- Maintain a “hometown feel”
- Expand public transit opportunities and enhance the multi-modal transportation network
- Make downtown a unique destination with retail, food, and entertainment venues to support economic development
- Integrate sustainability and conservation in planning including development incentives
- Generate opportunities for recreation, public art, history, and cultural experiences

Thriving Businesses

- Identify new and redevelopment sites for commercial development
- Attract and retain sustainable business clusters through development incentives, strategic partnerships, and City process improvements
- Encourage parks and recreational opportunities within commercial development

Integrating Natural Resources

- Integrate Shawnee’s unique topography into site design and establish green development policies, such as a street tree policy or “green streets”
- Promote innovation and efficiency in updates to design standards
- Incorporate natural resource access into development
- Utilize the Kansas River in future recreational opportunities including a potential “Entertainment District” along the riverfront

City Services and Infrastructure

- Enhance communication with property owners and contracts during the building process
- Promote beautification by establishing a code enforcement strategy that focuses on education and partnerships to change behaviors
- Provide high-quality stormwater systems through regional partnerships
- Create a continuity of regional connections through sidewalks, paths, and trails to increase the walkability of Shawnee
- Grow and cultivate an efficient workforce that supports the core values and mission of the City
- Maintain and expand a quality road system and continue to invest in new, sustainable technologies
- Establish an infrastructure development plan

City of Shawnee Parks and Recreations Master Plan (2020)

Prepared for/by: Shawnee Parks and Recreation/BerryDunn, Stantec & ETC Institute

OVERVIEW

This Plan was drafted in conjunction with the ongoing Imagine Shawnee Strategic Plan and focuses on the physical assets and services of the Parks and Recreation Department. The largest portion of the Plan are the “Park Reports” that describe and evaluate each of Shawnee’s existing parks, assessing how each park meets the needs of the community it is intended to serve and include a list of specific recommendations for the park. Following this analysis, the Plan evaluates the recreation program and service offerings, identifying program categories, programming gaps, and future program considerations. Next, the Plan includes a Level of Service (LOS) analysis to assist in determining the appropriate level of parkland, facilities, and amenities for Shawnee. Finally, the Plan lays out organizational and recreation-based recommendations and implementation strategies for system-wide improvements.

SUMMARY OF FINDINGS

Although the City of Shawnee has established a large amount of widely-respected and high-quality parks and recreational facilities, the Plan includes a variety of recommendations for continued progress and future improvements to further enhance opportunities and meet the established vision creating “a healthy community by promoting innovative and inclusive opportunities that fulfill each person’s mind, body, and spirit.” The Plan is built upon the following guiding principles:

- 1) Create Community
- 2) Commit to Service
- 3) Focus on Accessibility and Equity
- 4) Provide a Quality of Life
- 5) Endure Environmental Sustainability and Open Space Preservation

The major issues and improvement considerations identified for the broader parks, open space, and recreation system are:

- Ensure safety for trail use and continue to focus on the overall connectivity of sidewalks, trails, and other multi-use routes
- Develop additional recreational programs and enhance physical accessibility for an aging population
- Bridge East and West Shawnee, ensuring adequate access to and provision of both local and regional parks and recreation facilities
- In addition to planning for future development, focus on maintaining existing infrastructure to ensure both safe and visually appealing facilities
- Identify the next steps for both the Civic Center and a future community center

Overall, the Plan is intended to serve as the guiding document for decisions and responses made by the Shawnee Parks and Recreation Department with an emphasis on engaging with the public and connecting the community to provide equitable services.

Shawnee Comprehensive Plan (1987, amended 2020)

Prepared for/by: City of Shawnee/Shawnee Community Development Department

OVERVIEW

The Plan follows the organization of a traditional comprehensive planning document, beginning with existing conditions and issues, moving into the broad goals and objectives for the City. More specificity is incorporated for major topic areas, including future land use and development, parks and open space, and transportation. The Comprehensive Plan was first adopted in 1994 with various sections updated since adoption typically as a response to high levels of growth in and around the City.

GOALS, OBJECTIVES, & POLICIES

The goals and associated objectives and/or policies of the Plan address the 10 major topics summarized below.

Effective and Responsive Planning Process

The objectives focus on effective coordination between governing bodies, increasing and improving communication with citizens including educational opportunities, and encouraging citizen participation in the planning process.

Efficient Public Services and Facilities

The objectives are largely centered around providing adequate public facilities (i.e. water, storm water, sanitary sewers), but also include minimizing maintenance costs and locating public land uses including educational and medical facilities in a manner which maximizes their service area.

Strong Local Economy

The major goal is to encourage a pattern of commercial, office, and industrial development that best supports and increases benefits to the local Shawnee economy. Objectives include creating retention and expansion strategies for existing businesses in addition to attracting new businesses, increasing the proportion of local income spent in Shawnee, and encouraging high-quality and compatible development with adequate public facilities and street systems.

Safe and Efficient Transportation System

The objectives address a range of improvements necessary to establishing a safe transportation system that sufficiently supports all modes of travel. More specifically, the objectives include creating a street plan that reduces aggregate travel demand and sets minimum standards for private streets, minimizing curb cuts on major thoroughfares, and improving the sidewalk and bicycle route system throughout Shawnee.

Residential Land Use

The goal and specific objectives for residential land use focus on providing of a variety of residential units and ensuring high-quality residential development, especially for high-density housing forms and infill development in the older sections of the City. Notable policies are listed below:

- Protect the integrity of residential neighborhoods by requiring extensive buffering and screening of high-intensity developments
- Provide for the needs of diverse social and economic groups through the provision of various housing types and density levels

Commercial/Office Land Use

Many of the policies direct commercial or office developments to specific areas of Shawnee, but the more generally applicable policies are listed below:

- Buildings in a planned center of office park shall be architecturally unified
- Ample on-site parking with sufficient internal landscaping to alleviate paving monotony shall be provided
- Service and delivery areas shall be separated from pedestrian circulation routes
- Site plan review shall allow for the controlling of signs, ingress and egress, light glare, trash disposal, sound, odors, storm drainage, and related nuisance factors in a manner to minimize conflicts with abutting properties
- Strip commercial development shall require exceptional site planning to demonstrate quality and compatibility with the site at-large and character of the area

Industrial Land Use

The key theme within the goal and objectives for industrial development is ensuring compatibility with surrounding development and sound environmental management through enhanced site planning procedures. Notable policies are listed below:

- The City will encourage industries which are traditionally “clean,” meaning they do not produce smoke, odor, sound, visual, or other polluting impacts
- Site planning should consider reductions in visual pollution such as integrating extensive screening and buffering for open storage of raw materials, product, or waste

Parks and Open Space

The major goal for Shawnee’s parks, open space, and recreation system is to preserve the natural environment and provide accessible recreational opportunities for all residents across Shawnee. Specific objectives include identifying and preserving areas for future parks and open space; providing diverse recreational programs to meet the needs of persons of all ages, income levels, and physical abilities; and encouraging linkages of open spaces along pedestrian and bicycle trails. General park and open space policies are listed below:

- Require compliance with the open space ordinance
- Combine and coordinate site development and capital improvement projects for a more positive impact on parks, recreation, and open space areas
- Protect floodplains by prohibiting urban development and utilizing the lands for park purposes

Floodplain Land Use

The major goal for floodplain development regulations is to protect public and private investment from natural floodwater disasters. The objectives address the full range of necessary considerations, from public education regarding floodplain development, to ensuring developments in floodplain areas have minimal impact on surrounding properties, to encouraging the construction of stormwater retention and/or detention facilities, to pursuing funding sources to construct stormwater collection facilities where chronic flooding occurs in the City.

I-435 Corridor

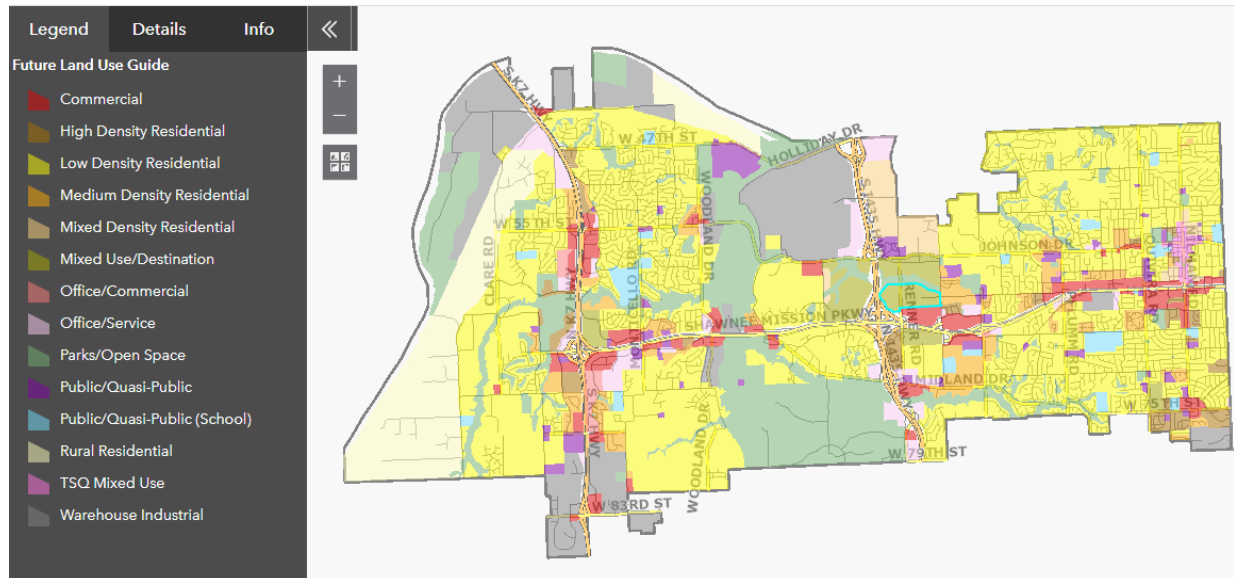
The I-435 corridor has the potential for a large variety of land use development therefore the objectives emphasize cohesive development patterns and high-quality development that protects and enhances natural features of the area. Other key objectives for the corridor are highlighted below:

- Concentrate projects in dense development patterns that support a mix of uses
- Emphasize innovative techniques for sustainability in site design, building design, and infrastructure development
- Provide destination-oriented economic development uses that fill the needs for the community and adhere to community values
- Use quality materials for buildings and public spaces and create them in size and scale to the people who use it

The *I-435 Corridor Study* (2009) provides a more in-depth analysis of the area and is summarized later in this document.

Land Use Guide

In conjunction with the applicable Plan goals and objectives summarized above, the Land Use Guide presents a generalized, conceptual view of future development patterns. The Land Use Guide helps staff and public officials make decisions when evaluating individual land use proposals. It is supplemented with the Future Land Use Guide shown above and available as an interactive map on the Community Development Department's website.



Corridor Plans

The following corridor plans located in the City of Shawnee are summarized below:

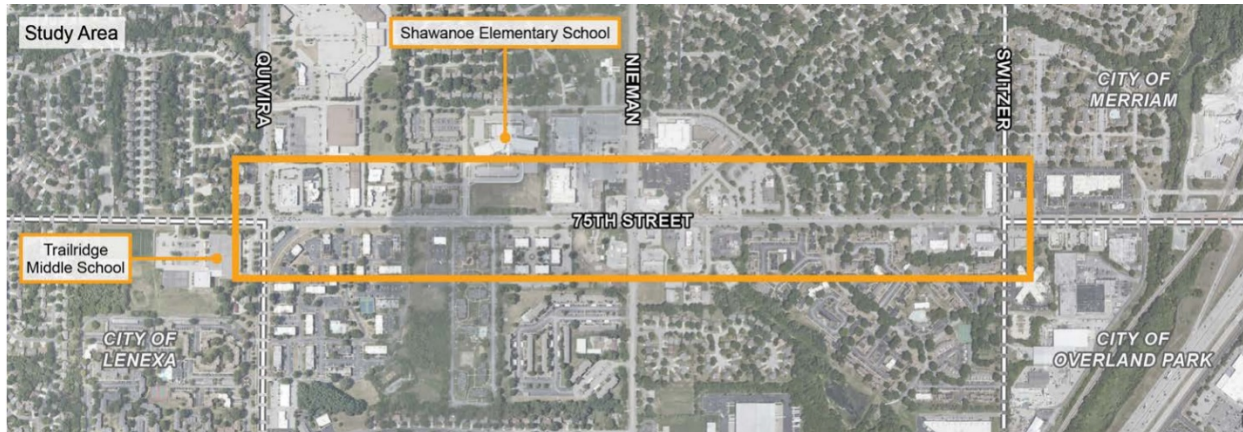
- Re-Imagine 75th Street (2020)
- Nieman Renewed: A Right-of-Way Reallocation Plan (2016)
- Community Connections - Nieman Road (2014)
- Shawnee Mission Parkway Visioning Study (2013)
- I-435 Corridor Study (2009)

Re-Imagine 75th Street (2020)

Prepared for/by: City of Shawnee / TranSystems, Stantec & Shockey Consulting

OVERVIEW

The City of Shawnee initiated this study after identifying the one-mile 75th Street corridor from Quivira Road to Switzer Road as a segment for Complete Streets improvements (see study area, below).



The document includes short-term recommendations and long-term guidance to create a unique identity and sense of place for the 75th Street Corridor. The study is organized by four main elements, each of which include several “improvement themes” based on community input and technical analysis. The four elements and associated improvement themes are listed below:

- Improve bicycle and pedestrian connections, including bike-walk path connections, safe crossings to school, and public-to-private path connections.
- Enhance bus stops to encourage transit by following amenity guidelines and bus stop priority locations.
- Beautify with new streetscape amenities along corridors, at intersections, and through the use of utility screening.
- Integrate future redevelopment opportunities with appropriate development guidelines and opportunity locations.

IMPORTANT FINDINGS

In addition to listing specific improvements and actions to meet the four major goals above, relevant findings from the public input opportunities are summarized below:

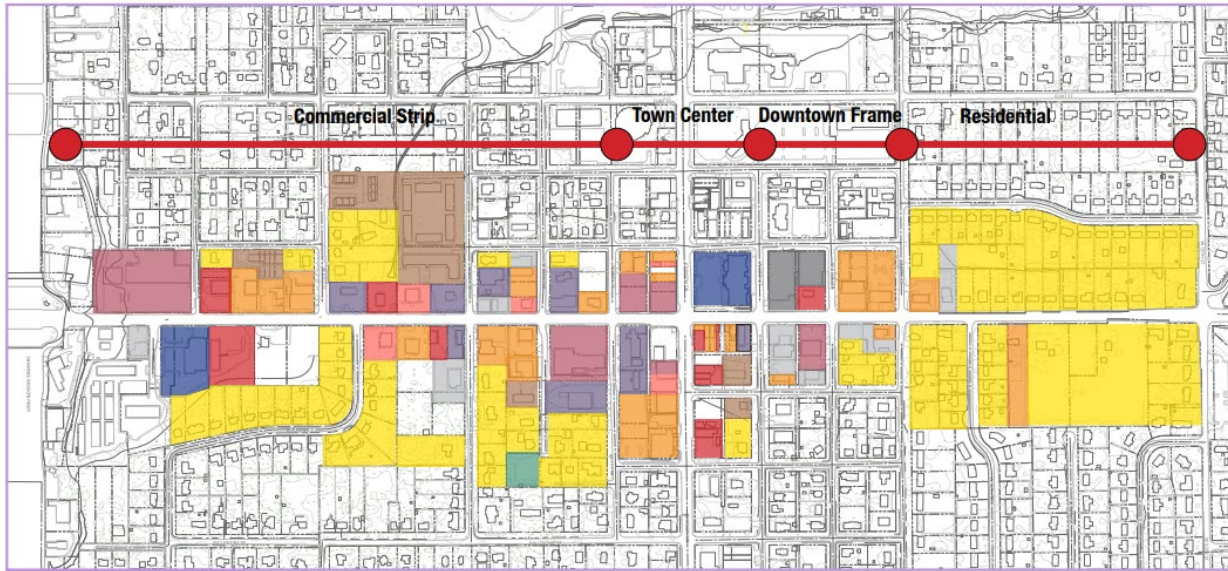
- Survey respondents preferred off-street bicycle facilities and wide walking paths with no decorative elements and a narrow landscaped buffer.
- When designing mid-block crossings, participants preferred a paved median with decorative cross walk materials over a landscaped median curb or concrete median.
- Survey participants indicated that ridership was the most important factor to consider when prioritizing bus stop improvements, followed by right-of-way availability, coordination with private property owners, and multi-use amenities.
- Most survey participants demonstrated a preference for a raised center median over a decorative or landscaped median.
- Meeting participants supported higher-visibility crossings and elements such as landscaping, lighting, and signage.
- When prioritizing streetscape amenities, pedestrian lighting was the most important element, followed by improved curb ramps, corner landscaping, and decorative crosswalks.
- Survey participants preferred solid or decorative masonry and painted art murals for utility screening options.
- Respondents expressed interest in building forms that included building frontage closer to the street with parking fully or partially hidden from the street for commercial redevelopment projects.
- When considering redevelopment opportunities, participants named consolidated access points as the most important development guideline, followed by shared parking, open space amenities, and reduced front setback requirements to locate buildings closer to the roadway.

Nieman Renewed: A Right-of-Way Reallocation Plan (2016)

Prepared for/by: City of Shawnee / BHC Rhodes, RDG Planning & Design, McCurdy Engineers & Groundswell Consulting

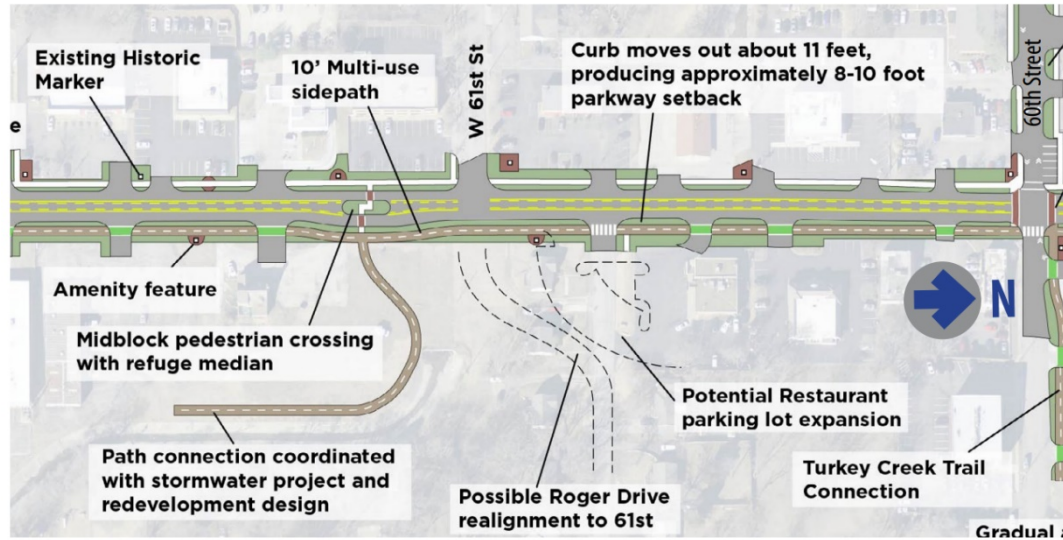
OVERVIEW

This study developed a preliminary layout for the Nieman Road corridor to improve the image of and multimodal movement along the corridor. Nieman Road is a four-lane undivided street functioning as a major collector/minor arterial route with current average daily traffic of 10,000-15,000 vehicles per day. The one-mile-long segment of Nieman Road (the study area, shown below) has four distinct land use and character segments: commercial strip, town center, downtown frame, and residential.



RECOMMENDATIONS

The study explores various alternatives for traffic signals, lane configuration, intersecting streets, pedestrian and bicycle accommodations, utilities, access management and placemaking, and three major reallocation options. The options were compared using both public input and specific criteria that addressed topics such as consistency with the corridor goals established by previous work, traffic, the bicycle and pedestrian environment, impacts on land use, property values, marketability, and user comfort and experience. Ultimately, the study recommended a three-lane street with a multi-use sidepath on the east side (see photo below), along with signal, utility, urban design, and transit features that support the goal to develop a signature corridor.



A representation of Option 3 applied near 61st Street/Roger Road with the sidepath on the east side of Nieman

More specifically, the study proposed:

- Signal improvements at major intersections to reduce safety concerns by motorists, bicyclists, and pedestrians.
- Working with future redevelopment initiatives to reduce the number of drives on Nieman and direct more traffic to side streets.
- Historic, amenity, and transit nodes that act as wayfinding tools, promote public art, and offer seating and shelter opportunities for residents.
- Vehicular, pedestrian, and bicycle wayfinding signage.
- Engaging utility providers to choose equipment designs that are most compatible with both aesthetic and functionality concerns.

Community Connections – Nieman Road (2014)

Prepared for/by: City of Shawnee / LMN Architects, Nelson Nygaard, ECONorthwest, Studio Cascade, Environmental Advisors and Engineers, Inc. & Walkable and Livable Communities

OVERVIEW

The plan builds upon previous activities sponsored by the City of Shawnee and the Mid-America Regional Council (MARC) to examine and develop a future vision for the Nieman Road Corridor between Shawnee Mission Parkway and 55th Street. The plan first sets forth the major objectives, principles, and recommended directions for the corridor, followed by an action plan for regulatory revisions, capital improvements, development incentives, marketing and promotion of the corridor and the timing and responsibility for implementation.

This plan was the foundational document that helped inform both the Linking Historic Shawnee (2016) and Nieman Renewed: A Right-of-Way Reallocation Plan (2016) studies, summarized later in this document.

PLANNING PRINCIPLES

The following were the planning principles identified in the study:

- Attract a wider variety of businesses to the corridor to serve the community.
- Encourage the reinvestment in or revitalization of underutilized properties.
- Retain and support existing businesses and integrate new uses with them.
- Employ “placemaking” technique to create a recognizable ambiance.
- Maintain a healthy, stable housing stock in adjacent neighborhoods.
- Encourage a range of new housing types throughout the corridor.
- Examine multiple ways of commemorating and interpreting local history.
- Enhance the safety and image of the corridor through state-of-the-art lighting.
- Increase the tree canopy along the street to frame the corridor and offer shade.
- Apply methods of traffic calming while maintaining a smooth flow.
- Manage the collection and infiltration of stormwater through natural methods.
- Encourage walking and transit use through improved sidewalks and separation from traffic lanes.
- Encourage bicycle use by various methods.
- Recognize the transitional nature of commercial activities within the corridor between Shawnee Mission Parkway and the downtown core.
- Examine the addition of public space for community events. Identify catalyst projects that can spur transformation of the corridor.
- Build champions to advocate public and private investment in the corridor.

*Note, the nine major objectives that formed these principles were reproduced for the Downtown Action Plan II and are described in detail in the Area and Specific-Plans portion of this document.

Shawnee Mission Parkway Visioning Study (2013)

Prepared for/by: City of Shawnee / Design Workshop, Confluence, Shockey Consulting & Olsson Associates

OVERVIEW

The cities of Shawnee and Merriam, in partnership with the Mid-America Regional Council conducted a visioning process for Shawnee Mission Parkway and two key focus areas - Nieman Road and Antioch Road. The planning for Shawnee Mission Parkway and other corridors in the metro area represents an effort to plan for major arterials in a way that addresses surrounding land uses and considers the full range of planning issues to create successful and resilient developments. The study includes an existing conditions analysis, summary of community engagement, present developments (both local and national), and recommendations that address the full range of planning issues from traffic to streetscape design and underlying zoning.

KEY RECOMMENDATIONS

The following were the key recommendations from the study:

- Create neighborhood or town centers, including a mixture of places to live, work, and play within the Nieman Road and Antioch Road focus areas.
- Install a grid network of streets along Shawnee Mission Parkway to help facilitate future redevelopment and improve traffic flow and circulation.
- Implement access management strategies, including cross connections between parking lots, to improve overall traffic flow and circulation.
- Improve transit service along Shawnee Mission Parkway to connect the area with the rest of the metro and serve transit-dependent populations.
- Install bus shelters and related amenities to encourage more people to use public transit along Shawnee Mission Parkway.
- Use shared parking strategies to reduce the amount of space needed for parking in new developments along Shawnee Mission Parkway.
- Consider narrowing Antioch and Nieman to three lanes to provide for safer left turns, reduce vehicle speeds, and facilitate the development of more “Main Street” style development along these two corridors.
- Encourage high-density development along Shawnee Mission Parkway, specifically at the focus areas at Nieman and Antioch Roads.
- Rezone the corridor to a mixed-use designation to provide property owners with greater flexibility in redeveloping their properties.
- Create architectural and design standards to guide the look and feel of the corridor.
- Continue to install trees, landscaping, civic plazas, signage and wayfinding improvements, public art, and other improvements along the corridor to improve its appearance and overall marketability.

Implementation actions to lay the groundwork for ongoing planning and development designed to change the overall position of the corridor include:

- Completing a full master plan for Shawnee Mission Parkway Corridor
- Incorporating specific recommendations for Shawnee Mission Parkway (future parks and open space, civic spaces, and future street locations) in updates to the Comprehensive Plan
- Implementing a form-based zoning code along the corridor to encourage mixed-use development with flexible use and design standards
- Prioritizing funding through tax increment financing to provide funding for public improvements associated with development projects
- Forming a corridor business association to develop a brand image and serve as a collective voice for businesses along the corridor
- Exploring public-private partnerships to promote and incentivize certain developments

I-435 Corridor Study (2009)

Prepared for/by: City of Shawnee

OVERVIEW

The I-435 Corridor Study is a land use and market analysis conducted for the area along I-435 within the City of Shawnee's jurisdiction. It is intended to illustrate the issues, challenges, and opportunities present for future development within the corridor. The study is organized into four primary categories: existing conditions, land use, design character, and development policies. The key findings and/or policies for each category are summarized below.

KEY FINDINGS AND POLICIES

Existing Conditions

The study provides a thorough description of the geographic context, land use, historic resources, open space, and public infrastructure, but the key findings from the market conditions assessment indicate:

- The five-mile radius has good potential for expansion of its population base along with a relatively high level of disposable income.
- Potential retail development opportunities include auto-related businesses, furniture stores, specialty food and liquor stores, clothing and sporting goods stores, bookstores, and food services.
- Highway visibility, good access to the transportation network, and proximity to Kansas City International Airport support the potential for commercial office development.

- Residential development that provides housing types that do not currently exist in Shawnee should be encouraged in the study area in conjunction with commercial and retail (mixed-use) development.

Land Use

The Future Land Use Map (below) provides a land use framework to support many future public and private decisions including zoning amendments that impact growth and development in the study area. The future land use categories are general descriptions of the scale, intensity, and character of future development and are intended to supplement the Future Land Use Map in the Shawnee Comprehensive Plan.

Design Character

The community character of the study area is defined by those things that are important to the community and should therefore be considered as development occurs. The elements of community character are organized into three primary elements: natural features, sustainability, and design. Specific guidelines and standards recommended across the three elements include:

- Provision of amenities for residents and visitors including walking and biking trails, natural landscaping, and water features
- water features and landscaping should provide secondary purpose of collecting storm water run-off from surrounding developments
- Developments adjacent to open space should take special consideration for site views
- Complete streets that seek to balance modes and serve multiple users, such as automobiles, pedestrians, public transit, and bicycles
- Context-sensitive design that aligns roadway design with future land uses and character of the surrounding areas
- Trails to connect public rights-of-way to open spaces and recreation amenities
- Gateways such as signs, landmarks, significant architecture, or similar features that identify an area as unique or different

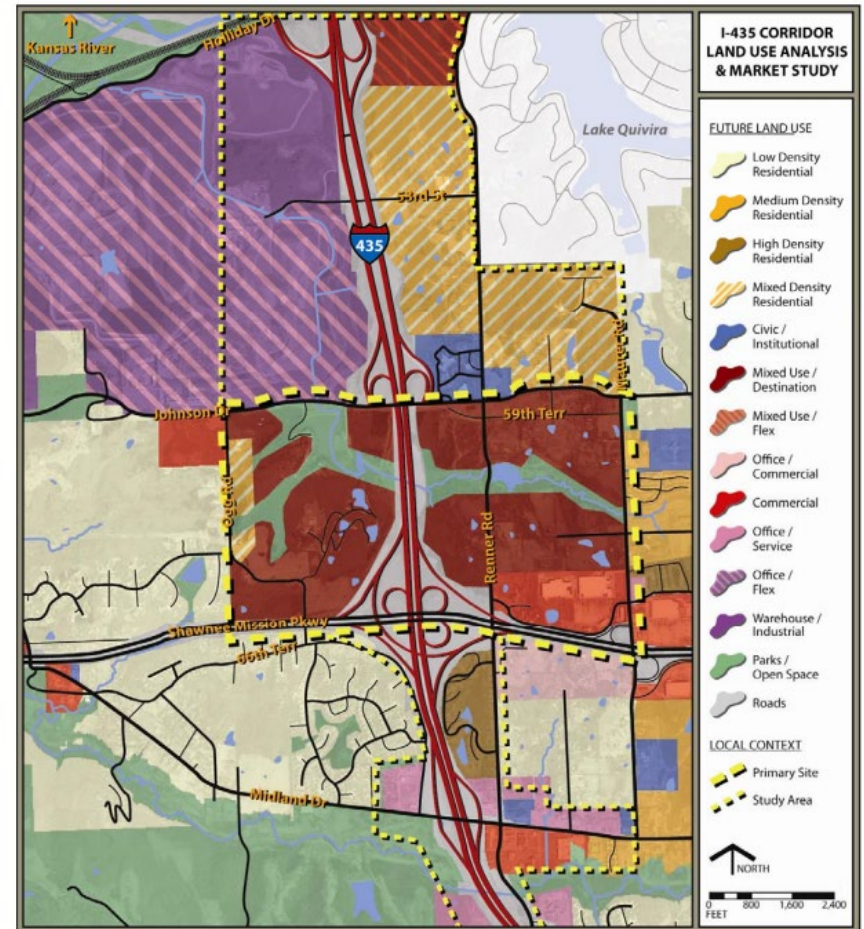


Figure 11: Future Land Use Map
Source: Gould Evans

Development Policies

In addition to specific design considerations, the study recommends development policies to assist in the implementation of coordinated and sustainable places that enhance the corridor. Recommended development incentives include the following:

- Density bonuses in return for assembly of sites of specific zed size or configuration in accordance with the land use plan.
- Fiscal incentives, such as tax increment financing or tax abatement.
- Revised zoning categories that provide for certain economically desirable and/or mixed uses.

Local development tools could include property and sales tax rebates and/or expedited permitting for specific mixed-use and commercial zoning districts, waivers and/or reduced fees for priority development types, and decreased parks and recreation land use fund fees for projects with a high percentage of natural open space and public amenities. The specific recommendations for the use of development tools to promote quality development are:

- Adopt a new CID Policy Statement to establish expectations of the development community for the use of these new economic development tools.
- Create a new Policy Statement for the study area that specifies any additional incentives that may be considered in this area.
- Create a Mixed-Use District design guideline to set expectations for design parameters within this new land use category and establish specific economic development incentives that are directly tied to design strategies, as noted above.
- Review the Goals and Objectives chapter of the Comprehensive Plan and update as needed to include any new or revised concepts resulting from the I-435 Corridor Study. Specifically, it may be desirable to add a 'Gateway Area Land Use' or 'Mixed Land Use Areas' Goals and Objectives statement.
- Review existing Policy Statements and Design Guidelines to ensure that they are consistent with and include the goals and objectives in the Comprehensive Plan and incorporate important planning concepts that may be new or different as a result of the I-435 Corridor Study.

K-7 Corridor Management Plan (2007)

Prepared for/by: Kansas Department of Transportation / HNTB Corporation, FHWA, George Butler Associates, HDR, Stinson Morrison Hecker, L.L.P, Foth & Orrick, L.L.P & DOC Communications

OVERVIEW

This Plan was intended to be the first step in a long-term effort to ensure effective development along the K-7 Corridor through safe and efficient management of traffic and access. The study looked at what type of improvements would be necessary on K-7 and the local street system to handle the amount of traffic and development projected. The primary objectives of the study were as follows:

- Determine facility type (freeway vs. urban arterial).
- Develop access requirements and street network system.
- Determine right-of-way preservation needs.
- Develop a phased implementation plan given the lack of current funding.
- Execute memorandums of understanding.

Public input gathered during the drafting of the Plan indicated:

- Regional mobility is more important than local access.
- Support for preserving land for future transportation use and coordinating with KDOT and other communities when planning for the corridor.

KEY FINDINGS

The majority of content in the document is a detailed traffic analysis shaped by the Mid-America Regional Council's (MARC) regional travel demand model and guidelines for the street network including implementation strategies for various segments of the corridor. Next, the study describes access management and corridor preservation tools that are most relevant to a broader comprehensive planning effort. These tools include:

- Land acquisition for public improvement.
- Transfer of development rights to relocate development from undesirable areas, such as where interchanges are to be constructed, to other areas that can better accommodate the development.
- Density transfers to retain open space or land for future improvements.
- Cluster development that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreational,

common open space, preservation, or historically or economically sensitive areas.

- Impact fees for development activities that result in the need for new public facilities.
- Economic incentives such as density bonuses and tax abatements to encourage certain types of developments.

The final section of the study describes the Memorandum of Understanding (MOUs) and next steps. The MOUs create a framework to encourage implementation of the recommendations in the Plan by defining the study limits, process, and purpose of the corridor plan (specific to each community along a segment of the K-7 corridor) and defines the roles and responsibilities of all parties involved including KDOT and the communities. The Plan encouraged the following next steps to supplement the recommendations made in prior sections of the document such as:

- Explore innovative funding opportunities to implement the Plan including state and federal funding sources.
- Establish a special assessment district focused on transportation needs.
- Introduce a transportation utility fee collected on residences and businesses tied to the use and consumption of transportation services.
- Assess impact fees against new development to cover the costs for necessary capital improvements proportionate to the demand generated by new development.
- Consider utilizing tax increment financing for specific projects.

Neighborhood Plans

The City of Shawnee adopted a Neighborhood Focus Program to assist older neighborhoods without homeowners' associations in being connected with the City. As a part of this effort in 2015, the City worked with residents of each neighborhood to develop Neighborhood Action Plans to increase neighborhood participation in localized matters, identify shared goals for the neighborhood, and describe implementation actions to achieve those goals.

The 2015 Neighborhood Action Plans begin with background information including the geographic boundaries and demographic indicators of the neighborhood. They go on to describe the assets and challenges identified by residents that are then consolidated into major issue areas, or priorities. Then, the plans describe specific actions for both residents and the City to take to address the challenges associated with each priority. In 2018, the City provided progress updates on each of the Neighborhood Action Plans, specifically those actions the City has taken to assist the neighborhood. The following Neighborhood Action Plans are summarized below:

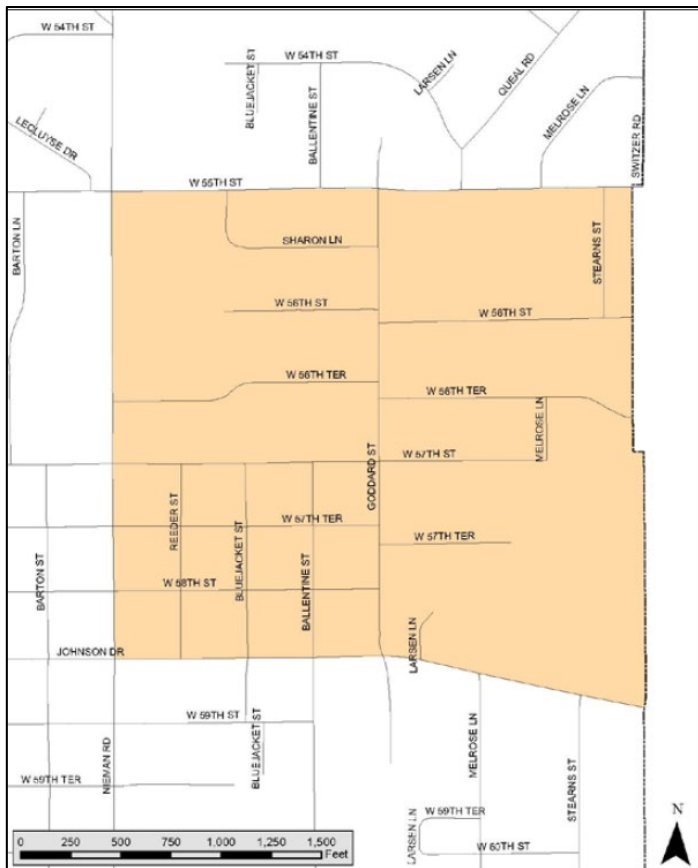
- Neighborhood Action Plan: Goddard Heights (2015, 2018 Update)
- Neighborhood Action Plan: Shawnee Pioneers (2015, 2018 Update)
- Neighborhood Action Plan: Shawnee Village (2015, 2018 Update)
- Neighborhood Action Plan: Trail Springs (2015, 2018 Update)

Neighborhood Action Plan: Goddard Heights (2015, 2018 Update)

Prepared for/by: Goddard Heights Neighborhood / City of Shawnee Community Development

OVERVIEW

The Goddard Heights Neighborhood is located just west of I-35 and north of Shawnee Mission Parkway and Downtown Shawnee, providing convenient access to shopping, dining, and other services. Goddard Heights Neighborhood was officially established in 2009 and continues to develop and build upon its unique identity.



ASSETS AND CHALLENGES

Overall, Goddard Height residents identified the physical elements of the neighborhood (yard sizes, mature trees, parks), proximity to recreational, educational, commercial services, and the low turnover of residents as assets to the neighborhood. The challenges for the neighborhood primarily center around physical infrastructure (quality of curbs and gutters and drainage, lack of sidewalks, major roadway intersections) and safety (loitering children near Hocker Grove Middle School, children congregating around Shawnee United Methodist Church for school pick up).

PRIORITIES

The three key priorities identified in the 2015 Neighborhood Action Plan are:

- 1) Improve Goddard & Johnson Drive intersection
- 2) Activities for youth and teenagers
- 3) Improve appearance of neighborhood

Since 2015, the City has successfully contributed to each of the three priorities as follows:

- 1) Yearly monitoring of the streetlights, adding speed trailers and installation of “No Parking” signs, and additional monitoring and analysis for additional traffic measures (none identified at this time).
- 2) Additional after-school activities and clubs have been introduced at Hocker Grove Middle School and continued opportunities to volunteer at the school and with Shawnee United Methodist Church.
- 3) Active NextDoor community, regular newsletters sent to all households with relevant property maintenance and code information, quarterly inspections by the Codes division, and Goddard Street improvements are included in the Capital Improvement Program for 2021.

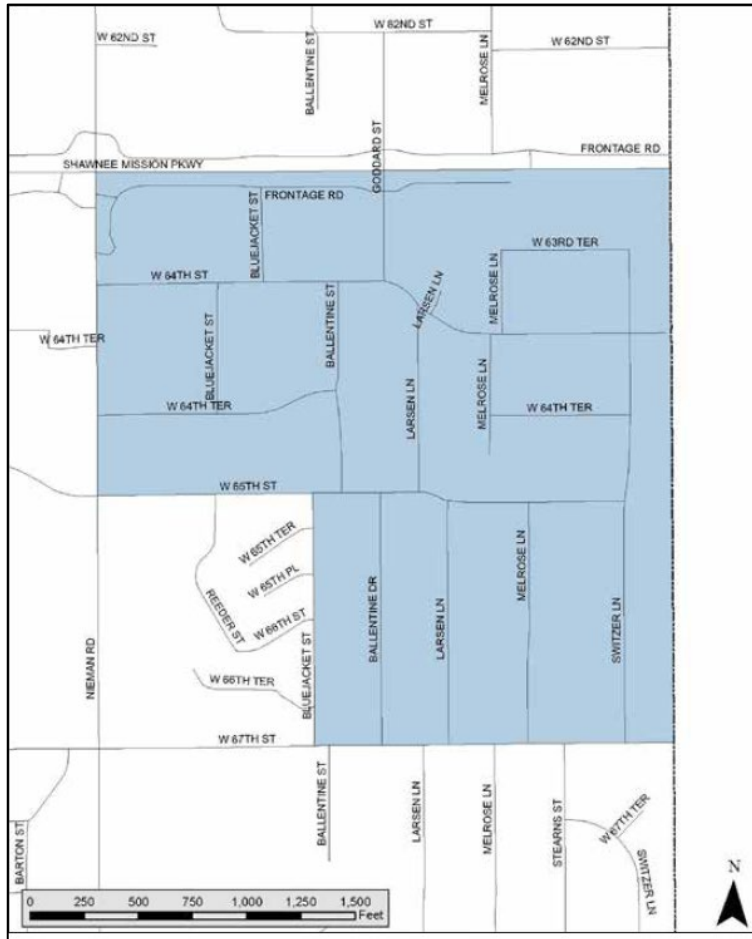
Remaining challenges include assisting residents in organizing and holding neighborhood meetings and events, exploring options for neighborhood identification signage, and applying for neighborhood grants to fund projects to further strengthen the identity and unity of the neighborhood.

Neighborhood Action Plan: Shawnee Pioneers (2015, 2018 Update)

Prepared for/by: Shawnee Pioneers Neighborhood / City of Shawnee Community Development

OVERVIEW

The Shawnee Pioneers Neighborhood (previously known as Douglas Highlands) is located directly south of Shawnee Mission Parkway and east of Nieman Road and offers easy access to many services including the larger Kansas City metro area via I-35. The neighborhood is known for a history of active involvement by residents.



ASSETS AND CHALLENGES

Shawnee Pioneers residents identified physical elements (highway access, housing diversity, parks, road maintenance), overall safety of the neighborhood, and the resources available to improve the neighborhood as major assets. Neighborhood challenges include the lack of sufficient pedestrian and bicycle infrastructure, the appearance and maintenance of rental properties, and lack of resident connection, communication, and organization.

PRIORITIES

The three key priorities identified in the 2015 Neighborhood Action Plan are:

- 1) Promote the neighborhood
- 2) Improve traffic within the neighborhood
- 3) Create a better neighborhood organization

Since 2015, the City has successfully contributed to each of the three priorities as follows:

- 1) Safety and crime prevention articles as well as relevant property maintenance and code information are provided in neighborhood newsletters and the Police Department offers a variety of year-round safety and security services.
- 2) Yearly monitoring of the streetlights, options for adding speed trailers and installation of “No Parking” signs, and street, sidewalk, and curb and gutter repairs for the neighborhood are allocated in the Capital Improvement Plan.
- 3) Active NextDoor community, regular newsletters sent to all households, and continued availability of resources and assistance for the maintenance of a neighborhood organization and annual grant opportunities.

Remaining challenges include integrating neighborhood identification signage or banners and continued problems with property maintenance issues such as unscreened outdoor storage and insufficient trash removal.

Neighborhood Action Plan: Shawnee Village (2015, 2018 Update)

Prepared for/by: Shawnee Village Neighborhood / City of Shawnee Community Development

OVERVIEW

The Shawnee Village Neighborhood is located south of 67th Street and north of 71st Street, between Quivira and Nieman Roads. Formally organizing in 2006, Shawnee Village is the largest neighborhood in the Neighborhood Focus Program and is known for the wide variety of recreation options in close proximity to its residents including Water Tower, Jaycee, Listowell, and Gum Springs Parks.

Since 2015, the City has successfully contributed to each of the three priorities as follows:

- 1) Active NextDoor community, regular newsletters sent to all households, existing neighborhood webpage frequently updated, continued availability of resources and assistance for the maintenance of a neighborhood organization and annual grant opportunities, and street, sidewalk, and curb and gutter repairs for the neighborhood are allocated in the Capital Improvement Plan.
- 2) Regular newsletters sent to all households with relevant property maintenance and code information, quarterly inspections by the Codes division, Neighbors Helping Neighbors program helps match volunteers with property owners needing property maintenance assistance, and several grant programs exist for low to moderate-income household that need minor home repairs or similar assistance.
- 3) Yearly monitoring of the streetlights, options for adding speed trailers and installation of “No Parking” signs, and street, sidewalk, and safety and crime prevention articles as well as relevant property maintenance and code information are provided in neighborhood newsletters and the Police Department offers a variety of year-round safety and security services.

Remaining challenges include integrating neighborhood identification signage or banners, continued problems with property maintenance issues most frequently with improper storage of items, and frequent parking violations that typically involve an inoperable vehicle or the storage of trailers and recreational vehicles in front of the home or for an extended period of time.

Neighborhood Action Plan: Trail Springs (2015, 2018 Update)

Prepared for/by: Trail Springs Neighborhood/ City of Shawnee Community Development

OVERVIEW

The Trail Springs Neighborhood is the original neighborhood in Shawnee and is located just north of the Shawnee Pioneers neighborhood, bounded by Shawnee Mission Parkway, Johnson Drive and Nieman Road. The neighborhood is adjacent to Downtown Shawnee, providing a wide range of shopping, dining, and other services to residents including Splash Cove and Wonderscope Children’s Museum.



ASSETS AND CHALLENGES

Overall, Trail Springs residents identified the friendly and helpful neighbors, demographic mix of the neighborhood, the location of the neighborhood within the metro area, and physical elements (big yards, mature trees, and nearby parks) as assets to the neighborhood. Residents identified a large list of challenges for the neighborhood primarily centered on property maintenance and code enforcement issues, traffic and safety issues, inadequate maintenance, investment in physical improvements to public infrastructure, and commercial encroachment from Downtown Shawnee.

PRIORITIES

The four key priorities identified in the 2015 Neighborhood Action Plan are:

- 1) Improve appearance of neighborhood
- 2) Improve traffic within neighborhood
- 3) Encourage reinvestment in neighborhood
- 4) Protect neighborhood character (includes stormwater concerns)

Since 2015, the City has successfully contributed to each of the four priorities as follows:

- 1) Quarterly inspections by the Codes division and proactive monitoring of repeat code violators, foreclosure properties, commercial areas, and multifamily residences, and regular newsletters sent to all households with relevant property maintenance and code information.
- 2) Various construction projects have been completed to improve bicycle and pedestrian connectivity including a pedestrian bridge, multi-use path, and new sidewalks within the neighborhood.
- 3) Nieman Now stormwater projects and road project completed and currently underway, launching of the “Shawbucks” incentive program to support businesses in Downtown Shawnee, and design guidelines were created for South Nieman Road to encourage compatible development.
- 4) Various major and minor stormwater projects completed since 2015 reduced flooding in Trail Springs and the larger watershed and continue to be submitted and completed through the City’s Citizen Service Request system.

Remaining challenges include the need for improvements to pavement repair response times, continued code enforcement issues related to property maintenance, and the promotion of existing businesses to create an attractive development climate in Downtown Shawnee. Note, the Trail Springs Neighborhood was the subject of the Linking Historic Shawnee planning document, summarized in the proceeding section.

Area and Site-Specific Plans

This section includes a summary of the following area and/or site-specific plans:

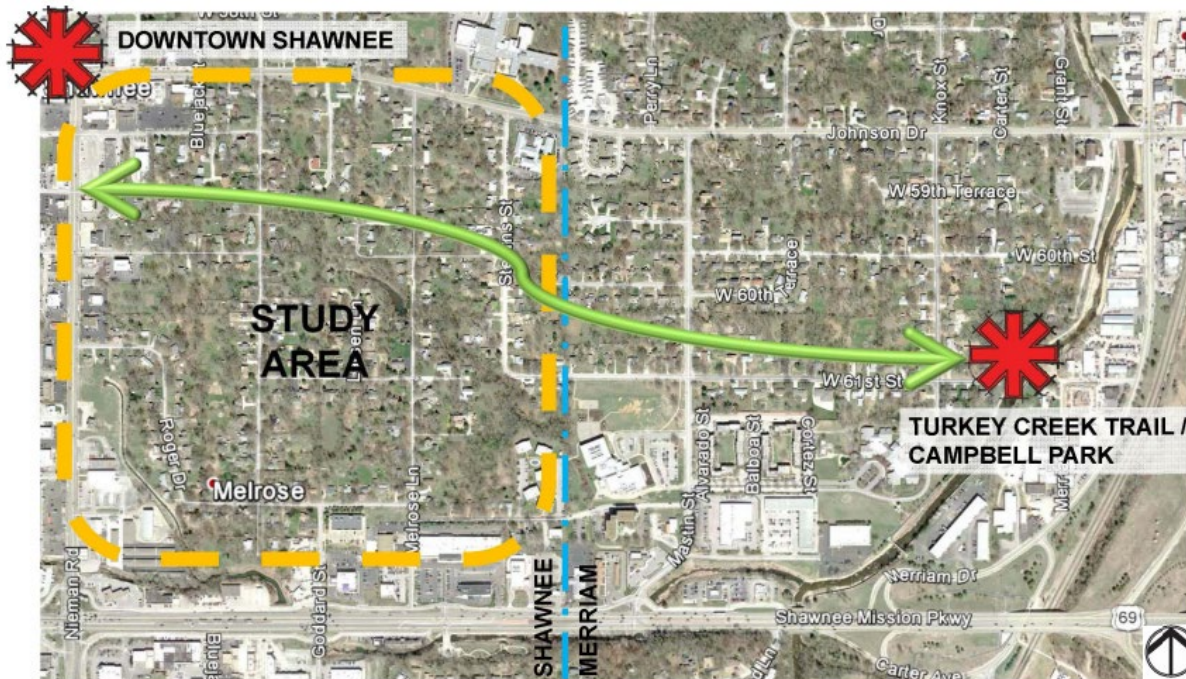
- Linking Historic Shawnee (2016)
- Downtown Action Plan II (2014)

Linking Historic Shawnee (2016)

Prepared for/by: City of Shawnee / Confluence, Wilson & Company & Shockey Consulting Services, Inc.

OVERVIEW

As a follow-up to the Community Connections Plan, the City of Shawnee received a Planning Sustainable Places grant from the Mid-America Regional Council to identify and prioritize bicycle and pedestrian linkages from Nieman Road to the Turkey Creek Trail in Merriam. This study was developed concurrently with the Nieman Renewed Right-of-Way Reallocation Plan and Turkey Creek Tributary Drainage Improvements project.

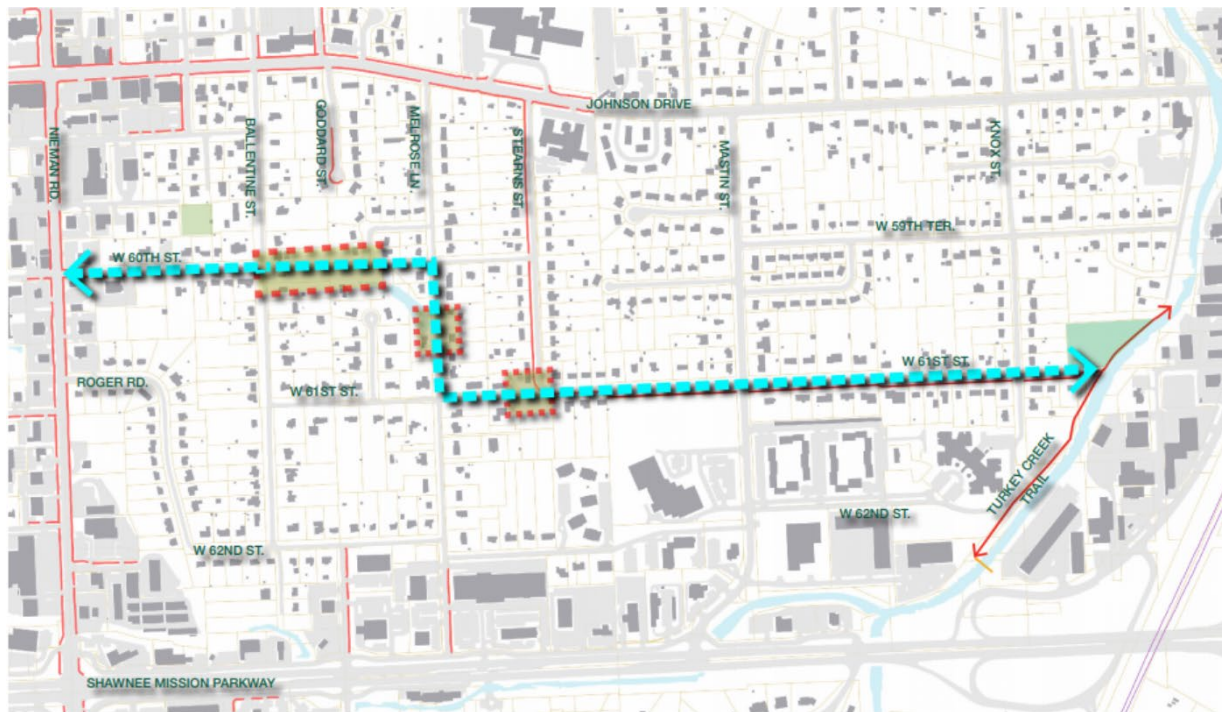


The plan outlines recommendations to guide the City’s future endeavors for upgrading sidewalks, identifying appropriate bicycle routes, and improving drainage and street infrastructure in established Shawnee neighborhoods. The study area (Trail Springs Neighborhood) is shown below.

GOALS AND RECOMMENDATIONS

Three primary goals were established to measure the success of the recommendations made in the plan:

- 1) Connectivity - Determine a preferred pathway for pedestrians and bicyclists to link nearby destinations including Downtown Shawnee/Nieman Road Corridor and Campbell Park/Turkey Creek Streamway Trail in Merriam.
- 2) Consistency - Integrate a consistent approach for the pathway’s proposed alignment and appearance to provide users with a sense of safety, visibility, and directional wayfinding elements that enhance the experience
- 3) Cost effective - Develop recommendations that are economical to construct and maintain while complementing the existing residential neighborhood character.



Ultimately, the plan proposes the corridor route/alignment shown above, but the key factors that informed the concept plan and should be considered in future corridor planning efforts are:

- The corridor should be designed to best provide a safe route for residents to move throughout the neighborhood and for children to safely access school.
- To minimize impact to surrounding residences, existing vegetation (most notably mature trees) should be identified and protected.
- The location of visible (poles, streetlights, communications boxes) and underground (sewer, gas, etc.) utilities in relation to proposed corridor improvements are key in determining impacts to surrounding residences.
- A “one-size-fits-all” approach to roadway widths may not be appropriate for future corridor improvements due to the variety of existing conditions and roadway profiles.
- A multi-use path was the preferred method for integrating bicycle and pedestrian facilities rather than painting “sharrows” or dedicated bicycle lanes.
- Johnson Drive and Nieman Road act as barriers for pedestrians due to car-oriented environments and are good candidates for enhanced pedestrian crossings and alignments.

Downtown Action Plan II (2014)

Prepared for/by: City of Shawnee / Shawnee Planning Department

OVERVIEW

The Downtown Action Plan builds on the 2002 Downtown Action Plan or “Hyett Palma Study,” a long-term planning document for the reinvestment in the downtown area. The first Downtown Action Plan recommended and produced successful actions including creating special events for downtown, enhancing civic resources, creating a streetscape, drafting design guidelines, and developing incentives for retail opportunities. These actions laid the foundation for the future actions identified in this second edition of the Downtown Action Plan. The Plan describes nine major goals and recommended actions to achieve those goals, summarized below.

GOALS AND ACTIONS

- 1) “Transform Nieman Road and adjacent properties into a place that is walkable with regard to safety, convenience, comfort and access to transit, while recognizing the prevalence of automobile and truck movement.”

The major recommended actions were to complete a right of way allocation study for Nieman Road to determine the best design for traffic and use of public infrastructure along the route, identify opportunities for reinvestment of underutilized properties and potential transit stops, and improve streetscape elements (landscaping, sidewalks, enhanced street markings, utility pole placement etc.) throughout the corridor.

2) “Offer more choices of living, working and purchasing goods and services.”

The major recommended actions were to establish development policies that encourage a variety of housing opportunities especially on sites that can support higher density land use patterns, create a cottage home zoning district to add density and an alternate form of single family residential development, construct an additional 100 residential units to serve the downtown area, and provide financial incentives for existing businesses as well as for repurposed retail and office spaces, and additional food related businesses (groceries, restaurants, etc.).

3) “Create a better network of pedestrian connectivity to and between nearby neighborhoods as well as within the district itself.”

The two recommended actions were to review and enhance residential street design to provide safer streets and sidewalks that encourage residents in the downtown area to walk or bike to local businesses and services and to construct a trail system that connects the downtown area to the greater trail system along Turkey Creek and provide opportunities for the general public to utilize the trail as well as provide a means to attract a larger population onto the area.

4) “Enhance the overall economic value of businesses and properties within the downtown area.”

The recommended actions primarily focused on the financing of new development or redevelopment of existing sites (i.e. creating a Business Improvement District, continued promotion of the existing façade renovation, loan buy-down, and business expansion incentives, and creating additional targeted incentives to address landscape costs, street trees, transit stops, etc.), but also include the recommendations to adopt flexible design standards for properties south of 60th Street and implement an asset maintenance and replacement schedule to provide guidance for infrastructure improvement funding.

5) “Develop alternative means of community outreach.”

The major recommended actions were to continue to utilize new social media technologies, create and maintain a vacant space directory to proactively promote the opportunity to locate a business in the downtown area, and enhance partnerships with existing cultural institutions to foster community involvement.

6) “Reintroduce natural features consistent with the historic pattern of meandering watercourses, trees and other vegetation to enhance the habitat.”

In addition to the repeated recommendation of constructing a trail system that connects the downtown area to the greater trail system along Turkey Creek, other recommended actions were to increase stormwater capacity under Nieman road to address current capacity issues and to evaluate the design and associated costs of returning Turkey Creek to a natural watercourse by moving the concrete liner and restoring the stream channel to a natural state.

7) “Enhance the identity of the corridor as both a gateway to downtown and extension of downtown commercial activities.”

The recommended actions focused on establishing a unique identity for Downtown Shawnee through high-quality landscaping, unique light poles, and signage that promotes a memorable branding message such as “Good Starts Here.” A targeted action for the 6200 block of Nieman Road is to use existing structures and open space in the area to create a community space that can host public events and/or create a new venue for recreational opportunities.

8) “Celebrate the historical and cultural significance of the area.”

One recommended action was to create story poles throughout the downtown area. Story poles are informational placards installed on existing light and utility poles that describe unique facts about the history of a street, building, or other cultural point of interest. The second recommended action was to create and publish a Downtown Walking Trail brochure to complement the story poles and increase visitation.

9) “Continue to upgrade the development potential along Shawnee Mission Parkway.”

There are several recommendations that overlap with previous goals including identifying potential transit stop locations and opportunities for reinvestment of underutilized properties. Other actions were to consider an amendment to the zoning regulations to reduce front yard setback requirements in the Commercial Highway Overlay Zoning District to create a more urban environment and increase commercial density along this portion of Shawnee Mission Parkway. Another action was to create a master landscape and walkway plan to soften the harsh visual appearance of the parkway and identify multimodal trails that are separated from the parkway to increase the safety and walkability of the area.

Other Plans

This section summarizes the following plans, studies, and/or reports relevant to the City of Shawnee:

- Vision Document for Kaw Lake Park and Recreation Area (2020)
- Shawnee Valley of Champions Visioning Document (2020)
- Shawnee Town 1929: Chapel and Band Shell Location Study (2020)
- I-435 and Johnson Drive Traffic Study (2019)
- First Suburbs Coalition Regional Housing Summit: Summary Report (2019)
- Creating Sustainable Places (2014)

Vision Document for Kaw Lake Park and Recreation Area (2020)

Prepared for/by: City of Shawnee / Stantec

OVERVIEW

This document is a conceptual site plan and photo renderings for the Kaw Lake Park and Recreation Area, located adjacent to the Bonner Springs Industrial Park at the intersection of KS-7 and 43rd Street/Kaw Drive. The vision for the area is to “create a unique experience for the KC Metro that can only be found at Kaw Lake.” The site plan and renderings show a variety of recreational amenities including a sand beach, open lawn space, an adventure park with a variety of activities such as ziplines and rock climbing, kayak trails, and ramp access to both the Kansas River and Kaw Lake. The vision also includes recreational lodging opportunities including an RV Park and floating campsites.

Shawnee Valley of Champions Visioning Document (2020)

Prepared for/by: City of Shawnee / Stantec

OVERVIEW

This document is a conceptual site plan for the “Valley of Champions,” the current location of the Mid-America Sports Complex and surrounding sports fields. The site plan introduces several new elements to activate and improve the area including a food truck area, a signature pedestrian bridge, pollinator and restoration areas, a dog park, retail and dining opportunities, and a tiny house village.

Shawnee Town 1929: Chapel and Band Shell Location Study (2020)

Prepared for/by: City of Shawnee / Stantec

OVERVIEW

This document is a general location study for a future chapel and band shell in Shawnee Town 1929. The chapel is proposed to be located just north of the Town Hall and will be designed to echo a generic late 19th and early 20th century chapel with historic stained-glass windows. The chapel will be a third-party use facility where weddings and other rentals can occur. The band shell is proposed to be located directly behind the Town Hall and will be available for Shawnee Parks and Recreation concerts, weddings, and other performances. See photos below for the conceptual images of the bandshell and chapel.



I-435 and Johnson Drive Traffic Study (2019)

Prepared for/by: City of Shawnee / WSP USA, Inc.

OVERVIEW

The City of Shawnee requested a traffic study for the I-435 & Johnson Drive interchange area (see photo, below) in response to a potential redevelopment opportunity.



Figure 5 - Overview of Area Surrounding Study Area

The study evaluates alternatives for the ultimate build-out of the interchange, taking previous traffic and land use studies into consideration including the I-435 Corridor Study (2009) and Shawnee Comprehensive Plan (1987, amended 2020) (described in earlier sections of this document).

The document is fundamentally a transportation engineering analysis of the intersection (safety and crash analysis, traffic counts, speed studies, trip distribution and generation, traffic controls, etc.), but it also incorporates broader land use and development recommendations. These recommendations are:

- Provide multiple access points to the development to spread out the impact it will have on the existing transportation network.
- Consider street network adjustments and site consolidation to ensure that land subdivisions have good access and strong frontage that create a sense of entry to development sites.

First Suburbs Coalition Regional Housing Summit: Summary Report (2019)

Prepared for/by: First Suburbs Coalition Regional Housing Summit / National League of Cities, TIP Strategies & The Mid-America Regional Council

OVERVIEW

The First Suburbs Coalition Regional Housing Summit began as a pilot program between the National League of Cities (NLC) and TIP Strategies (TIP). The initiative's goal was to bring together local leaders and stakeholders and identify a path to address economic development issues collaboratively. To better understand challenges and opportunities for preserving and providing workforce housing, TIP collaborated with the

MARC research team to conduct a detailed analysis of the issue across more than 20 cities in the Kansas City region, including the City of Shawnee. This report summarizes the data, strategies, and best practices presented at the First Suburbs Coalition Regional Housing Summit in July 2019. The report includes case studies that incorporate best practices for regionally advocating for regulatory and policy change and increasing housing availability.

RECOMMENDED STRATEGIES

In response to feedback from a pre-summit survey, knowledge of local successful programs, detailed research and analysis, and industry best practices, five thematic strategies are proposed and summarized below.

Promote Knowledge Sharing

- Convene a regional, cross-disciplinary housing forum to identify issues and solutions.
- Create a regional database of financing resources.
- Launch a regional workforce housing awareness campaign.

Preserve Existing Housing

- Increase funding for repair or retrofitting (such as the Rebuilding Together Shawnee program).
- Purchase existing workforce housing through a community land trust or direct purchase with subsidized rents.

Increase the Amount of Housing Available

- Establish a land bank and maximize effectiveness where they already exist.
- Establish a community land trust.
- Identify opportunities for adaptive reuse of existing buildings.
- Leverage public-private partnerships.

Increase Access to and the Availability of Financing

- Keep existing tax or introduce new tax incentives or abatements for new and existing workforce housing.
- Keep existing or introduce new homebuyer assistance programs
- Create a dedicated housing fund to support the development or preservation of affordable housing.

Enact Regulatory Changes

- Approve zoning ordinances and development standards that encourage desired housing outcomes.

- Calibrate density bonus programs to market conditions.
- Improve the development review process to remove barriers to the development of workforce housing.

Creating Sustainable Places (2014)

Prepared for/by: Mid-America Regional Council (MARC)

OVERVIEW

This plan updates the Mid-America Regional Council's first Creating Sustainable Places plan, a consolidation of various regional plans with a focus on sustainability. The original plan illustrated how coordinated regional and local plans inform and direct the vision of a sustainable region. The document first defines sustainability, sustainable places, and sustainable processes. Then, it describes the principle drivers for a regional sustainability strategy and presents the new elements introduced in the document, ending with leadership and implementation objectives.

SUSTAINABILITY PRINCIPLES

Sustainability is defined based on the following three broad principles:

- Equity - Residents of all races, economic means, and abilities are welcome and equipped to participate in all aspects of community life.
- Environment - The environment and natural resources and assets are preserved, protected, and restored.
- Economy - A competitive, robust economy is supported and promoted by fostering innovation, supporting quality education, and enhancing access to quality jobs.

Sustainable places are defined as vibrant, connected, and green. They are typically characterized as having ample transportation and housing choices that are nearby destinations and development centers. Sustainable places also promote healthy living by making walking or bicycling more accessible and provide unique cultural experiences. A sustainable community is built on the following principles:

- Partnerships are created and strengthened between government, the private sector, regional institutions, and the public to better coordinate public policy and private investment that supports sustainability.
- Stakeholders and the public, especially residents who have not typically engaged, are involved in the development of plans and policies.
- Organizational and institutional processes promote learning from experience and building capacity for effective change.
- Decision-making processes are integrated to simultaneously maximize environmental, economic, and social benefits through multi-benefit solutions.

PRINCIPLE DRIVERS

The two principle drivers that are compelling communities to develop a regional sustainable strategy are changing demographics, economics, markets, and local and regional planning efforts. Notable changes include:

- An aging population
- People staying single, marrying later, and having fewer children
- An increasingly diverse population
- High transportation costs due to sprawling development
- Rising infrastructure costs
- Increased demand for higher density living

NEW PLAN ELEMENTS

The updated document incorporates new planning and visioning in the areas of housing, social equity, healthy living, workforce development, and communities for all ages in the Greater Kansas City Region. These plan elements are supported by new sustainability tools such as Envision Tomorrow+ (an innovative planning tool that combines conventional scenarios and site planning with an economic pro forma), a Visualization Library with 200 examples of sustainable development, a GIS inventory of natural resources, a Sustainable Code Framework to explore code strategies to accomplish sustainability goals, and sustainability indicators to measure progress.

IMPLEMENTATION

The primary implementation objectives to achieve sustainability goals are:

- Continue to refine corridor plans and move them to implementation (including for the Shawnee Mission Corridor)
- Foster dialog with the development community and align public and private interests
- Promote and build public awareness of and conversation about sustainable development
- Apply sustainability tools and continue to enhance them

Johnson County Community Housing Study (2021)

OVERVIEW

The study provides an in-depth analysis of the current and future needs for affordable, workforce, and other housing options to bridge gaps in housing demand and supply. Each strategy in the study is tied to a wealth of information that forms a picture of Johnson County's housing market today. The information includes quantitative and qualitative sources to analyze factors for each city in Johnson County.



Appendix D

Economic and Market Analysis

The Economic and Market Analysis presents an independent analysis of the market forces at play in the City of Shawnee. This section addresses market opportunities and constraints; long-term demand projections for retail, office, industrial space, and residential housing units; and future development patterns. Based on this market analysis, recommendations for future land use patterns are also addressed.

The enclosed *Economic and Market Analysis* evaluates the historic, current, and future demographic, economic, and real estate market forces that influence the City of Shawnee's future urban growth patterns. In doing so the report consists of two sections, including: 1) Demographic and Economic Analysis and 2) Market Analysis. A market positioning strategy and land use recommendations will be addressed in a later document.

The *Demographic and Economic Analysis* section of the study assists in identifying the Planning Area's demographic and economic trends on the future demand for commercial, office and industrial space as well as residential housing units. Planning Area demographic characteristics and economic forces evaluated include population growth, household composition, age distribution, household income, educational attainment, and employment growth and composition.

The *Market Analysis* portion of the report evaluates competitive retail, employment, and residential market trends impacting the Planning Area. The market trends for each prospective land use were evaluated by quantifying such market forces as the current inventory of housing units and commercial/industrial space, construction activity, and development patterns.

Based on the study findings, the Planning Area's long-term demand projections are prepared quantifying the need for additional retail, office, and industrial space as well as residential housing units and land absorption estimates are provided.

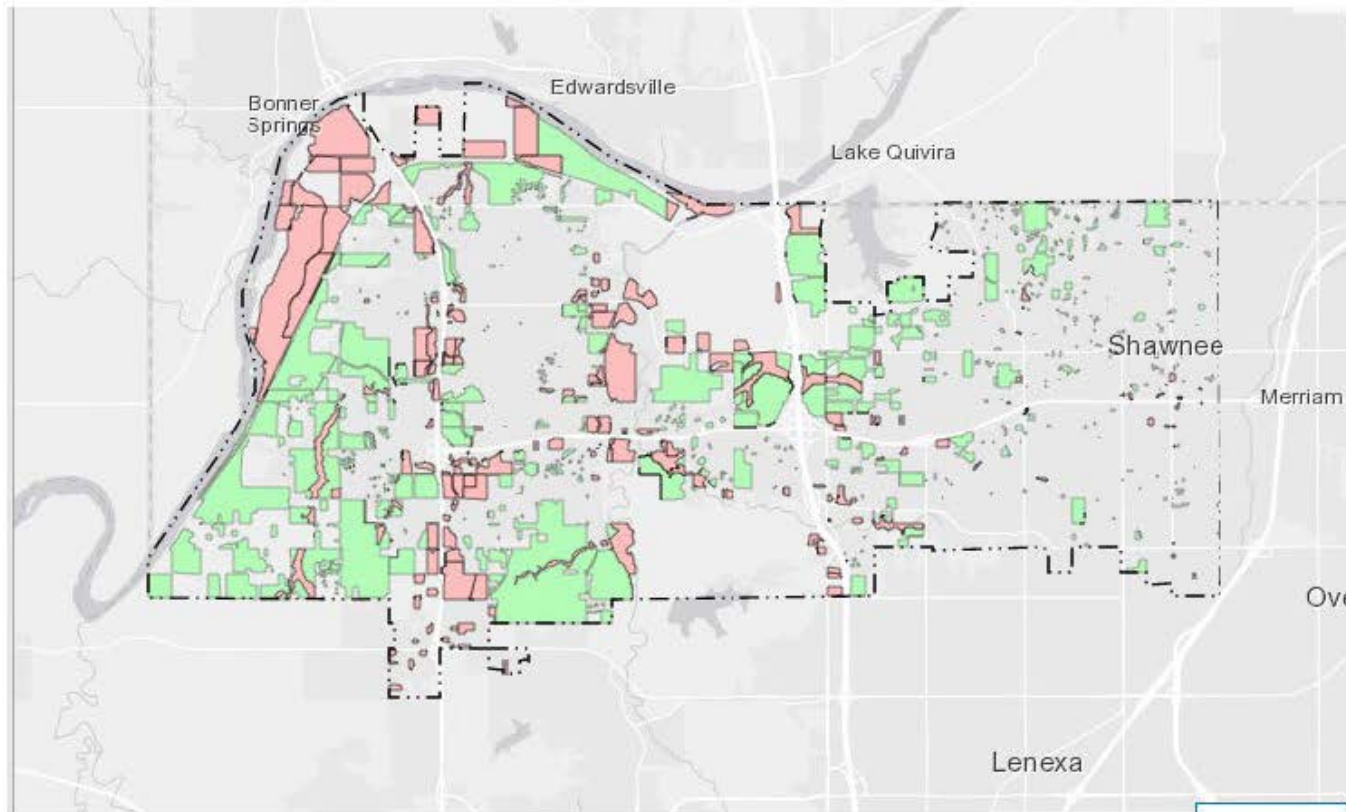
In addition, older commercial corridors and districts were identified that have the potential to adapt and support redevelopment and repositioning. Greenfield business center locations were identified designed to support the needs of the emerging economy.

Planning Area Defined

The City of Shawnee ("Planning Area") is located within northeast quadrant of the State of Kansas and is considered a portion of the Kansas City metropolitan statistical area ("MSA"). See **Figure 1.1**.

Shawnee occupies approximately 42.86 square miles of land area and is a landlocked community bounded by the Wyandotte County and Kansas River to the north, City of Lenexa to the south, Switzer Road and City of Merriam to the east, and the Kansas River to the west. Shawnee supports a current population of 67,626 residents and 26,544 residential dwelling units. An estimated 7,186 acres in the City of Shawnee remains available for future development.

As illustrated by the map, most of the undeveloped land in the City of Shawnee is located west of Interstate 435. The vacant residential land is depicted in "green" with vacant non-residential land highlighted in "red". Most of the vacant non-residential land is located within the Interstate 435 and K-7 corridors.



Shawnee's residential housing stock includes 18,722 detached single-family housing units, 6,723 multi-family dwelling units, and 1,099 duplex units. An estimated 4,866 acres of vacant land in the City of Shawnee is designated for residential use accommodating a maximum of 24,164 additional housing units.

Shawnee Mission Parkway serves as the city's principal commercial corridor with primary hubs located from Switzer Road west to Pflumm Road as well as the intersections at Maurer Road and K-7. Neiman Road in Downtown Shawnee also supports a concentration of commercial development. Highway 7 at Johnson Drive is an emerging commercial hub.

The City of Shawnee supports a modest inventory of industrial development with the principal concentration in the western region at the K-7 intersections at 47th Street on the north and 83rd Street to the south.

Approximately 7,186 acres within the City of Shawnee remains available for future development, equating to approximately one-quarter of the total land area. Future development is anticipated to occur in the western portion of Shawnee which supports most of the undeveloped land. Based on envisioned future land use, low-density residential is anticipated to account for 36.44 percent of future development, or 2,614 gross acres, followed by rural residential at 15.27 percent, or approximately 1,095 gross acres. A total of 1,049 acres are envisioned to be set aside for parks and open space. Industrial development is anticipated to account for just over 12 percent of future land development which is important in generating jobs and a municipal tax base.

Table D.1 quantifies existing and future land use for the City of Shawnee.

Table D.1 City of Shawnee, Kansas Land Use and Vacant Land Inventory

Existing Land Use / Perceived Highest & Best Use	Total Acres	% of Total Acreage	% of Vacant Land
Commercial	385	1.38%	5.36%
Farming/Ranch Land (No Improvements)	2,854	10.20%	39.72%
Farming/Ranch Land (With AG Improvements)	561	2.01%	7.81%
Farming/Ranch Operations (With Improvements)	1,211	4.33%	16.85%
Industrial	171	0.61%	2.38%
Institutional	55	0.20%	0.76%
Multifamily Residential	2	0.01%	0.02%
Nursey/Tree Production	30	0.11%	0.42%
Residential	1,877	6.71%	26.12%
Transportation/Utilities	15	0.05%	0.21%
Tribal Lands/Indian Reservation	20	0.07%	0.27%
Unused/Undeveloped Land	6	0.02%	0.08%
Shawnee Total Acreage	27,971	100.00%	
Total Vacant/Undeveloped Land	7,186	25.69%	100.00%
Future Land Use	Total Acres	% of Total Acreage	% of Vacant Land
Commercial	227	0.81%	3.16%
Office/Commercial	79	0.28%	1.10%
Office/Service	224	0.80%	3.13%
Warehouse Industrial	864	3.09%	12.04%
TSQ Mixed Use	3	0.01%	0.05%
Low Density Residential	2,614	9.35%	36.44%
Medium Density Residential	222	0.79%	3.09%
High Density Residential	103	0.37%	1.44%
Mixed Density Residential	213	0.76%	2.97%
Mixed Use/Destination	454	1.62%	6.32%

Rural Residential	1,095	3.92%	15.27%
Parks/Open Space	1,049	3.75%	14.62%
Public/Quasi-Public	24	0.09%	0.34%
Public/Quasi-Public (Schools)	0	0.00%	0.00%
Right of Way	2	0.01%	0.03%
Shawnee Total Acreage	27,971	100.00%	
Total Vacant/Undeveloped Land	7,174	25.65%	100.00%

Source: City of Shawnee, Kansas.

ECONOMIC AND DEMOGRAPHIC ANALYSIS

This section of the report examines the economic and demographic factors impacting real estate development trends in the City of Shawnee. It includes an analysis of population growth trends and projections, household composition, age distribution, household income, educational attainment, and employment trends. Historic demographic trends were provided by the *American Community Survey* published by the U.S. Census Bureau. Quantifying these economic and demographic characteristics will assist in forecasting the future demand in Shawnee for commercial space, industrial space, and residential housing units.

Population Growth Trends

Population growth has a direct impact on the demand for housing and retail space. Shawnee has benefitted from its location at the urban edge of the Kansas City MSA, adding over 37,000 residents since 1980. By 2020, the Shawnee population was estimated at 66,659 residents. The City of Shawnee Community Development Department estimates 4,866 acres of vacant land is designated for residential use accommodating up to 24,164 additional housing units.

The Johnson County Community Housing Study utilized population growth forecasts for Shawnee published by MARC of 74,233 residents by 2030. Carrying these forecasts forward, Shawnee’s population is estimated to reach 82,963 residents by 2040. The majority of future population growth will occur at the far western portion of Shawnee and a couple infill locations in the more established neighborhoods in the eastern portion of the city.

The City of Shawnee’s continued population growth will generate the need for retail goods and services, additional commercial and industrial space, and new residential housing units. In the bar chart below, U.S. Census Bureau population estimates are highlighted in “yellow” with future population projections highlighted in “green”.

Since the 1980's, Shawnee's population growth rate has significantly outpaced both the State of Kansas and United States. Population growth in Shawnee was particularly strong during the decades of the 1980's, 1990's, and 2000's.

Much of the City of Shawnee's sustained population growth can be attributed to its location at the path of urban growth, the availability of developable land, excellent transportation network, and convenient access to jobs. With an estimated 7,186 acres of undeveloped land, the City of Shawnee can support continued residential, commercial, and industrial development, most of which will occur west of Interstate 435.

Household Composition

Household formation and the mix of household types have a direct impact on the composition of retail sales and housing needs. According to the *American Community Survey* published by the U.S. Census Bureau, as of 2019 a reported 24,516 households resided in the Planning Area with an average household size of 2.66 persons. Family households accounted for 71.9 percent of all households with 35.6 percent of households having children present. Married couple families accounted for 58.1 percent of all households, of which 27.0 percent had related children.

Over the past six decades the average household size in the United States has declined steadily, from 3.33 persons in 1960 to 2.52 persons by 2019. This declining household size has played a factor in changing housing needs. The Planning Area's average household size of 2.66 persons is supported by the above average rate of families and married couples with children. For those families and married couples with children possessing the financial means the tendency is to reside in suburban communities with excellent school districts. **Table D.2** summarizes households by type for the Planning Area in 2019.

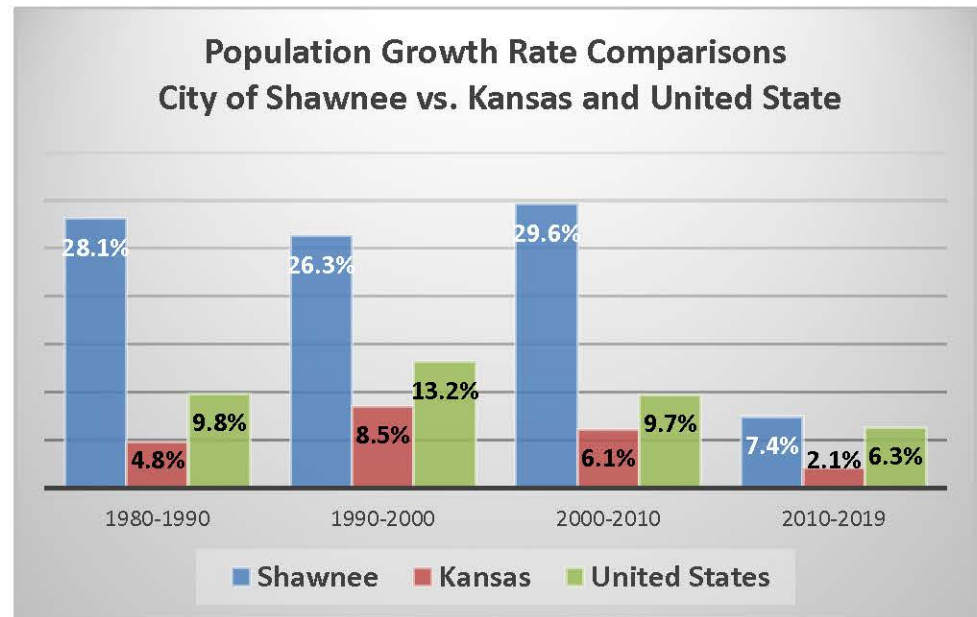
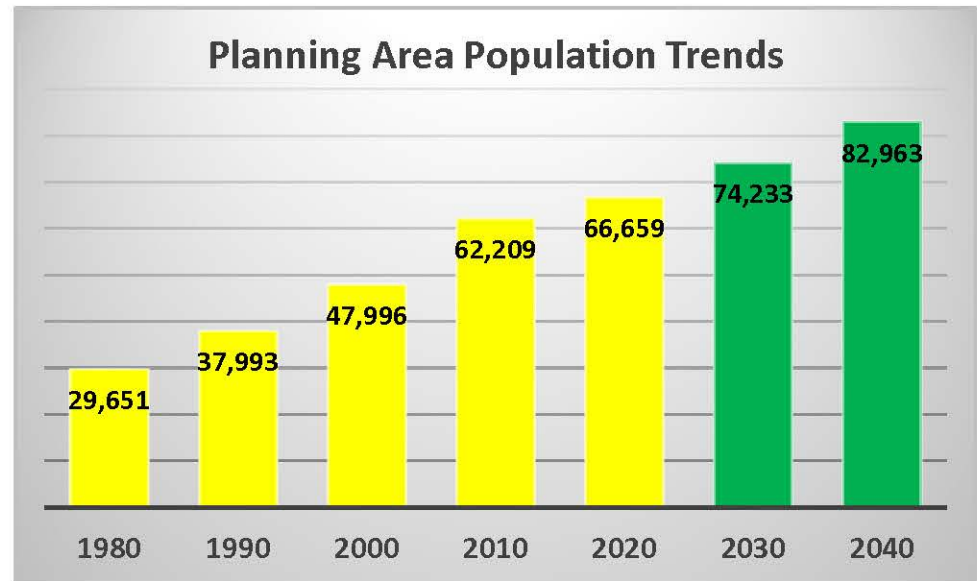


Table D.2 City of Shawnee Households by Type - 2019

Household Type	Planning Area	State of Kansas
Total Households	24,516	1,129,227
Family Households	71.9%	65.1%
With Children Under 18 Years	35.6%	29.2%
Married Couple	58.1%	50.6%
With Children Under 18 Years	27.0%	20.5%
Nonfamily Households	28.1%	34.9%
Householder Living Alone	24.2%	28.1%
65 Years and Older Living Alone	7.4%	11.4%
Average Household Size	2.66	2.51
Average Family Size	3.18	3.11

Source: American Community Survey, U.S. Census Bureau.

When compared to that of the State of Kansas, the Planning Area’s household composition possesses well above average rates for both of families with children and married couples with children and a below average senior population ages 65 years and over.

The Planning Area’s household composition characteristics would suggest a propensity for detached single-family housing and above average retail expenditures for household furnishings, groceries, clothing and accessories, sporting goods, books, and other family-related goods and services.

Population Age Distribution

Age is an important factor in consumer identity, since consumption patterns, housing needs, and financial situation change significantly throughout an individual's lifetime. Change in the relative proportions of age groups throughout the United States is expected to have an important impact on the retailing and housing industries.

The bar chart below depicts the Planning Area's population by six primary age groups, including children (0-14 years), adolescent (15-24 years), young adults (25 to 34 years), family/working adults (35-44 years); empty nesters (45-64 years) and elderly (65+ years). Each of the six age groups possesses distinctively different consumption and housing needs.

According to the U.S. Census Bureau, the median age of the Planning Area population of 38.5 years compares to the state average of 37.2 years. Empty nesters ages 45 to 64 years comprise the Planning Area's largest age group with 20.5 percent of the total population, followed by children ages 0 to 14 at 19.9 percent and elderly ages 65+ years at 17.7 percent. The large children and empty nester populations are consistent with the above average rates of families and married couples with children.

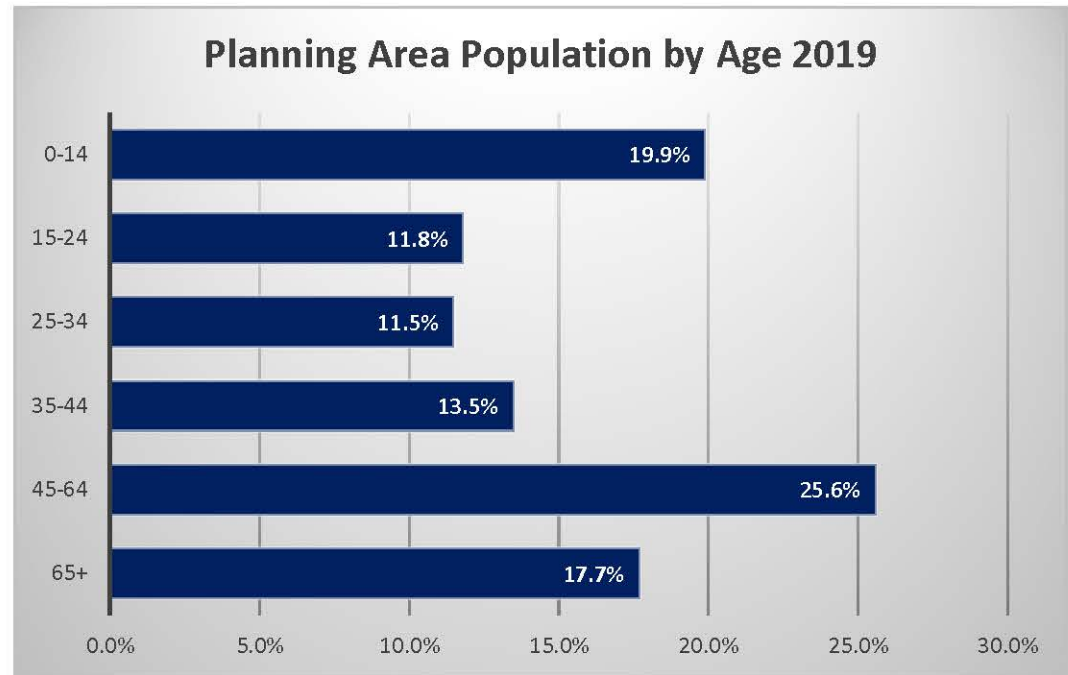
Children ages 0 to 14 years aren't generally consumers per say, but their presence within a household generates retail expenditures on such items as apparel and accessories and groceries. This age group accounts for 19.9 percent of the Planning Area population which is consistent with the statewide average.

The adolescent population ages 15 to 24 is key for supporting the sales of apparel and accessories, groceries, sporting goods, music, consumer electronics, eating and drinking places, and general merchandise. Adolescents account for 11.8 percent of the Planning Area population. By comparison, adolescents account for 14.1 percent of the Kansas population.

Young adults aged 25 to 34 years generally are new to the workforce. These tech savvy young adults are heavy consumers of electronics, apparel and accessories, entertainment, and rental housing. Young adults account for 11.5 percent of the Planning Area population and will have a growing impact on the local workforce, retail goods and services, and housing market. Young adults account for 13.0 percent of the Kansas population.

The population ages 35 to 44 are in their child raising and principal consumer years, with expenditures favoring hardware, furniture and home furnishings, consumer electronics, department stores, and eating and drinking places. Family/working adults account for 13.5 percent of the Planning Area population. The 35 to 44 age group comprises 12.4 percent of the statewide population. The Planning Area's above average family/working adult population may stem from the higher than average family and married couple with children households that seek suburban single-family homes in communities with excellent school districts.

The Planning Area's population ages 45 to 64 years account for 25.6 percent of the total population, compared to 23.4 percent statewide. People aged 45+ years are generally less consumers of apparel, consumer electronics, furniture, home furnishings, and entertainment than are younger consumers. This age



group provides opportunities for home downsizing, restaurants, entertainment, and travel and will also produce a growing need for healthcare services and continuum care housing facilities.

According to the U.S. Department of Labor, per capita retail expenditures by seniors 65+ years old is 18 percent lower than those under the age of 35 years and 41 percent lower than people ages 35 to 64 years. Residents 65+ years of age account for 17.7 percent of the Planning Area population, compared to 16.4 percent of the statewide population. The growing senior population will generate increased demand for healthcare, senior housing, and downsized housing.

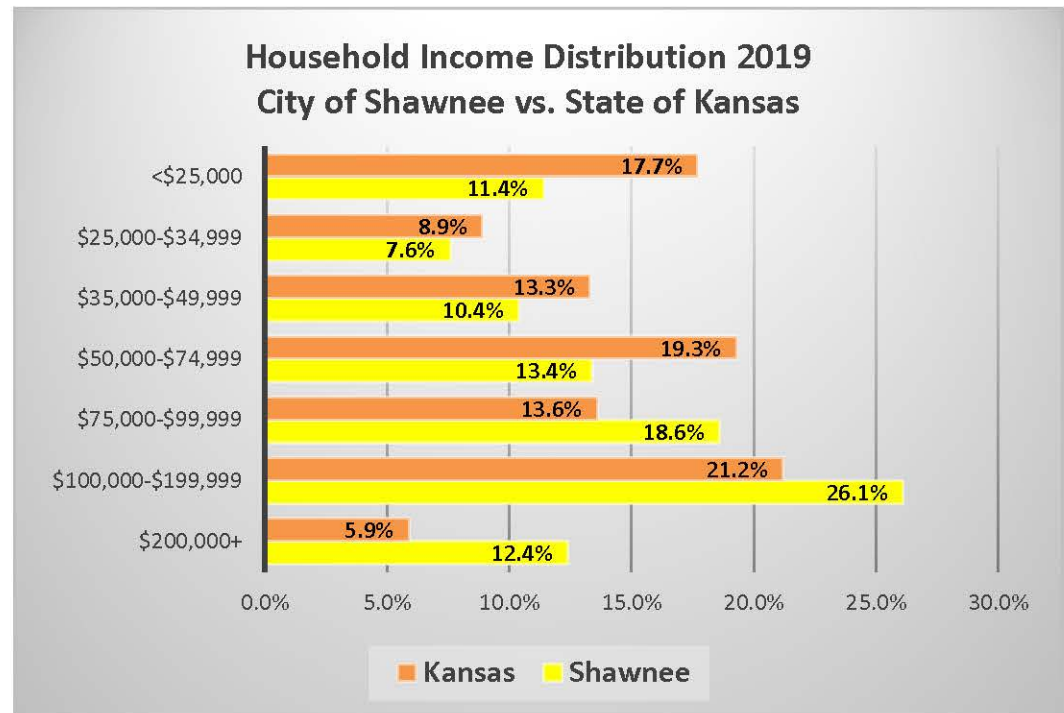
Among the six major age groups, those ages 35 to 64 possess the highest incomes and per capita consumer spending levels. According to the U.S. Department of Labor, people ages 35 to 64 possess an annual income 51 percent greater than those under the age of 35 years. Adults ages 35 to 64 years account for 39.1 percent of the Planning Area population and are in their peak spending years for housing, home furnishings, home improvements, clothing, and entertainment.

Household Income Distribution

Household income levels have a direct impact on retail sales volumes, housing demand, for-sale housing values, and residential rents. The Planning Area’s median household income of \$84,909 well exceeds that for Kansas of \$62,087 with a much lower rate of households earning less than \$35,000 and a much greater rate of high-income households earning \$100,000 or more. The Planning Area’s household income levels would suggest the ability to support above average retail sales per capita, housing values, and residential rents. A comparison of household income distribution estimates for the Planning Area and State of Kansas are outlined in the bar chart below.

An estimated 17.7 percent of Kansas households earn less than \$25,000 annually, compared to 11.4 percent of all Planning Area households, suggesting a modest need for income-based housing.

An estimated 7.6 percent of Planning Area households earn \$25,000 to \$34,999 annually compared to 10.2 percent for the State of Kansas. These households tend to be perpetual renters with the lowest income households potentially qualifying for some form of housing assistance. The median rent in the Planning Area of \$966 per month as reported by the U.S. Census requires annual household incomes within the upper end of the \$25,000 to \$34,999 income range. Household income levels suggest the Planning Area supports a below average demand for affordable housing rents.



The Planning Area’s entry-level housing valued between \$100,000 and \$199,999 accounts for 35 percent of the total housing stock. Based on standard lending practices, households earning \$50,000 to \$74,999 represent the entry-level, for-sale housing. According to the U.S. Census, an estimated 13.4 percent of Planning Area households earn \$50,000 to \$74,999, compared to 19.3 percent statewide.

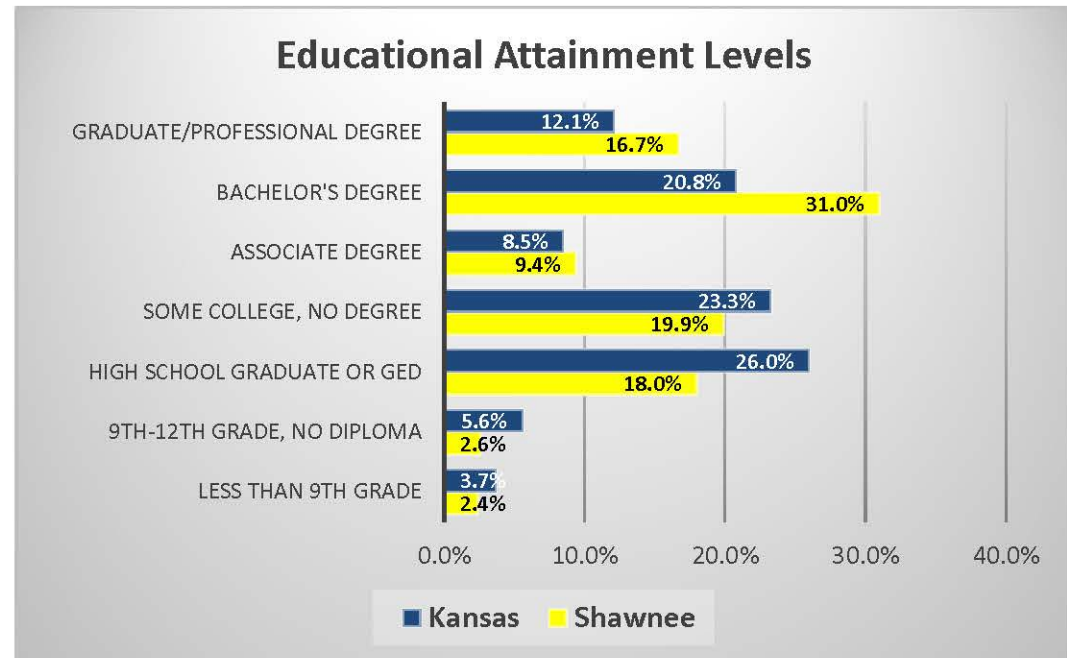
Approximately 9.4 percent of the Planning Area’s rental housing supports monthly rents ranging from \$1,500 to \$3,000, requiring a household income of approximately \$50,000 to \$99,999 annually. According to the U.S. Census, an estimated 32.0 percent of Planning households earn \$50,000 to \$99,999, suggesting the potential strong need for luxury rental housing.

High-income households with annual incomes of \$100,000 or more account for 38.5 percent of all Planning Area households compared to 27.1 percent for Kansas. These households represent potential demand for luxury for-sale housing priced in excess of \$500,000 as well as luxury automobiles, retail goods and services, travel, and entertainment.

Educational Attainment

Educational attainment levels of a market area’s labor pool are becoming increasingly important in the ability to attract and retain knowledge-based industries as well as the ability to support above average wages. The bar chart below provides a comparison of educational attainment levels between the Planning Area and State of Kansas as provided by the U.S. Census Bureau.

Educational levels have a direct impact on achievable income levels, retail expenditure patterns, housing values, and the demand for commercial space. The demand for retail space increases as income and retail sales levels rise. The type of retail space is also impacted as high-income households support increased demand for higher valued goods and services. The demand for office space improves at higher educational attainment levels as a larger percentage of residents are more likely to be employed in professional service and medical professions.



The Planning Area population is well educated with 47.7 percent of the population attaining a bachelor’s degree or higher compared to 32.9 percent statewide. Conversely, just 23.0 percent of Planning Area residents attained a high school diploma or less compared to 35.3 percent of the statewide population.

The Planning Area’s high educational attainment levels translate into the potential to support above average wages and spending on housing, personal services, apparel, household furnishings, entertainment, dining out, automobiles, and healthcare. The educational attainment levels may also improve the

Planning Area’s ability to meet the employment needs of the changing technology-based economy as well as increase the demand for professional office space.

Major Employers

Table D.3 identifies the largest employers operating in Shawnee as published in the City of Shawnee Annual Budget 2020. Transportation, healthcare, and retail are the key industries. FedEx is the City’s largest employer with a payroll of 575 employees, followed by Bayer Healthcare with 550 employees and the City of Shawnee with 350 employees. Principal retail employers include Walmart and Hy-Vee Food Stores.

Table D.3 Shawnee, Kansas Major Employers

Employer	Industry	# of Employees
FedEx Ground Package System, Inc.	Transportation / Parcel Delivery	575
Bayer Healthcare - Animal Division	Healthcare	550
City of Shawnee	Government	350
Harte-Hanks of Kansas City	Marketing Services Firm	300
Walmart	Retail	300
Nazdar	Printing Supplies	280
Hy-Vee Food Stores	Retail	245
KU MedWest	Healthcare	225
The Sweet Life at Rosehill	Assisted Living Facility	220
McAnany Construction	Construction	206

Source: County Economic Research Institute and Kansas Labor Information Center.

Shawnee Economic Development identified several additional major employers operating facilities in Shawnee, including Waste Management with over 500 employees, McLane Food Service (100-499 employees), Koller Products (100 to 499 employees), Amazon (100-499 employees), and PBI/Gordon Corporation (100 to 499 employees). Clearly, opportunity exists for Shawnee to attract additional logistics and light manufacturing firms.

Employment Trends

Since gains in employment generally fuel growth in population, income, and retail expenditures, job growth is a reliable indicator of general economic conditions and demand for housing and commercial space. Typically, households prefer to live near work for convenience. Affordable housing costs, reduced commute times, and higher quality of life can also motivate employees to relocate from elsewhere in a metropolitan area to the community where their job exists.

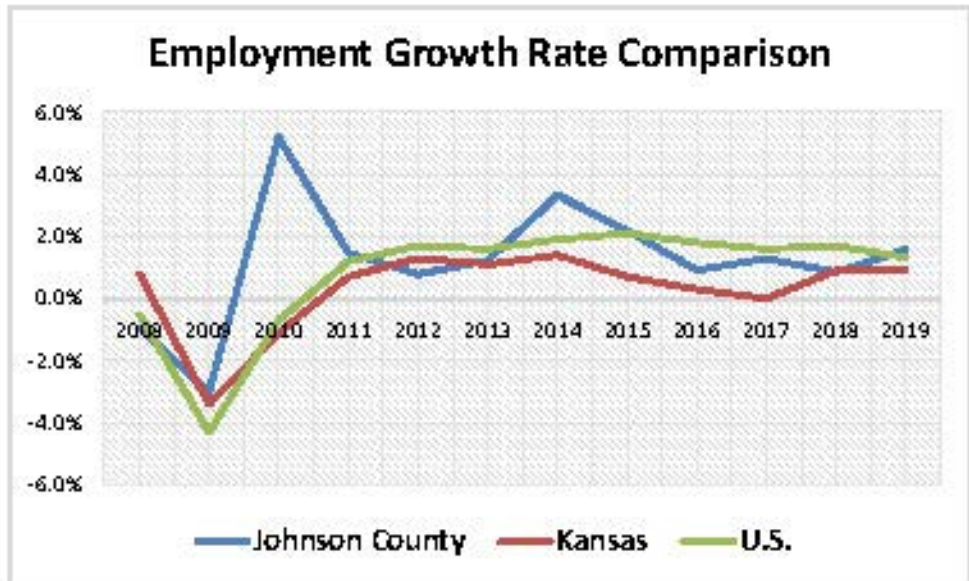
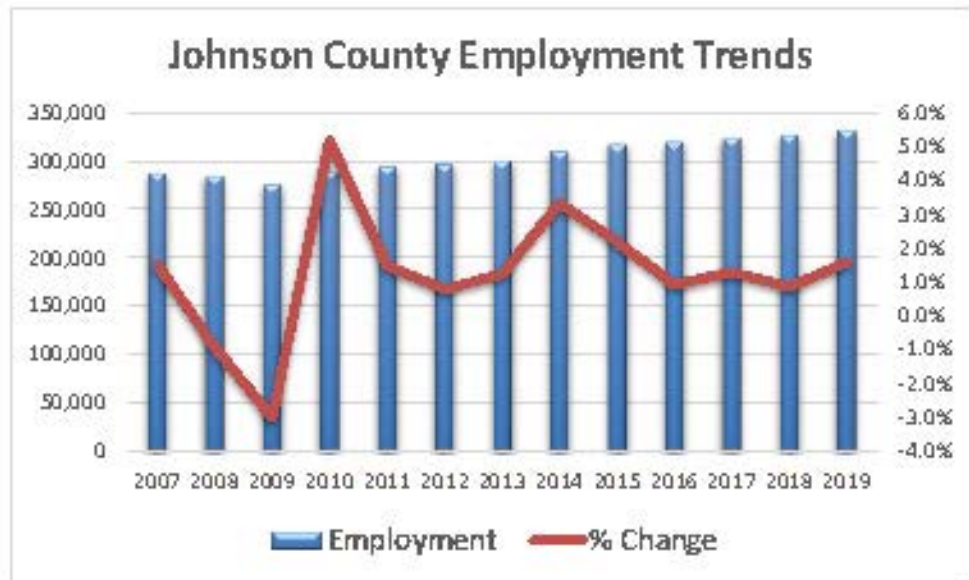
The City of Shawnee is in Johnson County. According to the Kansas Department of Labor, after peaking in 2007 at 287,351 jobs and an unemployment rate of 3.8 percent, in the wake of the national housing crisis and weakening economic conditions employment in Johnson County hit a low in 2009 of 276,096 jobs and an 6.5 percent unemployment rate. Through year-end 2019 the job market has steadily improved, adding over 56,000 new jobs and a healthy unemployment rate of 2.5 percent. Year-end employment levels for Johnson County from 2007 through 2019 are depicted in the bar chart below.

By March 2020, employment in Johnson County totaled 330,309 jobs and an unemployment rate of 2.5 percent. The COVID-19 pandemic reversed the decade long employment growth with the loss of nearly 31,000 jobs in April 2020, pushing the unemployment rate to 10.6 percent. By April 2021, employment in Johnson County had fully recovered adding approximately 40,000 new jobs, reducing the unemployment rate to 2.7 percent. Total employment in April 2021 of 339,407 jobs exceeded pre-pandemic levels.

Despite the adverse impacts of the pandemic on the national and state economies, according to the Kansas Department of Labor, the September 2020 unemployment rate for Johnson County stood at a healthy 4.7 percent which compares to 5.9 percent statewide. For September 2020, Johnson County's labor force was reported at 330,296, with employment of 314,617.

The U.S. Bureau of Labor Statistics reported as of 2020 Q2, Johnson County's average weekly wage of \$1,207 exceeded the national average of \$1,188. Johnson County is the only large county in Kansas to record wages above the national average.

Employment growth rate comparisons from 2008 through 2019 for Johnson County, State of Kansas, and United States are depicted in the bar chart below. Since 2008, annual job growth rate patterns for Johnson County have trended higher than both the statewide and national averages. Job growth for Johnson County has been strong since 2014 reporting annual growth rates of 0.9 percent to 3.3 percent. By comparison, since 2014 annual employment growth ranged from a 0.0 percent to 1.4 percent in Kansas and 1.3 percent to 2.1 percent nationally.



According to the U.S. Census Bureau, the Shawnee, Kansas employment base totals approximately 36,000 jobs, an increase of 3,200 jobs since 2010. Leading employment sectors in Shawnee include: 1) healthcare and education, 2) professional and business services, 3) retail trade, 4) entertainment, accommodations, and food service, and 5) finance, insurance, and real estate.

From 2021 through 2040, job growth in Shawnee is projected to increase at an average annual rate of approximately 1.0 percent to 1.1 percent, yielding an estimated 8,400 new jobs.

Compared to statewide averages, Shawnee supports a higher rate of employment for wholesale trade; information; finance, insurance, and real estate; professional and business services; and arts, entertainment, accommodations, and food service. Employment sectors where Shawnee lags behind statewide averages include construction; manufacturing; healthcare and education; other services; and public administration. Shawnee’s concentration of white-collar employment is reflective of the high educational attainment levels among its residents. **Table D.4** illustrates these trends.

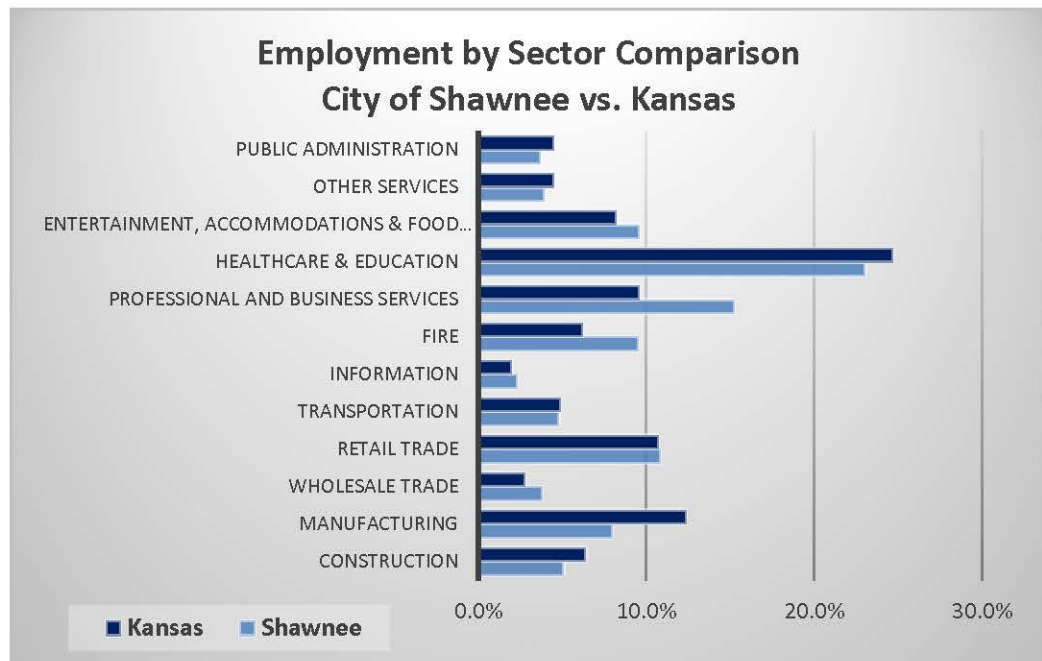
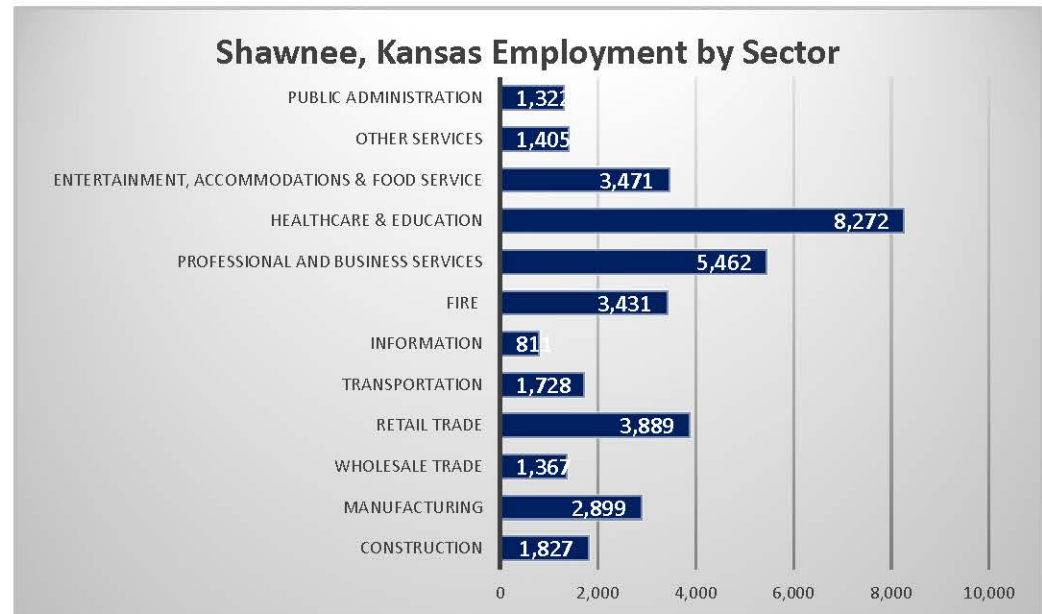


Table D.4 Employment by Sector Comparison City of Shawnee vs. State of Kansas

Industry	Planning # of Jobs	Area % of Total	Kansas % of Total
Construction	1,827	5.1%	6.4%
Manufacturing	2,899	8.0%	12.4%
Wholesale Trade	1,367	3.8%	2.8%
Retail Trade	3,889	10.8%	10.7%
Transportation, Warehousing & Utilities	1,728	4.8%	4.9%
Information	811	2.3%	2.0%
Finance, Insurance, and Real Estate	3,431	9.5%	6.2%
Professional and Business Services	5,462	15.2%	9.6%
Healthcare and Education	8,272	23.0%	24.7%
Arts, Entertainment, Accommodations & Food Service	3,471	9.6%	8.2%
Other Services	1,405	3.9%	4.5%
Public Administration	1,322	3.7%	4.5%

Source: U.S. Census Bureau.

Economic Development Factors

Based on interviews with economic development professionals, the bullet points below summarize the strengths and weaknesses in fostering economic development in Shawnee, Kansas.

Strengths/Assets

- Shawnee benefits from a regional economy centered on the Kansas City MSA. The region supports a diverse economy and is experiencing steady employment and population growth. Shawnee is located at the periphery of the Kansas City MSA and benefits from being within the path of urban growth.
- Shawnee benefits from access to an extensive interstate and state highway system and proximity to Kansas City International Airport. Interstate 435 and K-7 are emerging as employment corridors. The mean commute time for Shawnee residents is 21.5 minutes. The transportation network affords the opportunity to attract logistics and light manufacturing firms.
- Shawnee possess a business friendly environment with state and local incentives available for companies and new development.
- Shawnee’s population is well educated with a large percentage of residents attaining a bachelor’s degree or better. The high educational attainment levels afford Shawnee the opportunity to attract white-collar jobs.

- Shawnee benefits from convenient access to such post-secondary schools as Johnson County Community College, St. Luke's College, Rockhurst University, DeVry University, Park University, and University of Kansas.
- Shawnee maintains a high quality of life, marked by quality school, park and recreation facilities, low crime rate, and moderate cost of living.
- The City of Shawnee Parks and Recreation Department oversees more than 1,010 acres of city parks, Shawnee Town 1929 Museum, the Civic Centre, and the City's two state of the art aquatic facilities.
- Shawnee maintains a wide range of housing opportunities including rental apartments, townhomes, single-family homes, and large-lot rural homes.
- Johnson County supports a large and diverse employment base.
- Kansas is a right to work state with economic incentives available to qualified businesses.
- Actively developing business parks in Shawnee offer shovel-ready sites available for immediate development. The Heartland Logistics Park has commenced development and at build-out will support 2.0 million square feet of industrial space.
- Nieman Now! is a major infrastructure improvement project now underway bringing major beautification and structural improvements to downtown Shawnee. The Nieman Road Corridor sits within a Federally designated Opportunity Zone offering multiple blank slate parcels and a handful of vacant development sites.
- The rolling and tree covered topography of the western half of Shawnee provides for a unique setting for residential and recreational land uses.

Weakness/Liabilities

- Shawnee is landlocked with only about 25 percent of its land area remaining available for development. Some older portions of the City require reinvestment.
- Shawnee supports a modest inventory of land designated for industrial use.
- While the Shawnee population is well educated it is primarily a bedroom community with a limited number of large private employers.
- Many Interstate 435 and K-7 interchanges in Shawnee have been developed, placing a constraint in attracting major retail development.
- Shawnee's housing costs significantly exceed the metropolitan norm, placing affordability constraints for householders earning less than \$50,000 annually.
- While Johnson County supports a large and diverse employment base, the low unemployment rate places constraints on the availability of labor.
- Shawnee supports just 2.3 million square feet of industrial space with just 191,100 square feet vacant (8.5% vacancy rate) and available for immediate occupancy.
- The Shawnee office market supports approximately 5.0 million square feet of space operating at a cumulative vacancy rate of 8.8 percent. With just over 442,000 square feet of vacant space limits the options for companies considering a move to Shawnee or existing companies looking to expand.
- In attracting business Shawnee faces stiff competition from other cities within the Kansas City MSA.

Shawnee, Kansas possesses ample advantages for attracting businesses, jobs, and development activity. The principal economic development benefit lies within being located at the periphery of a growing regional economy whose assets include a large population; diverse economy, convenient highway, air and rail access; well educated population; and high quality of life. Economic development benefits offered by the City of Shawnee include shovel-ready building sites, efficient transportation network, excellent quality of life, and a well-educated population. Challenges facing future economic development efforts in Shawnee include a low unemployment rate that places constraints on the available labor force, limited inventory of industrial and office space available for immediate occupancy, and stiff competition from other cities within the Kansas City MSA.

Conclusions

Shawnee's urban growth is influenced by its excellent transportation network and location at the urban fringe of the Kansas City MSA. As the Kansas City region continues to grow Shawnee is anticipated to experience accelerated population and job growth, residential and commercial development activity, and increased demands for municipal and transportation services.

By 2040, Shawnee is forecast to add approximately 16,500 residents and 8,500 jobs, generating demand for new housing, retail goods and services, eating and drinking establishments, and commercial and industrial space.

Household income levels in Shawnee suggest a future need for a wide variety of housing products, including affordable, entry level, move up, and luxury housing.

Shawnee's high educational attainment levels bode well for attracting employers and supporting above average income levels, retail expenditures, and housing values and rents.

Shawnee's large Millennial population creates demand for rental housing, clothing, electronics, entertainment, and eating and drinking establishments.

Johnson County loss of nearly 31,000 jobs in early 2020 due to the COVID-19 pandemic. By April 2021, employment in Johnson County had fully recovered with total employment of 339,407 jobs exceeding pre-pandemic levels.

Forecast continued job creation in Shawnee will yield a growing demand for retail, professional office, medical office, and industrial space.

Shawnee, Kansas possesses ample advantages for attracting businesses, jobs, and development activity. The principal economic development benefit lies within being located at the periphery of a growing regional economy whose assets include a large population; diverse economy, convenient highway, air and rail access; well educated population; and high quality of life. Economic development benefits offered by the City of Shawnee include shovel-ready building sites, efficient transportation network, excellent quality of life, and a well-educated population. Challenges facing future economic development efforts in Shawnee include a low unemployment rate that places constraints on the available labor force, limited inventory of industrial and office space available for immediate occupancy, and stiff competition from other cities within the Kansas City MSA.

MARKET ANALYSIS

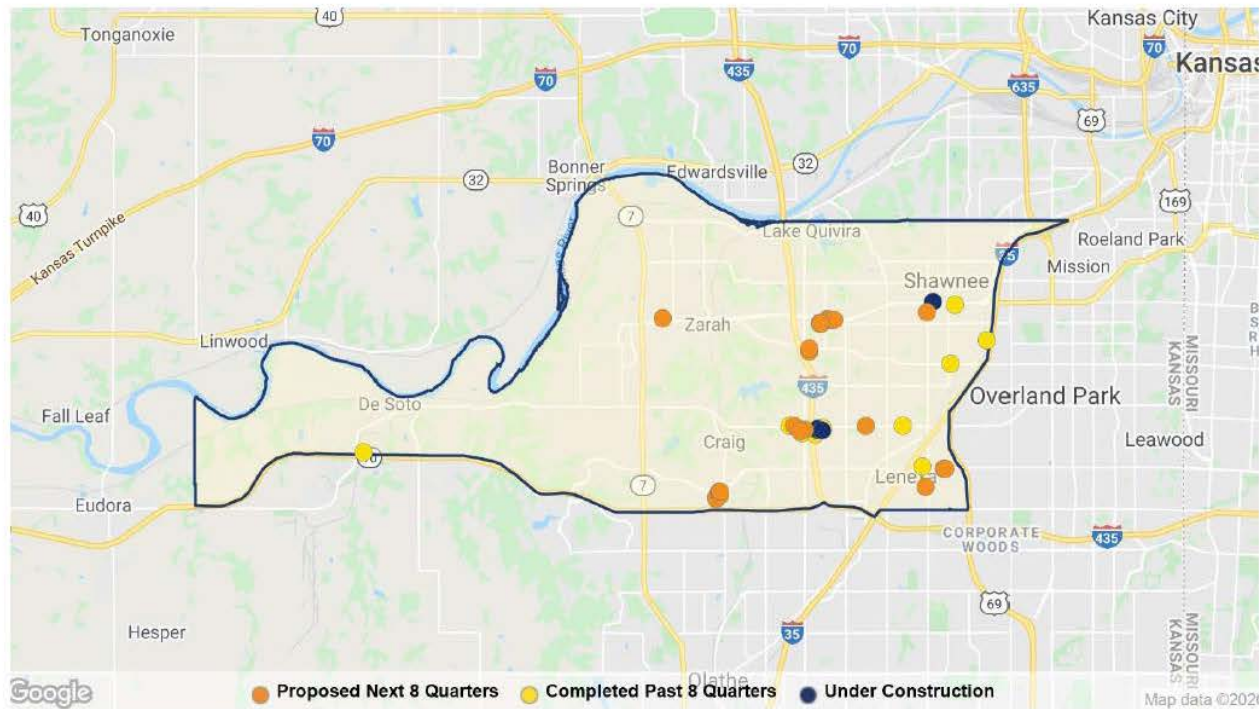
The *Market Analysis* portion of the study evaluated directly competitive retail, professional office, industrial, and housing market trends impacting the Planning Area. The market trends for each prospective land use were evaluated and the long-term need for additional commercial space, industrial space, and housing units was forecast to quantify the level of future real estate development in the Planning Area.

Retail Market Analysis

The *Retail Market Analysis* portion of the report evaluates directly competitive retail market trends impacting Shawnee and forecasts future demand for commercial space.

Retail Market Overview

According to the *Kansas City Retail Submarket Report* published by CoStar, Shawnee is located within the Northwest Johnson County submarket that consists of the communities of Shawnee and DeSoto as well as a portion of Lenexa.



By the fourth quarter 2020 the inventory of retail space in Northwest Johnson County totaled 10 million square feet, or 7.8 percent of the Kansas City MSA total. General retail and neighborhood shopping center space accounted for the bulk of the total inventory with 3.83 million square feet and 3.67 million square feet, respectively. Shawnee Mission Parkway serves as the submarket's principal retail destination, housing such retailers as Walmart, Target, Home Depot, and Lowe's.

At the close of the fourth quarter 2020, the Northwest Johnson County submarket was operating at a cumulative vacancy rate of 7.5 percent which is comparable to the metropolitan rate of 5.9 percent. The average asking rent of \$16.08 per square foot compares favorably to the metropolitan average of

\$15.60 per square foot. During 2020, Northwest Johnson County submarket absorbed negative 310,531 square feet of retail space. At year-end 2020, 17,712 square feet of retail space was under construction within the Northwest Johnson County submarket. Trends are illustrated in **Table D.5**.

Table D.5 Northwest Johnson County Retail Market Conditions; 2020 Q4

Center Type	Building Sq. Ft.	Vacancy Rate	Asking Rent	Absorption YTD	Space U/C
Malls	1,737,600	3.1%	\$15.55	-9,642	0
Power Centers	425,442	0.3%	\$22.79	2,303	0
Neighborhood Center	3,673,083	8.0%	\$15.76	-176,100	0
Strip Center	381,988	17.8%	\$16.24	2,338	0
General Retail	3,834,569	4.5%	\$15.86	-129,430	17,712
Totals	10,052,499	5.9%	\$16.08	-310,531	17,712

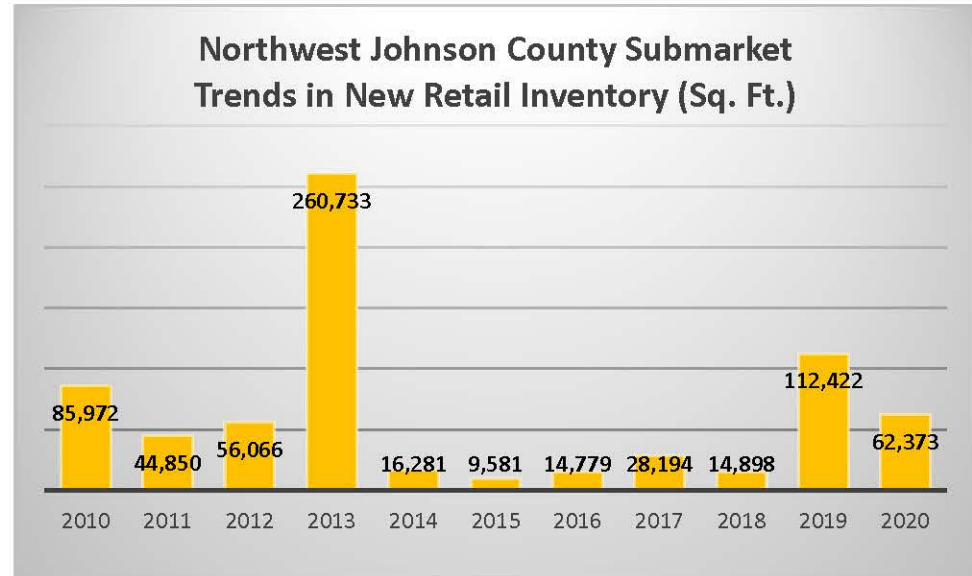
Source: CoStar.

Since 2010, Costar reported 706,149 square feet of retail space was constructed in the Northwest Johnson County submarket. Retail construction peaked in 2013 with the completion of 260,733 square feet of space. New retail construction has been modest since 2014.

The former Westbrooke Village Shopping Center at the northeast corner of 75th Street and Quivira Road is undergoing redevelopment with 343 apartment units and 107,600 square feet of neighborhood retail and restaurants. The apartment site has been cleared and ready for development.

Costar reported that 20 retail projects totaling 490,579 square feet of building area are proposed for future development in the Northwest Johnson County submarket. Legacy Development has plans to development Belmont Promenade, a 170,000 square foot power center, at the southwest norther of Shawnee Mission Parkway and Maurer Road in Shawnee.

Since 2010, Costar reported approximately 878,000 square feet of retail space was absorbed in the Northwest Johnson County submarket. Retail space absorption peaked in 2013 with the net occupancy of 340,217 square feet of space. Negative space absorption was reported in both 2018 (-18,248 SF) and 2020 (-310,531 SF).



With net space absorption outpacing new construction since 2010, the overall retail vacancy rate for the Northwest Johnson County submarket declined steadily from a high of 9.6 percent in 2010 and 2011 to a healthy 3.9 percent by year-end 2019. During 2020, the impact of on COVID-19 pandemic and ensuing business shutdown has had an adverse impact on the Northwest Johnson County retail submarket with net absorption of -310,531 square feet pushing the vacancy rate up to 7.5 percent by year-end.

To provide a more macro perspective of the competitive retail market the Costar database was searched for existing shopping centers and retail buildings in Shawnee. Bank branches, convenience stores, automotive, and fast food and sit-down restaurants were not included in the retail survey. The search identified 147 retail properties totaling approximately 3.2 million square feet of building area. As illustrated below, Shawnee Mission Parkway serves as Shawnee’s principal retail corridor.

As outlined in **Table D.6**, the Shawnee retail market supports approximately 3.2 million square feet of retail space operating at a cumulative vacancy rate of 10.6 percent. By comparison, the Kansas City MSA retail market is operating at a vacancy rate of just 5.6 percent. Freestanding buildings and big-box retailers account for nearly one-third of the total retail space inventory, or 1.0 million square feet. Neighborhood centers total 724,548 square feet of space, operating at a high vacancy rate of 29.9 percent. Community and power centers are operating at healthy vacancy rates of 4.1 percent and 6.4 percent respectively.

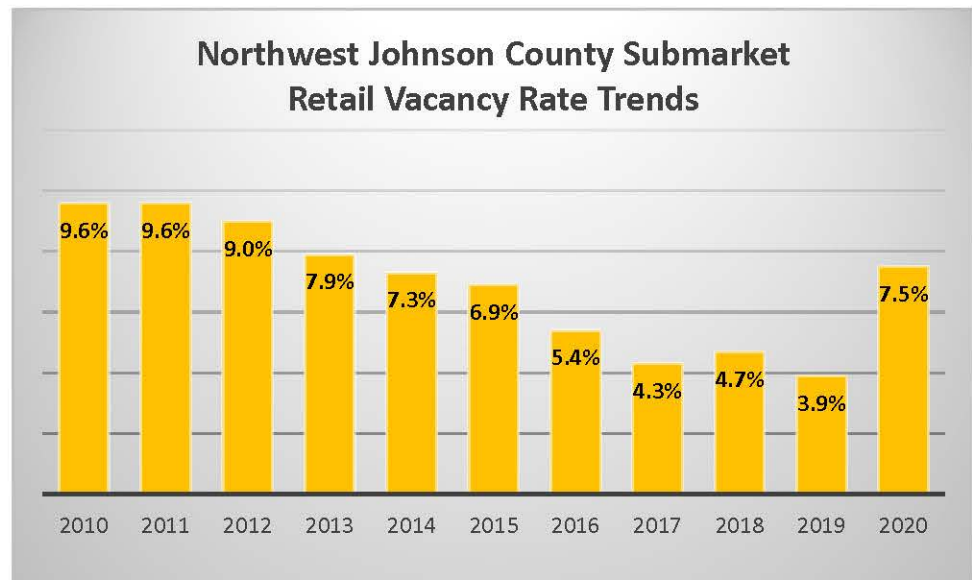
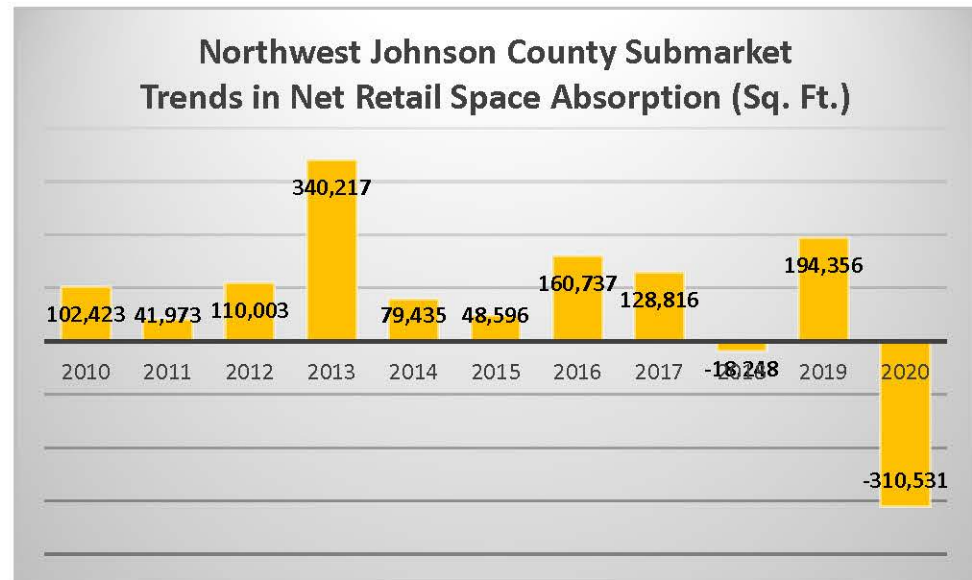


Table D.6 Shawnee Retail Market Conditions; 2020 Q4

Center Type	# of Buildings	Building Sq. Ft.	Vacant Space	Vacancy Rate
Power	3	406,337	16,747	4.1%
Community	24	559,889	35,844	6.4%
Neighborhood	22	724,548	216,707	29.9%
Strip	27	324,402	63,584	19.6%
Freestanding	40	1,015,043	0	0.0%
General Retail	31	188,354	8,863	4.7%
Totals	147	3,218,573	341,745	10.6%

Source: Costar.

Shawnee Station anchored by Target, Kohl’s, Michael’s, Petsmart, Maurices, and Bed Bath & Beyond. Other big-box retailers operating stores in this retail core include Walmart, Home Depot and Lowe’s. Legacy Development has plans to develop Belmont Promenade, a 170,000 square foot power center, at the southwest norther of Shawnee Mission Parkway and Maurer Road.

Highway 7 at Johnson Drive is an emerging commercial hub housing a Walmart, CVS Pharmacy, Walgreens, strip centers, and several freestanding retailers.

Neiman Road in downtown Shawnee also supports a concentration of commercial development. The Neiman Now! project by the City of Shawnee encompassed four stormwater projects and a major enhancement to Nieman Road between Shawnee Mission Parkway and 55th Street. Several other adjacent streets were upgraded to provide greater pedestrian and bicycle access throughout the entire area. The focal point of Nieman Now! was turning Nieman Road into a three-lane road with a bike and pedestrian path on one side and sidewalk on the other. Trees, benches, and signs were installed and streetlight fixtures were upgraded. Construction was completed in the summer 2020. These improvements will hopefully stimulate private sector investment in downtown.

Trade Area Capture

Information about a community’s retail trade area can help assess the ability of local merchants to attract and capture the retail business of local residents. The trade area capture (“TAC”) is an estimate of the number of people who shop in the local area during a certain period. TAC assumes that local residents will buy goods at the same rate as the state average, and that the only force that causes a variation in spending patterns is income. The formula for calculating TAC is:

$$TAC = \frac{\text{Community's Actual Retail Sales}}{\text{State Per Capita Sales} \times \text{Community's Per Capita Income} / \text{State Per Capita Income}}$$

Despite the well above average household income levels and steady population growth, Shawnee currently supports 41.5 square feet of occupied retail space per capita compared to 56 square feet per capita for the Kansas City MSA. This well below average supportable retail space may suggest Shawnee is experiencing retail sales leakage to other cities in the Kansas City MSA.

Shawnee Mission Parkway serves as the Shawnee’s principal commercial corridor running the length of the city. The original commercial core extends from Switzer Road west to Pflumm Road housing anchored shopping centers, strip centers, and a variety of freestanding retail businesses.

As the city grew westward the intersection of Shawnee Mission Parkway and Maurer Road emerged as a retail destination with the development of

If the TAC estimate is larger than the community's population it suggests: 1) the community is attracting customers outside its boundaries or 2) residents of the community are spending more than the state average. If the estimate is smaller than the community's population: 1) the community is losing its customers to other regions for retail purchases or 2) residents of the community are spending less than the state average.

According to the U.S. Census Bureau, Shawnee's 2019 population is estimated at 65,807 residents and per capita income of \$39,901. The Kansas Department of Revenue reported 2019 retail sales for the City of Shawnee of \$1.34 billion.

The U.S. Census estimated the 2019 population for Kansas at 2,913,314 residents and per capita income of \$30,757. According to the Kansas Department of Revenue the state's taxable retail sales for 2019 totaled approximately \$43.7 billion, equating to per capita retail sales of \$15,011.

$$\frac{\$1,341,844,160}{\$15,011 \times (\$39,901 / \$30,757)} = 68,905 \text{ Residents}$$

Shawnee's resident population of 65,807 and estimated TAC of 68,905 residents illustrates the City's slightly above average capture of shoppers from outside of the community.

Retail Pull Factor

Pull factors ("PF") measure a community's ability to attract shoppers, residents and non-residents alike, to make retail purchases within the community. A pull factor is a measure of the strength of a community's retail trade, based on a comparison of local spending in relation to that of a wider geographic area (e.g. the state), with a measure of 1.0 representing a perfect balance. A pull factor greater than 1.0 indicates that the community is pulling in retail sales from beyond its boundaries and the balance of trade is favorable. Alternatively, a pull factor less than 1.0 indicates that the community is not capturing local shoppers and is experiencing retail sales leakage. Pull factors are calculated by dividing the TAC by the community's population.

The Kansas Department of Revenue publishes an annual *County Trade Pull Factor Report* that calculates the retail pull factor for all cities in the state measured against the statewide average. Despite supporting a per capita income 30 percent above the statewide rate, according to the report the Shawnee suffers from retail sales leakage. In 2005, Shawnee's pull factor was measured at 1.11, indicating the city was capturing retail sales at a rate 11 percent higher than the statewide average. By 2014, the city's pull factor had declined to 0.93.

Shawnee's pull factor has since increased to a current rate of 0.98, indicating the city captures retail sales at a rate equal to 98 percent of the statewide average. Meanwhile, the neighboring communities of Mission (1.74), Lenexa (1.56), and Overland Park (1.37) support some of the highest pull factors in Kansas, suggesting Shawnee residents maybe shopping in these cities.

The Kansas Department of Revenue also calculates an income adjusted pull factor which accounts for a community's income level relative to the statewide average. Shawnee's average household income of \$84,507 compares to the statewide rate of \$57,422. Despite this household income disparity, since 2016, Shawnee's income adjusted pull factor has ranged from 0.75 to 0.76, indicating a retail sales capture rate of only 75 percent to 76 percent. This loss of retail sales to other city's has an adverse impact on both Shawnee's retail market and sales tax collections.

Shawnee's long-standing retail sales leakage maybe a symptom of a shallow local retail market, presence at the urban fringe, and proximity to larger and more diverse retail destinations in the Kansas City MSA.

Forecast Retail Space Demand

Approximately 227 acres of undeveloped land in Shawnee is designated for future commercial development. At an average floor-area-ratation of 20 to 23 percent, this inventory of commercial land could support the development of 2.0 million to 2.3 million square feet of retail space.

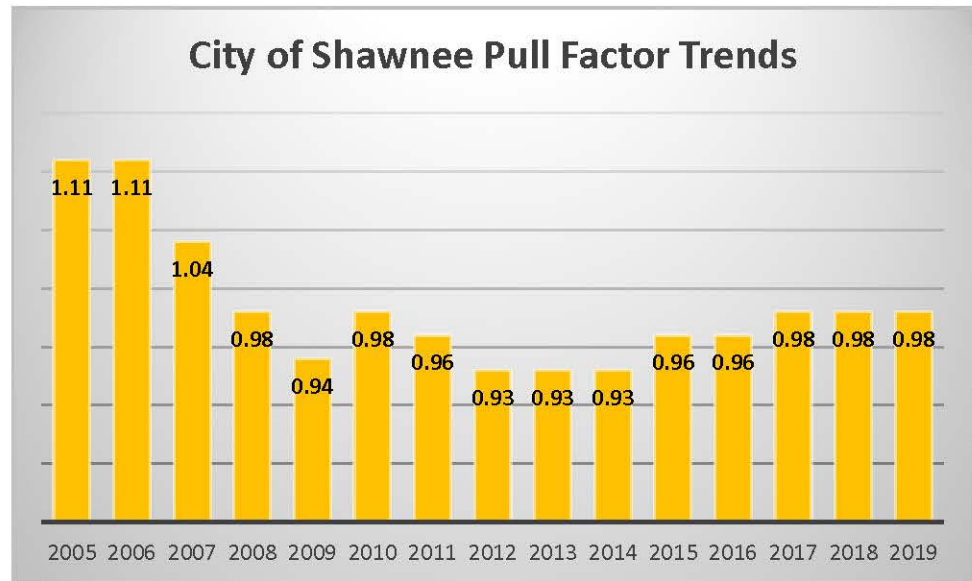
As of the fourth quarter 2020, Shawnee's inventory of 3.2 million square feet of retail space was operating at a cumulative vacancy rate of 10.6 percent, with an estimated 341,745 square feet of unoccupied space. A market equilibrium vacancy rate is generally considered to be in the 7.0 percent range. This section of the study provides conservative and optimistic retail space demand estimates through 2040 for the City of Shawnee.

Supportable retail sales are a function of consumer population and income levels. A trade area's total income is calculated by multiplying the total trade area population by the per capita personal income. Purchasing power, or total sales potential of the trade area, is then quantified by applying average retail expenditures as a percentage of total income.

The City of Shawnee's 2020 population is estimated at 66,659 residents and according to the U.S. Census Bureau the per capita income is estimated at \$39,901, yielding total personal income of approximately \$2.7 billion. Based on the *U.S. Census Bureau Annual Retail Trade Survey* and Shawnee's per capita income and retail sales levels, retail goods and services sales equate to a spending rate equivalent to approximately 40 percent of total personal income. The City's current income adjusted retail pull factor is 0.76.

By 2040, the City of Shawnee's population is forecast to increase by approximately 16,304 new residents. For this analysis per capita income and average retail sales per square foot remained constant. The variable will be Shawnee's achievable retail pull factor.

Under the conservative scenario the Shawnee's income adjusted pull factor remains at 0.76 throughout the projection period. By 2040, Shawnee is forecast to capture new retail goods and services sales of \$198 million, supporting approximately 860,000 square feet of new retail space.



The optimistic scenario assumes Shawnee’s population growth will lead to accelerated retail development and an improved retail pull factor, estimated at 0.85 through 2040. By 2040, Shawnee is forecast to capture new retail goods and services sales of \$221 million and approximately 962,000 square feet of new retail space. **Table D.7** illustrates these scenarios.

Table D.7 Retail Space Demand Projections Shawnee, Kansas; 2021 - 2040

Retail Sales Formula	Conservative Scenario	Optimistic Scenario
Residential Population Growth	16,304	16,304
Per Capita Income	\$39,901	\$39,901
Total Gross Personal Income	\$650,545,904	\$650,545,904
% Income Spent on Retail Goods and Services	0.40	0.40
Supportable Goods and Services by City Residents	\$260,218,362	\$260,218,362
City of Shawnee Pull Factor	0.76	0.85
Total Supportable Retail Goods & Services Sales	\$197,765,955	\$221,185,607
Average Retail Sales Per Sq. Ft.	\$230	\$230
Supportable Retail Space (Sq. Ft.)	859,852	961,677

Source: Canyon Research Southwest, Inc.; July 2021.

Accounting for the current inventory of vacant commercial space in Shawnee and a market equilibrium vacancy rate of 7.0 percent, through 2040 the City of Shawnee is estimated to support the development of approximately 800,000 to 909,000 square feet of new retail space. Based on an average floor-area-ratio of 20 percent to 23 percent, the forecast retail space need through 2040 would absorb an estimated 80 to 91 acres of commercial land under the conservative scenario and 92 acres to 104 acres under the optimistic scenario. Approximately 227 acres of undeveloped land in Shawnee is designated for future commercial development. **Table D.8** illustrates these scenarios.

Table D.8 Supportable New Retail Space Estimates Shawnee, Kansas; 2021 - 2040

City of Shawnee Retail Space Need 2021-2040	Conservative Scenario	Optimistic Scenario
Supportable New Retail Space Need		
Shawnee Inventory of Occupied Retail Space 2020 Q4	2,876,828	2,876,828
Forecast Retail Space Demand 2020-2040	859,852	961,677
Total Occupied Retail Space Inventory 2040	3,736,680	3,838,505
Market Equilibrium Retail Space Need	4,017,935	4,127,424
Less: Existing Inventory of Retail Space 2020 Q4	3,218,573	3,218,573
Supportable New Retail Space 2021-2040	799,362	908,851
Supportable Development Acres		
20% FAR	92	104
23% FAR	80	91

Source: Canyon Research Southwest, Inc.; July 2021.

Conclusions

Shawnee supports 3.2 million square feet of retail space with Shawnee Mission Parkway serving as the principal commercial corridor running the length of the city. The original commercial core extends from Switzer Road west to Pflumm Road. As the city grew westward the Shawnee Mission Parkway intersections at Maurer Road and K-7 Highway emerged as retail cores.

Despite the well above average household income levels and steady population growth, Shawnee currently supports 41.5 square feet of occupied retail space per capita compared to 56 square feet per capita for the Kansas City MSA.

Shawnee suffers from retail sales leakage. Shawnee’s current pull factor of 0.98 indicates the city captures retail sales at a rate equal to 98 percent of the statewide average. Meanwhile, the neighboring communities of Mission (1.74), Lenexa (1.56), and Overland Park support some of the highest pull factors in Kansas, suggesting Shawnee residents maybe shopping in these cities.

The income adjusted pull factor which accounts for a community’s income level relative to the statewide average, further illustrates the extent of Shawnee’s retail leakage. Shawnee’s income adjusted pull factor of 0.76 indicates a retail sales capture rate of only 76 percent. This loss of retail sales to other city’s has an adverse impact on both Shawnee’s retail market and sales tax collections.

Through 2040, the City of Shawnee is estimated to support the development of approximately 800,000 to 909,000 square feet of new retail space, resulting in the absorption of an estimated 80 to 91 acres of commercial land under the conservative scenario and 92 acres to 104 acres under the optimistic scenario. Approximately 227 acres of undeveloped land in Shawnee is designated for future commercial development.

Employment Market Analysis

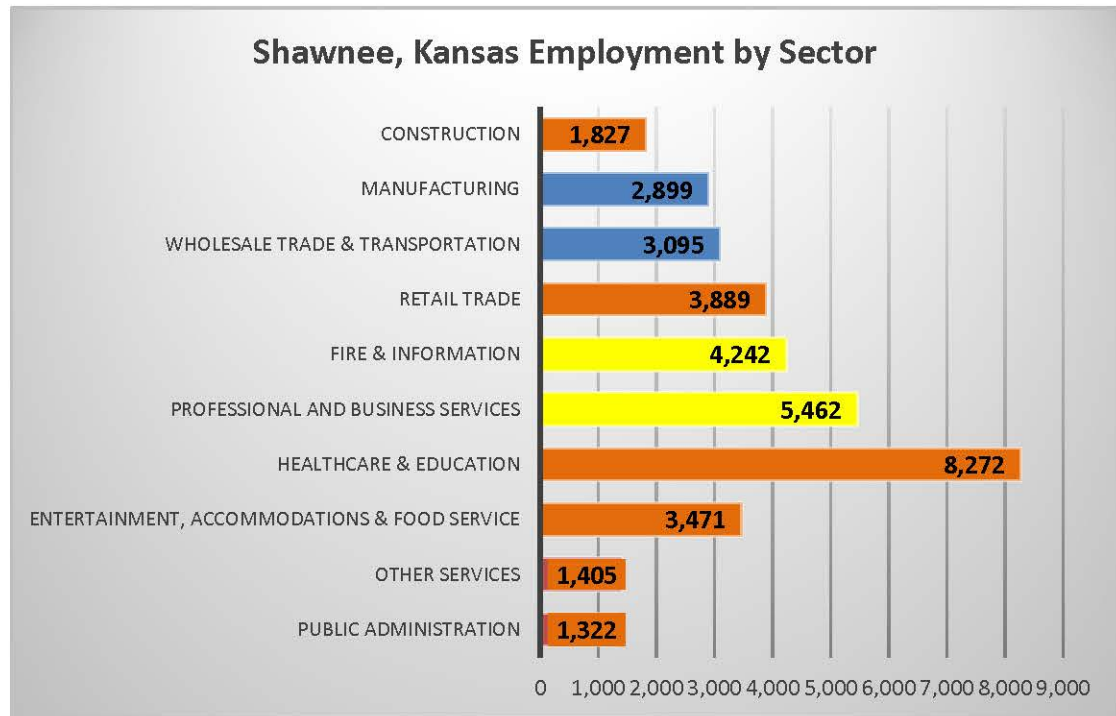
Undeveloped land in Shawnee available for employment-related development includes 79 acres designated office/commercial, 224 acres office/service, and 884 acres warehouse industrial. This section of the study evaluates office and industrial market conditions impacting Shawnee. The goal is to identify future opportunities for Shawnee to support employment-related development.

Employment-Related Business Mix

For this analysis industrial-related employment is defined as the manufacturing and wholesale trade & transportation sectors while office-related employment includes the FIRE and information, professional services and business services sectors. In the bar chart below industrial-related sectors are highlighted in “blue” with office-related sectors highlighted in “yellow”.

Office-related employment in Shawnee consists of 4,242 jobs in the FIRE and information sectors and 5,462 jobs in the professional and business services sectors. Collectively, these 9,704 jobs account for 27.0 percent of Shawnee’s total employment. By comparison, office-related jobs account for 18.1 percent of employment in Kansas. At an average space requirement of 200 to 225 square feet per employee, current employment levels can support approximately 1.9 million to 2.2 million square feet of occupied professional office space.

Industrial-related employment in Shawnee totals 5,994 jobs in the manufacturing and wholesale trade sectors, or 16.7 percent of Shawnee’s total employment. By comparison, industrial-related jobs account for 20.9 percent of employment in Kansas. At an average space requirement of 1,000 to 1,250 square feet per employee, current employment levels can support approximately 6.0 million to 7.5 million square feet of occupied industrial space.



Office Market Overview

According to the *Kansas City Office Submarket Report* published by CoStar, the Northwest Johnson County submarket consists of the cities of Shawnee, DeSoto, and a portion of Lenexa.

The *Kansas City Office Submarket Report* segments office buildings into three categories based on quality and amenities provided. These building categories include Class A, B, and C, each of which is defined below.

Class A Buildings

Class A office properties represent the newest and highest quality buildings in the market. Class A buildings possess high-quality building infrastructure, a desirable location with good access, and are professionally managed. Class A buildings attract the highest quality tenants and command the highest rents.

Class B Buildings

Class B buildings are generally a little older, but still have good quality management and tenants. Oftentimes, well-located Class B buildings can be returned to Class A status through renovations such as facade and common area improvements. Class B buildings are not be functionally obsolete and are well maintained.

Class C Buildings

Class C is the lowest classification of office building. These are older buildings located in less desirable areas and are often in need of extensive renovation. Architecturally, these buildings are the least desirable, and building infrastructure and technology is outdated. As a result, Class C buildings have the lowest rental rates, take the longest time to lease, and are often targeted as re-development opportunities.

Northwest Johnson County Submarket

According to CoStar, by the fourth quarter 2020 the inventory of office space in Northwest Johnson County totaled 5.1 million square feet, or 4.0 percent of the Kansas City MSA inventory. The I-35 corridor and Lenexa City Center at 87th Street and I-435 are the largest concentrations of office space in Northwest Johnson County. Lenexa City Center is a 200-acre mixed-use district supporting shopping, restaurants, entertainment, offices, apartments, and hotels.

During the fourth quarter 2020, the Northwest Johnson County office market was operating at an overall vacancy rate of 8.9 percent, an average rent of \$22.69 per square foot, and 2020 YTD net absorption of -55,952 square feet of space. By comparison, by the fourth quarter 2020, the 126.5 million square feet of office space in the Kansas City MSA was operating at an overall vacancy rate of 8.9 percent and an average rent of \$20.83 per square foot.

Class A properties account for the smallest inventory of space totaling 1.5 million square feet, or a 29.7 percent share. The modest inventory of Class A space places the Northwest Johnson County submarket at a competitive disadvantage against more established office markets in attracting tenants. Most of the Class A office space is located within Lenexa City Center. Class A space is operating at the highest vacancy rate (11.7%) and highest average rent of \$29.81

per square foot. Class B office properties possess the largest inventory of space totaling 1.9 million square feet of leasable space operating at an overall vacancy rate of 8.0 percent and an average rental rate of \$21.96 per square foot. Class C office space totals 1.69 million square feet, operating at an average vacancy rate of 7.4 percent and an average rent of \$17.17 per square foot. At year-end 2020, no office space was under construction in the Northwest Johnson County submarket. **Table D.9** shows this information.

Table D.9 Northwest Johnson County Office Market Conditions; 2020 Q4

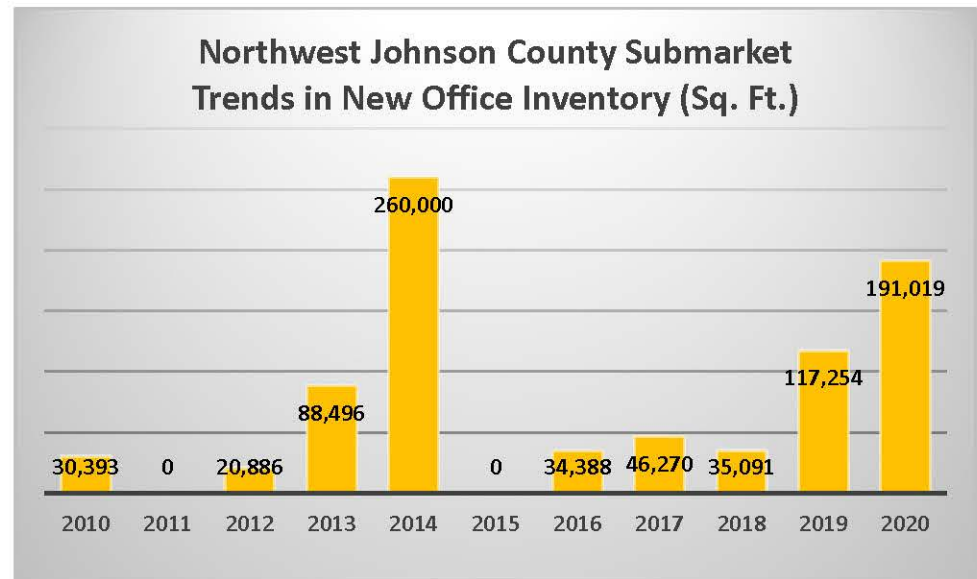
Classification	Building Sq. Ft.	Vacancy Rate	Market Rent	Absorption 2020 YTD	Space U/C
Class A	1,498,907	11.7%	\$29.81	58,295	0
Class B	1,900,281	8.0%	\$21.96	-41,321	0
Class C	1,686,020	7.4%	\$17.17	-72,926	0
Totals	5,085,208	8.9%	\$22.69	-55,952	0

Source: CoStar.

Since 2010, Costar reported 823,797 square feet of office space was added to the Northwest Johnson County submarket, accounting for 16.3 percent of the total inventory. New office construction peaked in 2014 with the completion of 260,000 square feet of space. Following four years of modest new office construction levels, during 2019 and 2020, construction activity has accelerated with the addition of 308,723 square feet of space. The most recently completed office property is Kiewit Power’s new 181,680 square foot office within Lenexa City Center.

Costar reported that eight office projects totaling 572,700 square feet of building area are proposed for future development in the Northwest Johnson County submarket. Most of the proposed office development is concentrated at Lenexa City Center.

Since 2010, Costar reported approximately 711,510 square feet of retail space was absorbed in the Northwest Johnson County submarket. Office space absorption peaked in 2014 with the net occupancy of 220,992 square feet of space and again in 2019 with 220,992 square feet of net absorption. During 2020, negative space absorption of 55,952 square feet was reported as business closures resulting from the COVID pandemic disrupted the office workforce environment.

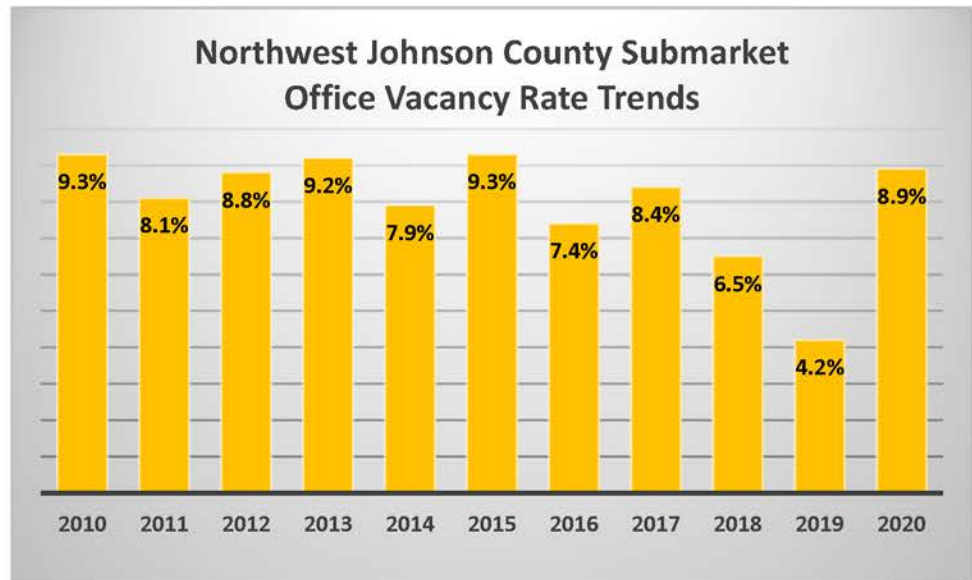
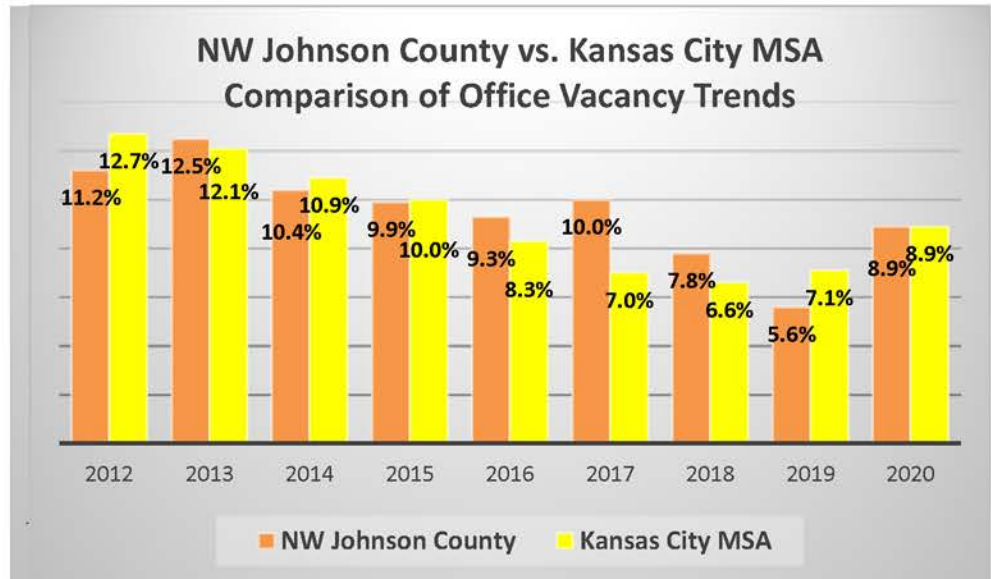


From 2010 through 2017, the overall office vacancy rate for the Northwest Johnson County submarket exceeded market equilibrium, ranging from a low of 7.4 percent in 2016 to a high of 9.3 percent in both 2010 and 2015. During 2018 and 2019, as net absorption outpaced new supply the overall vacancy rate moderated to a low of 4.2 percent. During 2020, the negative net absorption of 55,952 square feet pushing the vacancy rate up to 8.9 percent by year-end.

Since 2012, the vacancy rate patterns have been comparable for both the Kansas City MSA and Northwest Johnson County office markets. Following three years of above average vacancies, by 2019 the Northwest Johnson County office market vacancy rate of 5.6 percent outperformed the metro-wide market's rate of 7.1 percent. This trend has continued until the fourth quarter 2020.

From 2008 through 2011, the average office rent for the Northwest Johnson County submarket declined 4.9 percent as the national recession yielded a reduction in tenant demand. The market has since supported a steady upward trend in rents, increasing from an average of \$17.55 per square foot in 2012 to \$22.69 per square foot by year-end 2020. The Northwest Johnson County's current rent exceeds the Kansas City MSA rate of \$20.94 per square foot. Rent escalations peaked in 2014 and 2016 with annual growth of 5.0 percent and 6.4 percent, respectively.

For much of the past decade Kansas City's strong job market and the economic incentives Kansas and Missouri have offered employers promoted healthy tenant demand for office space. During April 2020, the COVID-19 pandemic yielded the loss of 15,300 information, financial, and professional and business services sectors in the Kansas City MSA. By April 2021, the Kansas City MSA office-user employment sectors gained 15,500 jobs, exceeding pre-pandemic employment levels. The office-related sectors for Kansas portion of the Kansas City MSA lost 6,900 jobs from February through April 2020 but have yet to fully recover adding just 2,300 new jobs through April 2021.



The COVID-19 pandemic has also adversely impacted employment in Johnson County resulting in the loss of nearly 31,000 jobs in April 2020. By April 2021, the Johnson County labor market had fully recovered adding approximately 40,000 new jobs,

To conclude, during early 2020 the Kansas City MSA and Johnson County office markets were adversely impacted from the COVID-19 pandemic as job losses and working from home will likely result in continued downsizing of office space by many companies. With office-related employment now fully recovered, the market fundamentals suggest long-term job growth and demand for office space.

Shawnee Office Market

Existing office buildings in the City of Shawnee were surveyed by consulting Costar. As the table below illustrates, Shawnee supports a modest inventory of office space with 108 properties totaling just over 1.1 million square feet of leasable area. Class A product accounts for just 155,052 square feet, or 14.0 percent of the total inventory. Class A space is operating at a healthy 2.7 percent vacancy rate and an average rent of \$23.50 per square foot.

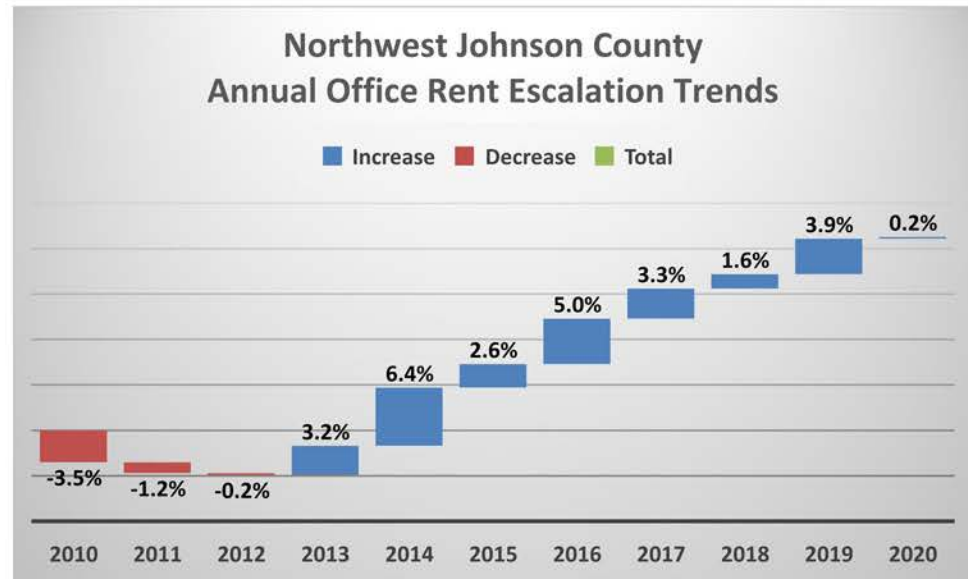
Shawnee’s modest inventory of Class A office space places it in at a competitive disadvantage when marketing to quality office tenants. An increased supply of Class A office space is needed for Shawnee to effectively compete in the Kansas City MSA office market.

Class B office space totals 575,875 square feet, amounting to 52.0 percent of the total inventory. Class B space is operating at an average vacancy rate of 10.4 percent and rent of \$19.84 per square foot. Shawnee’s highly educated population suggests a larger office market is supportable. See **Table D.10**.

Table D.10 City of Shawnee Office Market Conditions; 2020 Q4

Building Classification	# of Buildings	Building Sq. Ft.	Vacant Space	Vacancy Rate	Average Rent
Class A	3	155,052	4,227	2.7%	\$23.50
Class B	43	575,875	59,899	10.4%	\$19.84
Class C	62	377,219	5,172	1.2%	\$14.56
Totals	108	1,108,146	69,298	6.3%	\$18.19

Source: Costar.



Industrial Market Overview

Kansas City MSA continues to be a thriving industrial market due to its geographically centralized location in the United States, superior highway and rail infrastructure, and business-friendly foreign trade zone program. Home to the largest rail center in the United States by tonnage, Kansas City is ideally located at the crossroads of the east-to-west corridor and the route from Mexico to Canada. Transportation infrastructure and multiple intermodal facilities continue to spur development activity within the market. Four interstate systems converge upon Kansas City, resulting in more freeway-lane miles per capita than any other U.S. city, while allowing goods to be delivered to 85 percent of the nation's population within two days.

By year-end 2020, the Kansas City MSA maintained 320 million square feet of industrial space with an additional 12 million square feet under construction. Given Kansas City's central location and transportation network, warehouse and distribution space accounts for 72 percent of the total inventory of industrial space. The Kansas communities of Olathe and Lenexa collectively support over 71 million square feet of industrial space. By year-end 2020, the Kansas City industrial market was operating at a healthy vacancy rate of 5.0 percent.

Most of land designated for industrial use in Shawnee is located at the K-7 Highway intersections at 43rd Street to the far north and 87th Street to the far south. Undeveloped land in Shawnee available for industrial development totals 884 acres. Active industrial and business parks in Shawnee include the WestLink Business Center, Heartland Logistics Park, and Perimeter Park.

The WestLink Business Center at 43rd Street and K-7 Highway occupies 80 acres and is planned for 1.0 million square feet of warehouse and logistics space. Airtex, Inc. has constructed four, 170,000 square foot warehouse buildings in phases since 2014. All four buildings are fully occupied with Amazon recently expanded its 80,000 square foot distribution center at the WestLink Business Center by leasing an additional 170,000 square feet of space. The City of Shawnee issued industrial revenue bonds to support construction of the four existing buildings.

The Heartland Logistics Park is located at the northwest corner of 43rd Street and K-7 Highway. The 186-acre development is planned for four industrial warehouse buildings totaling approximately 1.9 million square feet of space. Construction on Building 1 totaling 272,882 square feet broke ground in June 2020. At build-out Heartland Logistics Park is anticipated to generate approximately 1,500 jobs. The City of Shawnee and KDOT teamed up to improve the public infrastructure for the area, including wastewater and public road improvements. The project's development team includes Colliers International, Brinkmann Constructors, GBA, and Burns & McDonnell/Blue Shawnee LLC.

The intersection of 83rd Street and K-7 Highway serves as Shawnee's largest concentration of existing industrial development. Perimeter Park located at the southwest corner of the intersection houses such tenants include the Kraft Tool Company, Ford, Weststar Energy, Nazdar, Hans Rudolph, Bio Microtics, Eiko, SPC, and QGC. Business operating at the northwest and northeast corners of the 83rd Street and K-7 Highway intersection include FedEx, Westmor, Raynor, and McLane.

According to the *Industrial Market Report* published by CoStar, by the fourth quarter 2020 the Shawnee supported 2.45 million square feet of industrial space consisting of 1.6 million square feet of warehouse and logistics space, 50,235 square feet of flex space, and 813,452 square feet of specialized industrial space. Shawnee's existing industrial supply accounts for just 0.7 percent of the Kansas City MSA's total inventory of space. A reported 504,000 square feet of industrial is under construction.

As of the fourth quarter 2020 the Shawnee industrial market was operating at a 7.9 percent vacancy rate which exceeds the Kansas City MSA average of 5.0 percent. Throughout 2020, net absorption of industrial space in Shawnee totaled 196,100 square feet of space. See **Table D.11**.

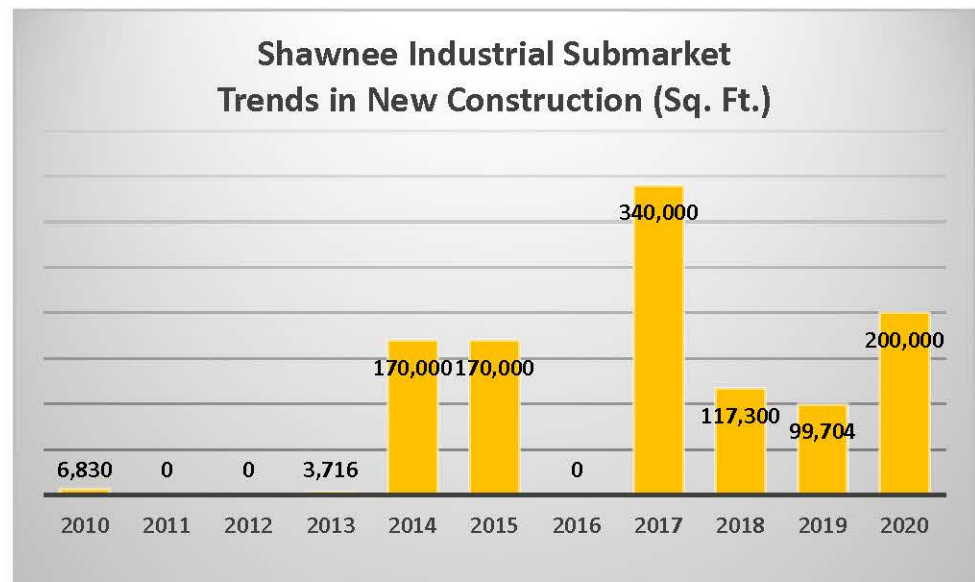
Table D.11 Shawnee Industrial Market Conditions; 2020 Q4

Property Type	Building Sq. Ft.	Vacancy Rate	Market Rent	Absorption 2020 YTD	Space U/C
Warehouse & Logistics	1,585,050	12.3%	\$6.05	195,000	504,000
Specialized Industrial	813,452	0.0%	\$6.18	1,100	0
Flex	50,235	0.0%	\$9.96	0	0
Totals	2,448,737	7.9%	\$6.14	196,100	504,000

Source: CoStar.

Since 2010, Costar reported 1.1 million square feet of new industrial space was constructed in Shawnee, accounting for 45 percent of the existing total inventory. New industrial construction peaked in 2017 with the completion of 340,000 square feet of space within the WestLink Business Center. Over the past three years new industrial construction in Shawnee has remained active totaling 417,004 square feet of space. Active new construction totals 504,000 square feet with 1.12 million square feet planned for future construction.

Since 2010, Costar reported 746,496 square feet of industrial space was absorbed in the Shawnee submarket. Industrial space absorption peaked from 2014 through 2017 with the net occupancy of 362,131 square feet of space and again in 2019 with 150,900 square feet of net absorption. Despite the COVID pandemic business disruption, during 2020 net absorption of 196,100 square feet was reported. Given the inventory of new industrial space under construction and Shawnee’s strong locational advantages, space absorption is anticipated to escalate leading into 2021.

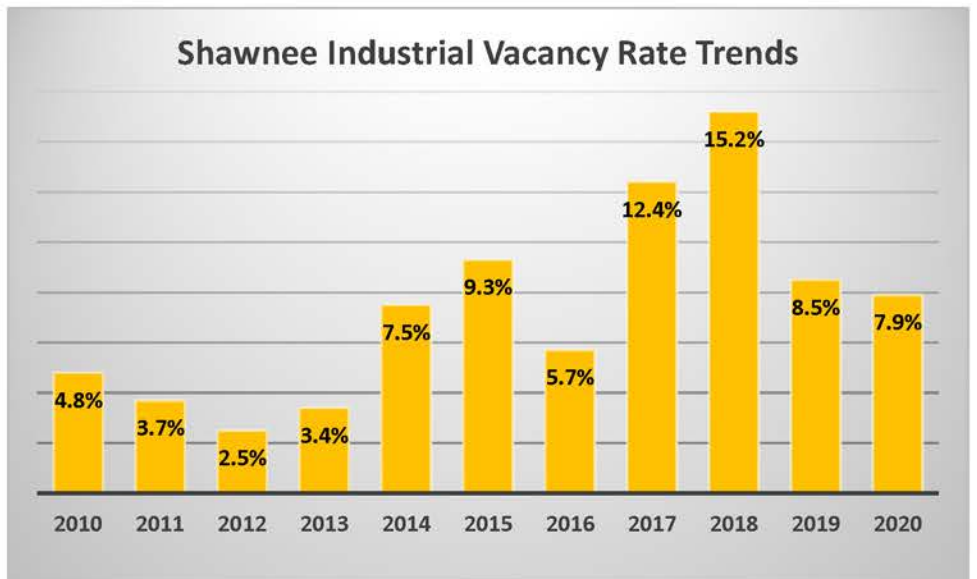
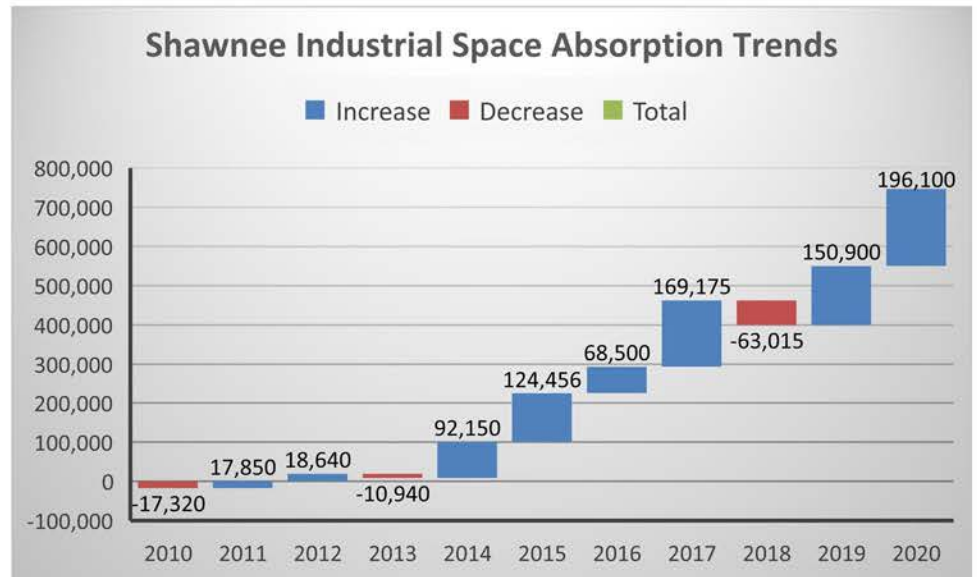


From 2010 through 2013, the overall industrial vacancy rate for the Shawnee submarket operated well below market equilibrium, ranging from a low of just 2.5 percent in 2012 to a high of 4.8 percent in 2010. Through 2018, as new supply outpaced net absorption of space the overall vacancy rate escalated to a high of 15.2 percent. Since 2019, the net absorption of 177,500 square feet reduced the vacancy rate to 8.5 percent by the third quarter 2020.

Since 2014, the average vacancy rate for industrial space in Shawnee has exceeded the Kansas City MSA average, though the gap has improved over the past several years. By year-end 2020, the Shawnee vacancy rate of 7.9 percent compared to the average for the Kansas City MSA of 5.0 percent.

By February 2020, the Kansas City MSA supported 297,400 manufacturing and trade, transportation, and utilities jobs, of which 139,800 jobs were located on the Kansas side of the metro area. The COVID-19 pandemic resulted in the loss of 32,400 manufacturing and trade, transportation, and utilities jobs in the Kansas City MSA from February through April 2020. By April 2021, the industrial employment sectors added 27,500 jobs, though total employment of 292,500 jobs still lagged pre-pandemic levels. The industrial sector for Kansas portion of the Kansas City MSA lost 13,800 jobs from February through April 2020, with job growth through April 2021 totaling 12,900 new jobs.

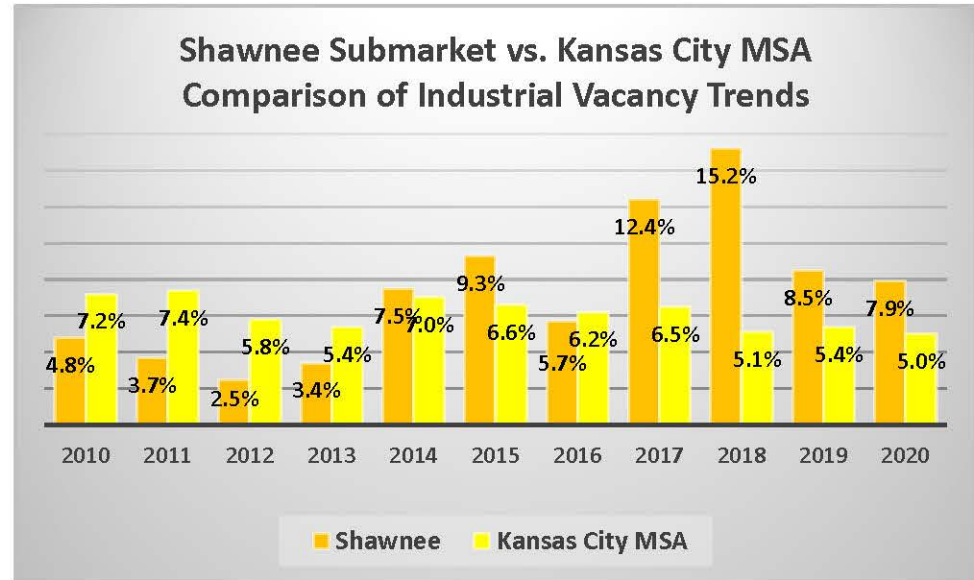
The Kansas City MSA industrial market has remained resilient throughout the COVID-19 pandemic, absorbing 7.48 million square feet of space 2020, compared to 1.56 million square feet for all of 2019. New industrial construction also accelerated during 2020 with 6.0 million square feet of space added, compared to 2.85 million square feet during 2019. The net result of the supply and demand balance was a slight reduction in the overall vacancy rate to 5.0 percent by the fourth quarter 2020. The short-term projections for the Kansas City MSA industrial market call for continued growth in employment, new construction, and net space absorption.



Undeveloped land in Shawnee available for industrial development totals 884 acres. The principal concentration of existing industrial development in Shawnee is located along the K-7 Highway corridor at the intersections at 43rd Street to the far north and 87th Street to the far south.

By the fourth quarter 2020, Shawnee supported a modest inventory of 2.45 million square feet of industrial space, of which nearly two-thirds consisted of warehouse space. The Shawnee industrial market too has remained resilient, posting new construction, positive net absorption of space, and a steadily improving overall vacancy rate.

By year-end 2020, existing industrial space was operating at an overall vacancy rate of 7.9 percent, slightly higher than the metro-wide average of 5.0 percent. Given Shawnee’s access to transportation it appears future industrial demand will originate from warehouse and logistics businesses. The K-7 Highway corridor is well positioned to support future industrial development.



Forecast Space Demand

Professional office and industrial space demand projections for the City of Shawnee through the year 2040 provide an understanding of future market conditions directly impacting the feasibility of supporting new employment-related development.

Professional Office Space

By year-end 2020, Shawnee supported 1.1 million square feet of office space. The demand for professional office space is closely correlated with expansion in office space using employment sectors. Future demand for professional office space was forecast utilizing an occupational employment-driven model. This model was designed using the variables of increased employment in categories of economic activity typically associated with demand for office space and average space requirements per employee. A share of regional demand is assigned to the submarket (and specific project) based on location, competition, access, project scale, etc.

According to the Bureau of Labor Statistics, office-related employment in the Kansas City MSA totals 282,600 jobs in the FIRE, information, and professional and business services sectors. Collectively, these sectors account for 26.4 percent of total employment. The portion of the Kansas City MSA in Kansas supports 49.2 percent of the total metropolitan employment including 138,900 jobs in the FIRE, information, and professional and business services sectors. Collectively, these sectors account for 29.5 percent of total employment.

Total employment in Johnson County rose from 257,983 jobs in January 2000 to 332,840 jobs by February 2020 (pre-pandemic), an increase of 74,857 jobs.

Through 2040, job growth in the City of Shawnee is projected to increase at an average annual rate of approximately 1.0 percent to 1.1 percent, yielding an estimated 8,400 new jobs. Office-related employment is forecast to account for 28 percent of total job growth, or 2,352 new jobs.

Office space demand created by the future growth in office-related employment was forecast by applying standard job creation ratios published by NAIOP of 1.0 job per 200 to 225 square feet of office space that accounts for both owner-occupied and speculative office space. From 2020 through 2040, office-related job growth in Shawnee is projected to support the need for approximately 470,400 to 529,200 square feet of owner-occupied and speculative office space. See **Table D.12**.

Table D.12 Forecast Professional Office Space Demand Shawnee, Kansas; 2021 to 2040

	Conservative Scenario	Optimistic Scenario
Shawnee, KS		
Office-Related Employment Growth	2,352	2,352
Net Office Space Demand (Sq. Ft.)	470,400	529,200
Average Annual Office Space Demand (Sq. Ft.)	23,520	26,460

Accounting for the current inventory of vacant office space in Shawnee and a market equilibrium vacancy rate of 7.0 percent, through 2040 the City of Shawnee is estimated to support the development of approximately 515,000 to 578,000 square feet of new office space. Based on an average floor-area-ratio of 25 percent to 30 percent, the forecast office space need through 2040 would absorb an estimated 39 to 47 acres of commercial land under the conservative scenario and 44 acres to 53 acres under the optimistic scenario. Approximately 303 acres of undeveloped land in Shawnee is designated for future office development. See **Table D.13**.

Table D.13 Supportable New Office Space Estimates Shawnee, Kansas; 2021 - 2040

	Conservative Scenario	Optimistic Scenario
Supportable New Office Space Need		
Shawnee Inventory of Occupied Office Space 2020 Q4	1,038,848	1,038,848
Forecast Office Space Demand 2021-2040	470,400	529,200
Total Occupied Office Space Inventory 2040	1,509,248	1,568,048
Market Equilibrium Office Space Need	1,622,847	1,686,073
Less: Existing Inventory of Office Space 2020 Q4	1,108,146	1,108,146
Supportable New Office Space 2021-2040	514,701	577,927
Supportable Development Acres		
25% FAR	47	53
30% FAR	39	44

Source: Canyon Research Southwest, Inc.; June 2021.

Industrial Space

By year-end 2020, Shawnee supported 2.45 million square feet of industrial space. Since 2010, Costar reported 746,496 square feet of industrial space was absorbed in Shawnee.

The demand for industrial space is a function of employment, investment, and technology. The U.S. Department of Labor defines industrial employment as jobs in the manufacturing, wholesale trade, and transportation and warehousing industries.

According to the Bureau of Labor Statistics, industrial employment in the Kansas City MSA during April 2021 totaled 292,500 jobs in the manufacturing and trade, transportation, and utilities sectors. Collectively, these industrial sectors account for 27.3 percent of total employment. The portion of the Kansas City MSA in Kansas supports 138,900 jobs in the manufacturing and trade, transportation, and utilities sectors, accounting for 29.5 percent of total employment.

Through 2040, Shawnee is forecast to add approximately 8,400 jobs. Industrial employment is forecast to account for 29 percent of total job growth, adding an estimated 2,350 new jobs.

According to Costar, by year-end 2020 the Kansas City MSA supported approximately 308 million square feet of occupied industrial space, equating to 1,053 square feet of occupied industrial space per employee. Given the net industrial job losses during 2020, a more conservative job to occupied space ratio of 1.0 job per 900 to 1,000 square feet of occupied industrial space was applied.

Space needs created by the future growth in industrial employment was forecast by applying standard job creation ratios of 1.0 job per 900 to 1,000 square feet of light manufacturing, warehouse and flex industrial space. These job creation rates account for both owner-occupied and speculative industrial space. See **Table D.14**.

Table D. 14 Industrial Space Demand Forecasts Shawnee, Kansas; 2021 to 2040

	Moderate Scenario	Optimistic Scenario
Shawnee, KS		
Industrial-Based Employment Growth	2,436	2,436
Industrial Space Demand (Sq. Ft.)	2,192,400	2,436,000
Average Annual Industrial Space Demand (Sq. Ft.)	109,620	121,800

Through 2040, industrial job growth in the City of Shawnee is projected to support the need for approximately 2.2 million to 2.44 million square feet of both owner-occupied and speculative industrial space.

Accounting for the current inventory of vacant industrial space in Shawnee and a market equilibrium vacancy rate of 7.0 percent, through 2040 the City of Shawnee is estimated to support the development of approximately 2.3 million to 2.6 million square feet of new industrial space. Based on an average floor-area-ratio of 30 percent to 35 percent, the forecast industrial space need through 2040 would absorb an estimated 153 to 179 acres of industrial land under the conservative scenario and 170 acres to 199 acres under the optimistic scenario. Approximately 864 acres of undeveloped land in Shawnee is designated for future industrial development. See **Table D.15**.

Table D.15 Supportable New Industrial Space Estimates Shawnee, Kansas; 2021 - 2040

	Conservative Scenario	Optimistic Scenario
Supportable New Retail Space Need		
Shawnee Inventory of Occupied Industrial Space 2020 Q4	2,255,287	2,255,287
Forecast Industrial Space Demand 2021-2040	2,192,400	2,436,000
Total Occupied Industrial Space Inventory 2040	4,447,687	4,691,287
Market Equilibrium Industrial Space Need	4,782,459	5,044,394
Less: Existing Inventory of Industrial Space 2020 Q4	2,448,737	2,448,737
Supportable New Industrial Space 2021-2040	2,333,722	2,595,657
Supportable Development Acres		
30% FAR	179	199
35% FAR	153	170

Source: Canyon Research Southwest, Inc.; June 2021.

Conclusions

The Northwest Johnson County office market totals 5.1 million square feet space, or 4.0 percent of the Kansas City MSA inventory. The I-35 corridor and Lenexa City Center at 87th Street and I-435 maintain the largest concentrations of office space in Northwest Johnson County.

By year-end 2020, the Northwest Johnson County office market was operating at an overall vacancy rate of 8.9 percent, consistent with the Kansas City MSA rate of 8.9 percent. The COVID-19 pandemic adversely impacted the Northwest Johnson County office market in 2020 with negative absorption of - 55,952 square feet of space.

The COVID-19 pandemic likely will bring permanent changes to the office environment. The Kansas City area’s office vacancy rates are expected to spike around 10 percent in 2021, with the ultimate impact depending on the extent of sustained job losses, length of the COVID-19 pandemic, and the extent in which telecommuting is permanently implemented. Coming trends in office use and design will hinge on whether companies “right-size” and diminish office footprints as telecommuting increases or stake out more square footage per employee to meet social distancing needs, according to the report. Co-working office space maybe an increasing trend, providing companies flexibility in space needs, lease commitment, and occupancy costs.

Shawnee supports a modest inventory of office space totaling just over 1.1 million square feet of leasable area. Principal concentration of office space include: 1) Shawnee Mission Parkway corridor from Nieman Road west to Pflumm Road, 2) Shawnee Mission Parkway and I-435, and 3) I-435 and Midland Road

Class A product accounts for just 155,052 square feet of space operating at a healthy 2.7 percent vacancy rate. Class B office space totals 575,875 square feet of leasable space operating at a vacancy rate of 10.4 percent.

Through 2040, Shawnee is projected to support the need for approximately 515,000 to 578,000 square feet of office space, resulting in the absorption of an estimated 39 to 47 acres of commercial land under the conservative scenario and 44 acres to 53 acres under the optimistic scenario.

The COVID-19 pandemic resulted in the loss of 32,400 manufacturing and trade, transportation, and utilities jobs in the Kansas City MSA from February through April 2020. By April 2021, the industrial employment sectors added 27,500 jobs, though total employment of 292,500 jobs still lagged pre-pandemic levels.

Most of land designated for industrial use in Shawnee is located at the K-7 Highway intersections at 43rd Street to the far north and 83rd Street to the far south. Undeveloped land in Shawnee available for industrial development totals 884 acres.

By year-end 2020, Shawnee supported a modest inventory of 2.45 million square feet of industrial space, of which nearly two-thirds consisted of warehouse space. The Shawnee industrial market has remained resilient throughout 2020, posting new construction, positive net absorption of space, and a steady improving overall vacancy rate.

By year-end 2020, existing industrial space in Shawnee was operating at an overall vacancy rate of 7.9 percent, slightly higher than the metro-wide average of 5.0 percent. Given Shawnee's access to transportation it appears future industrial demand will originate from warehouse and logistics businesses. The K-7 Highway corridor is well positioned to support future industrial development.

From 2010 through 2019, just over 550,000 square feet of industrial space was absorbed in the Shawnee submarket. Despite the COVID pandemic business disruption, during 2020 the Shawnee submarket recorded net absorption of 196,100 square feet. Active new construction totals 504,000 square feet with 1.12 million square feet planned for future construction.

Through 2040, industrial job growth in Shawnee is projected to support the need for approximately 2.3 million to 2.6 million square feet of new industrial space. This forecast industrial space need would absorb an estimated 153 to 179 acres of industrial land under the conservative scenario and 170 acres to 199 acres under the optimistic scenario.

Residential Housing Market Analysis

Approximately 4,806 acres of vacant land in Shawnee is available for future residential development at a maximum of 24,164 additional housing units at build-out. Most of the vacant residential land is located west of Interstate 435. This section of the report evaluates the Shawnee's single-family and apartment markets with the goal is to identify new construction and redevelopment opportunities to support new housing stock.

Housing Stock Characteristics

To identify Shawnee's existing housing stock characteristics this section of the study addresses the total inventory of dwelling units, occupancies, age, and mix of housing types as well as trends in new housing construction activity.

Housing Inventory Trends

The 1980 Census reported the Shawnee housing stock at 11,137 dwelling units. By the 2010 Census the Shawnee’s housing stock increased by 124 percent to 24,964 dwelling units. Shawnee’s housing stock in 2019 was estimated at 25,834 dwelling units.

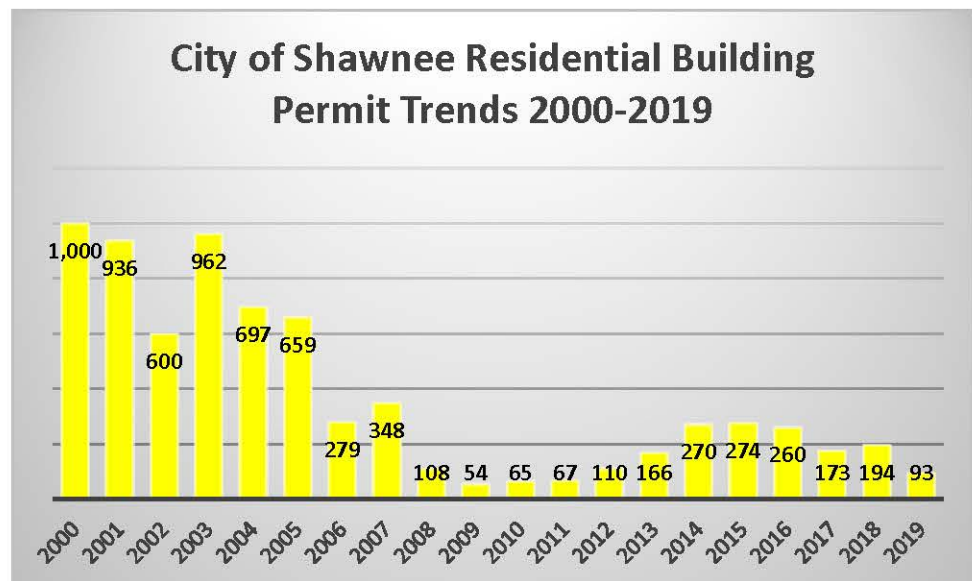
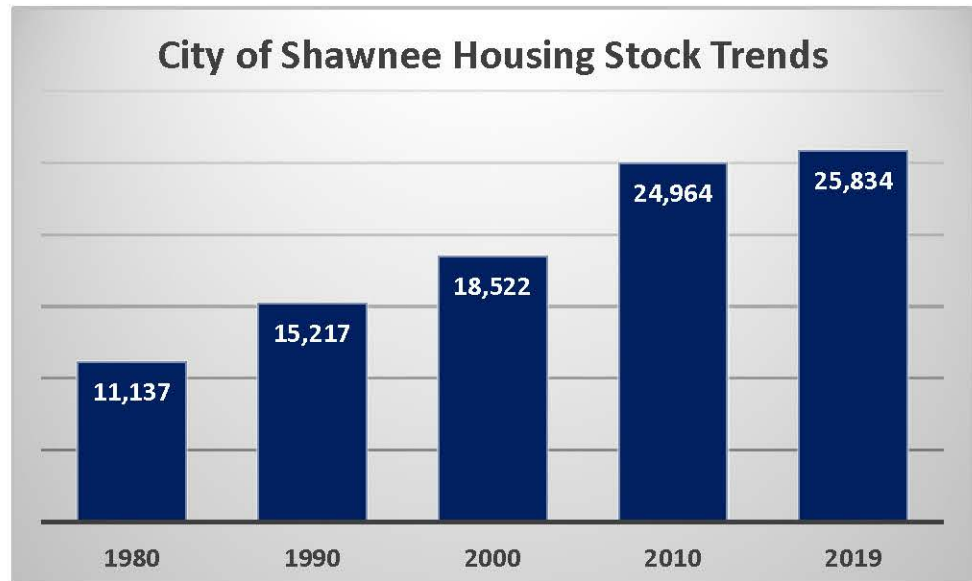
The bar chart on the following page depicts annual residential permitting volumes since 2000 issued by the City of Shawnee.

Over the past twenty years residential construction in Shawnee peaked from 2000 through 2005 when building permits were issued for a total of 4,854 dwelling units. In the wake of the national housing bust, annual permitting volumes steadily declined to a low of 54 housing units permitted during 2009. At the low point of that down cycle only 186 housing units were constructed from 2009 through 2011. Since 2012, housing construction activity has slowly improved but at a much slower velocity that during the prior cycle’s peak. In fact, from a peak of 270 housing units permitted in 2014, the annual rate has steadily declined to 93 housing units in 2019.

Housing Tenure Trends

The 2000 Census reported that 18,522 housing units were occupied in Shawnee, including 13,775 owner-occupied units and 4,747 renter-occupied units. By the 2010 Census the occupied inventory had increased to 23,651 housing units. From 2000 to 2010, the number of owner-occupied housing units in Shawnee increased 25.5 percent to 17,283 units while the inventory of renter-occupied housing units rose 34.1 percent to 6,368 housing units.

By 2019, owner-occupied housing in Shawnee totaled 18,250 units, a 5.6 percent increase from 2010 while the 6,428 renter-occupied housing units represented a 0.9 percent increase.



From 2000 through 2019, the housing tenure for Shawnee increased by 4,475 owner-occupied housing units and 1,621 renter-occupied housing units. The share of owner-occupied housing declined from 74.4 percent in 2000 to 74.0 percent by 2019 while renter-occupied housing increased from 25.6 percent in 2000 to 26.0 percent by 2019.

Housing Occupancy Trends

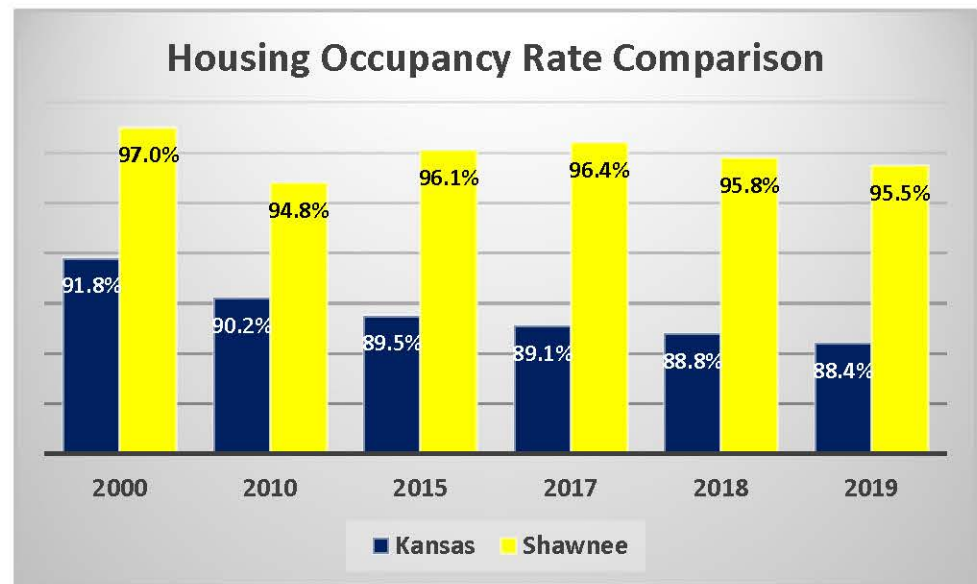
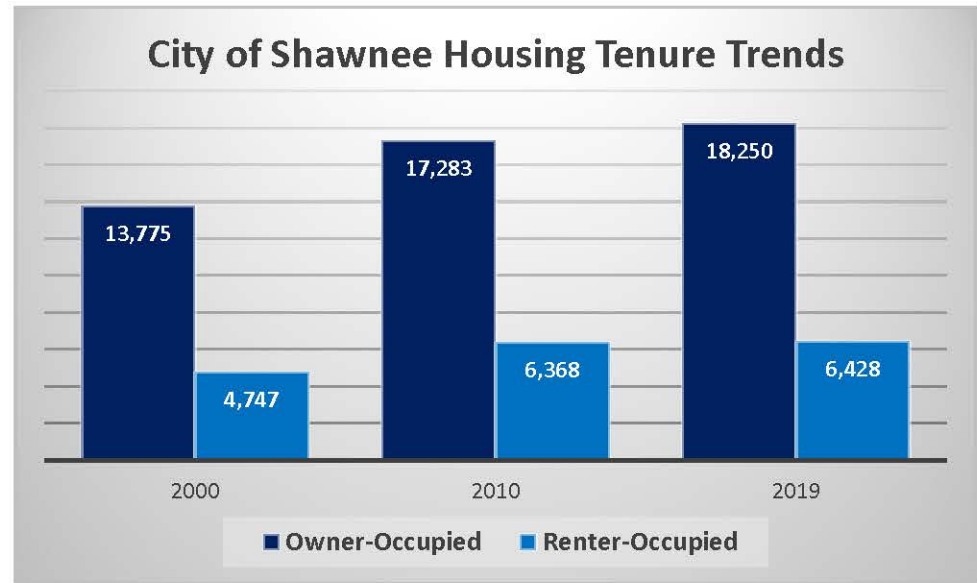
The U.S. Census reported the overall occupancy rate for existing housing in Shawnee declined slightly from 97.0 percent in 2000 to 94.8 percent by 2010. The net gain in occupied housing units over the decade totaled 5,129 dwelling units. Shawnee’s housing occupancy rate was reported at 96.1 percent in 2015, 96.4 percent in 2017, 95.8 percent in 2018, and 95.5 percent in 2019.

Throughout the past twenty years housing occupancies for Shawnee have significantly outpaced the statewide average. During 2000, Shawnee’s housing occupancy rate of 97.0 percent compared favorably against that of 91.8 percent for Kansas. By 2019, the disparity widened with Shawnee’s occupancy rate of 95.5 percent a full seven percentage points above the Kansas average of 88.4 percent.

Age of Housing Stock

The table on the following page compares the age of Shawnee’s housing stock with that of the State of Kansas as reported by the U.S. Census Bureau.

Shawnee’s housing stock is relatively new with 42.4 percent of the existing inventory built since 1990 and just 6.6 percent built prior to 1950. Most of Shawnee’s older housing stock is in the eastern portion of the city. By comparison, 29.8 percent of the state’s housing stock was built since 1990 with 21.8 percent built prior to 1950. Newer housing built since 2010 represents 6.3 percent of Shawnee’s total inventory, compared 6.5 percent statewide.



Over the past several decades new home construction in Shawnee has followed a westerly pattern with most of the recent activity occurring west on Interstate 435. Much of the existing housing at the far western portion of Shawnee remains rural in character. See **Table D.16**.

Table D.16 Shawnee, Kansas Housing Stock by Year Built; 2019

Year Structure Built	# of Units	% of Total	% of Kansas
Total Housing Units	25,834		1,288,430
Built 2014 or Later	1,085	4.2%	4.0%
Built 2010 to 2013	531	2.1%	2.5%
Built 2000 to 2009	4,861	18.8%	10.5%
Built 1990 to 1999	4,470	17.3%	12.8%
Built 1980 to 1989	2,896	11.2%	11.2%
Built 1970 to 1979	4,969	19.2%	15.2%
Built 1960 to 1969	2,953	11.4%	9.8%
Built 1950 to 1959	2,351	9.1%	12.2%
Built 1940 to 1949	293	1.1%	5.4%
Built 1939 or Earlier	1,425	5.5%	16.4%

Source: U.S. Census.

Housing Stock Mix

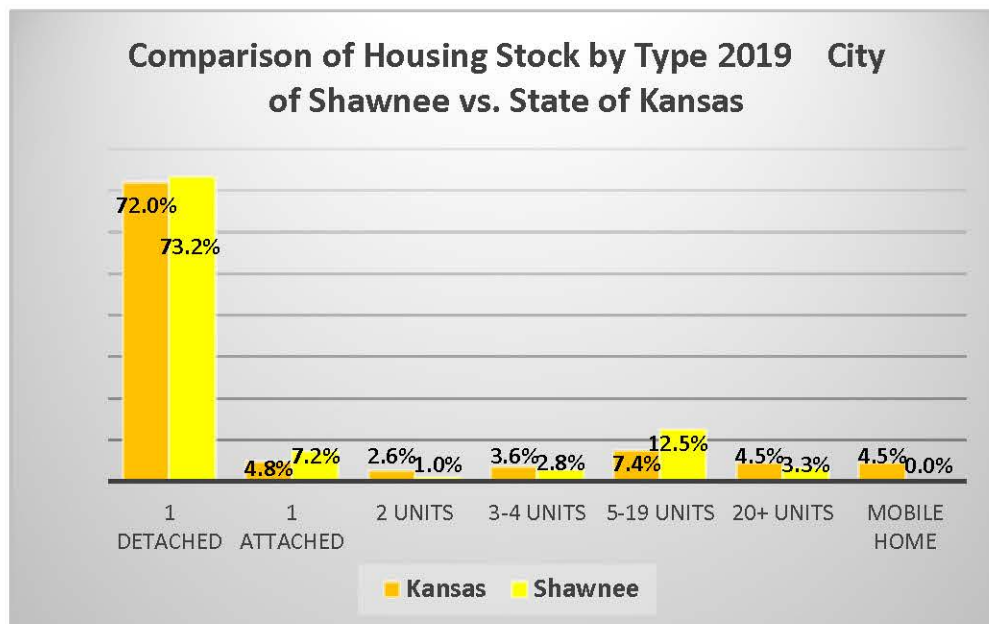
Shawnee’s housing stock mix is influenced by its suburban character whereby the inventory of single-family housing exceeds that for attached housing. Detached single-family homes account for 73.2 percent of Shawnee’s housing stock, exceeding the statewide average of 72.0 percent.

Multi-family housing accounts for 19.6 percent of Shawnee’s housing stock compared to 18.1 percent for Kansas. Properties with 5 to 19 dwelling units account for the majority of Shawnee’s multi-family housing stock, totaling 3,232 dwelling units. Large-scale multi-family properties with 20 or more dwelling units account for 3.3 percent of the Shawnee housing stock compared to 4.5 percent for Kansas. See **Table D.17**.

Table D.17 Shawnee, Kansas Housing Stock by Type - 2019

Units in Structure	# of Units	% of Total	Kansas %
1-Unit, Detached	18,919	73.2%	72.0%
1-Unit, Attached	1,862	7.2%	4.8%
2 Units	250	1.0%	2.6%
3 or 4 Units	720	2.8%	3.6%
5 to 9 Units	1,583	6.1%	3.8%
10 to 19 Units	1,649	6.4%	3.6%
20+ Units	851	3.3%	4.5%
Mobile Home	0	0.0%	4.5%
Boat, RV, Van, etc.	0	0.0%	0.0%
Total Housing Units	25,834	100.0%	100.0%

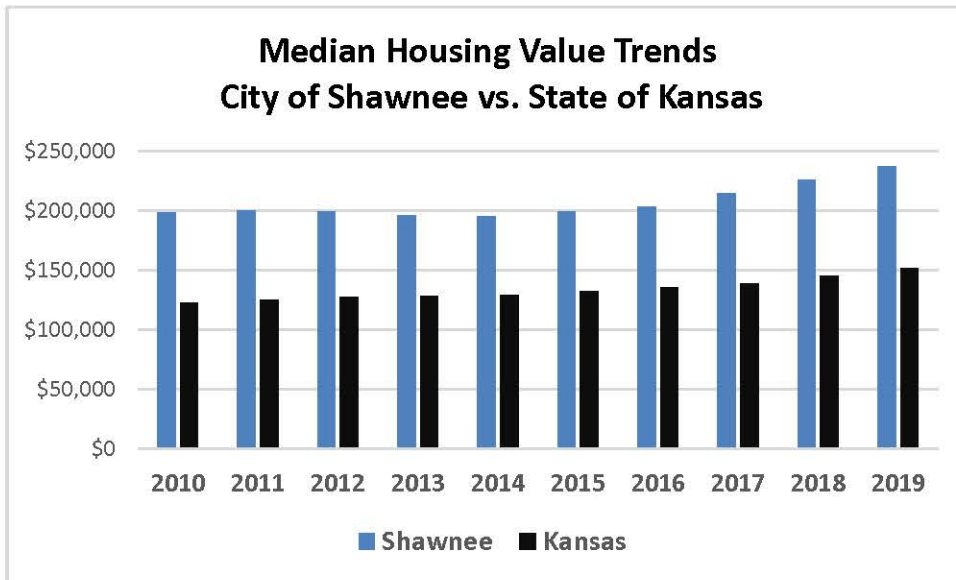
Source: U.S. Census Bureau.



Shawnee’s housing stock consist of medium-density single family and small-scale multi-family housing product. Within the far western portion of the city large-lot single-family homes are the predominant housing type.

Housing Values

According to the *American Community Survey*, during 2010 Shawnee’s median housing value of \$198,600 exceeded the statewide median of \$122,600. The disparity in housing values stems from Shawnee’s high level of new home construction over the past two decades and the predominance of more upscale housing product. From 2010 to 2019, the median home value in Shawnee escalated by 19.6 percent to \$237,500 which compares to the statewide median value of \$151,900. While Shawnee’s median housing value experienced slight declines from 2012 to 2014, strong value appreciation but has recorded since that time. A comparison of median housing value trends between Shawnee and the State of Kansas is depicted in the bar chart below.



Occupancy by Housing Type

Homeowners in Shawnee are more likely to occupy detached single-family housing while renters generally occupy attached multi-family housing. According to the U.S. Census Bureau, during 2019 owner-occupied housing in Shawnee accounted for 74.0 percent of the entire occupied housing stock with renter-occupied accounting for 26.0 percent. By comparison, owner-occupied housing accounts for 66.3 percent of Kansas’ total occupied housing stock with renter-occupied accounting for 33.7 percent. See **Table D.18**.

Table D.18 City of Shawnee Occupied Housing Stock by Type - 2019 Owner-Occupied vs. Renter-Occupied Housing

Housing Type	Total	Owner-Occupied	Renter-Occupied
Occupied Housing Units	24,678	18,250	6,428
Units in Structure			
1-Unit, Detached	74.3%	92.8%	21.6%
1-Unit, Attached	7.5%	5.7%	12.8%
2 Units	1.0%	0.5%	2.6%
3 or 4 Units	2.9%	0.0%	11.2%
5 to 9 Units	5.4%	0.7%	18.7%
10 or More Units	8.9%	0.4%	33.1%
Mobile Home and other Types of Housing	0.0%	0.0%	0.0%
Totals	100.0%	100.0%	100.0%

Source: U.S. Census Bureau.

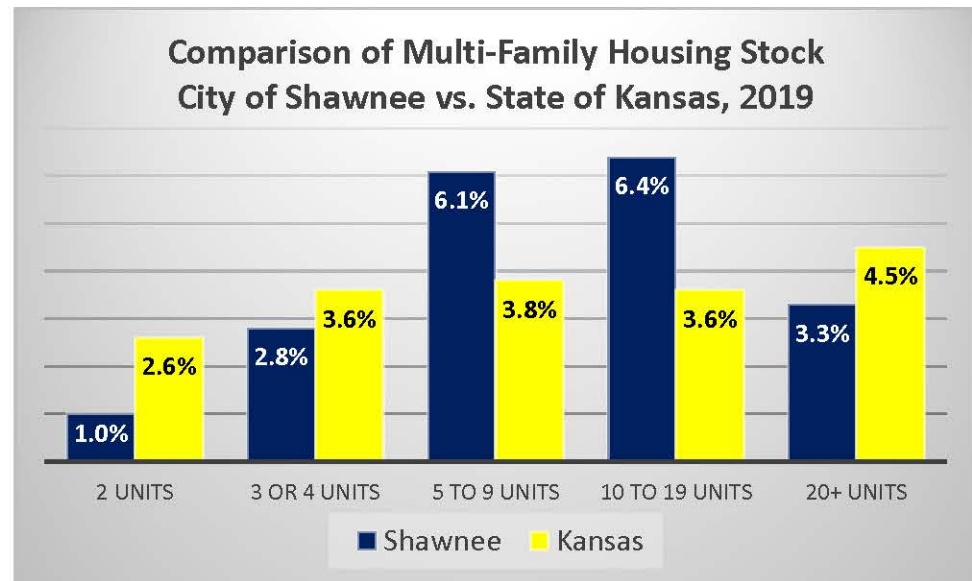
For 2019, according to the U.S. Census Bureau, of Shawnee's total housing stock of 29,368 dwelling units, an estimated 24,678 dwelling units were occupied, including 18,250 owner-occupied housing units and 6,428 renter-occupied housing units. Detached single-family homes accounted for 92.8 percent of all occupied owner-occupied housing units. Meanwhile, renters were much less likely to occupy detached single-family homes accounting for just 21.6 percent of all occupied rental units.

Properties with 10 or more rental units were the most popular attached housing product for renters accounting for 33.1 percent of all renter-occupied units. Properties with 5 to 9 dwelling units account for 18.7 percent of all renter-occupied units., while structures with 3 to 4 rental units accounted for 11.2 percent of all renter-occupied units. Duplexes account for just 2.6 percent of all renter-occupied housing units.

Shawnee Apartment Market

According to the U.S. Census Bureau, as of 2019, Shawnee's inventory of multi-family housing totaled 5,053 dwelling units, or 19.6 percent of the city's total housing stock. By comparison, multi-family housing accounts for 18.1 percent of the Kansas housing stock. Shawnee's multi-family properties consisting of 5 to 19 dwelling units account for 12.5 percent of Shawnee's total inventory of housing units, compared to 7.4 percent statewide. Duplexes account for just 1.0 percent of Shawnee's total housing stock. Large-scale apartment properties with 20 or more units account for just 3.3 percent of Shawnee's total housing stock.

According to the *American Community Survey* since 2010 Shawnee's rental housing market has operating at a vacancy rate below that for Kansas. From 6.8 percent in 2010, Shawnee's rental housing vacancy rate steadily declined to a low of 4.5 percent by 2015. While the overall vacancy rate has increased since 2015, it has remained well below market equilibrium. These healthy vacancy rate trends suggest Shawnee may be able support additional new rental unit stock.

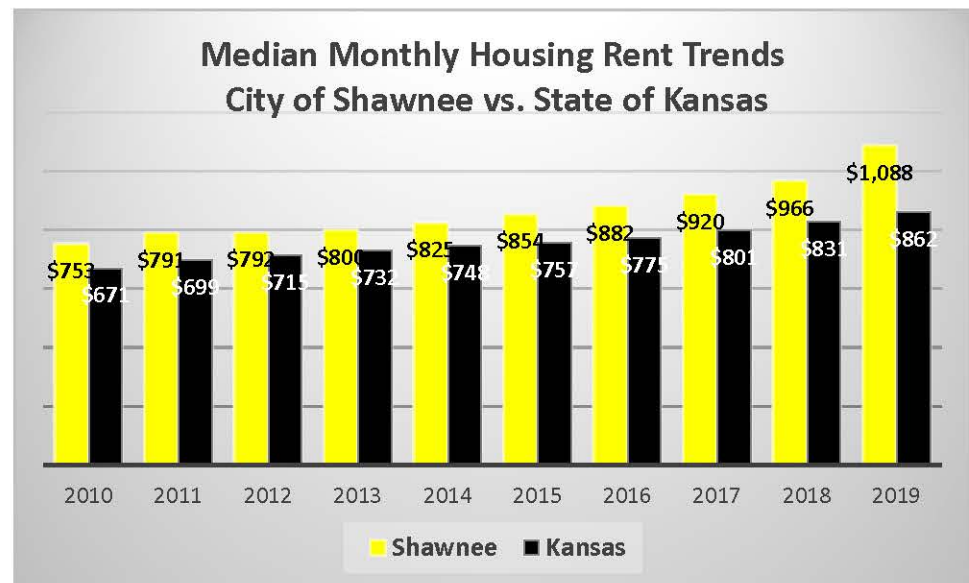
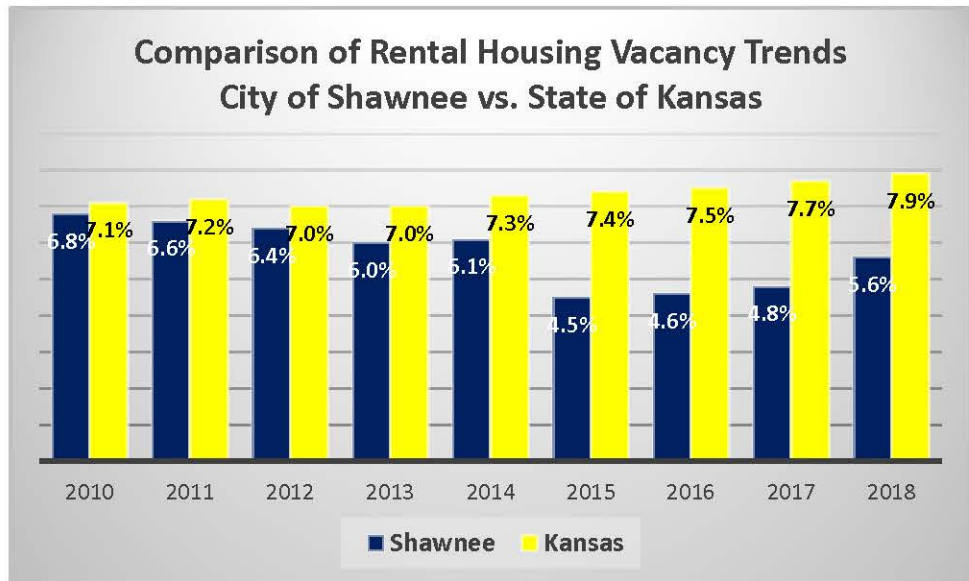


From 2010 to 2019, Shawnee’s median monthly rent exceeded the statewide median. Since 2010, Shawnee’s median monthly rent increased 44.5 percent to \$1,088 by 2019. Kansas’ median rent in 2019 of \$862 per month was 20.8 percent below the median for Shawnee.

According to the *American Community Survey 2018* the median rent in Shawnee of \$966 per month is well above the statewide average of \$831, suggesting a higher quality housing product. Of Shawnee’s occupied rental housing units, just 3.8 percent rented for less than \$500 per month compared to 13.1 percent statewide. This disparity in rents suggest Shawnee may support a lower rate of affordable and income-based rental housing.

Half of Shawnee’s rental stock support rents of \$500 to \$999 per month. Housing units renting for \$1,000 to \$1,499 per month account for an above average 34.9 percent of Shawnee’s rental market while 10.4 percent of the housing stock renting for excess of \$1,500 per month.

Housing stress occurs when the cost of housing (either as rental or as a mortgage) is high relative to household income. A household spending 30 percent or more of its income on housing can be considered under housing stress. The gross rent for 51.6 percent of renter households in Shawnee accounts for 30 percent or more of total income compared to 42.3 percent statewide, suggesting an above average need for income-based rental housing.



Large-Scale Apartment Properties

Current rental housing market conditions in Shawnee, Kansas were identified by conducting a search on CoStar for large-scale apartment properties of 100 or more dwelling units. According to CoStar, Shawnee has 23 large-scale apartment properties totaling 5,444 dwelling units. Half of the existing properties are in the more mature sections of Shawnee east of Quivira Road. Eighteen apartment properties totaling 4,615 dwelling units are market-rate with five affordable properties totaling 829 dwelling units.

Shawnee supports 23 large-scale apartment properties total 5,444 rental units. With only 220 apartment units constructed over the past decade, much of Shawnee’s large-scale apartment stock is older and is not competitive with the large stock of new apartments in the neighboring communities of Lenexa and Overland Park. Since 2010, Shawnee’s existing apartment properties have operated at a health vacancy rate well below market equilibrium. Rents in recent years have surpassed the metro-wide average. Despite these favorable market conditions, no new large-scale apartments have been built in Shawnee since the 220-unit Prairie Pines came online in 2016. See **Table D.19**.

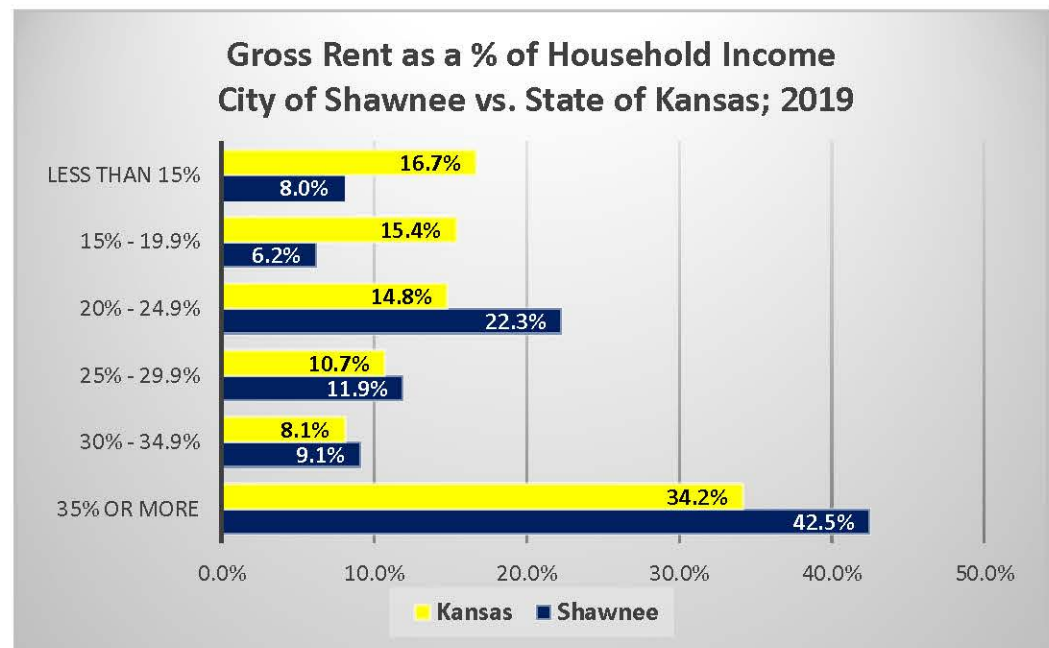
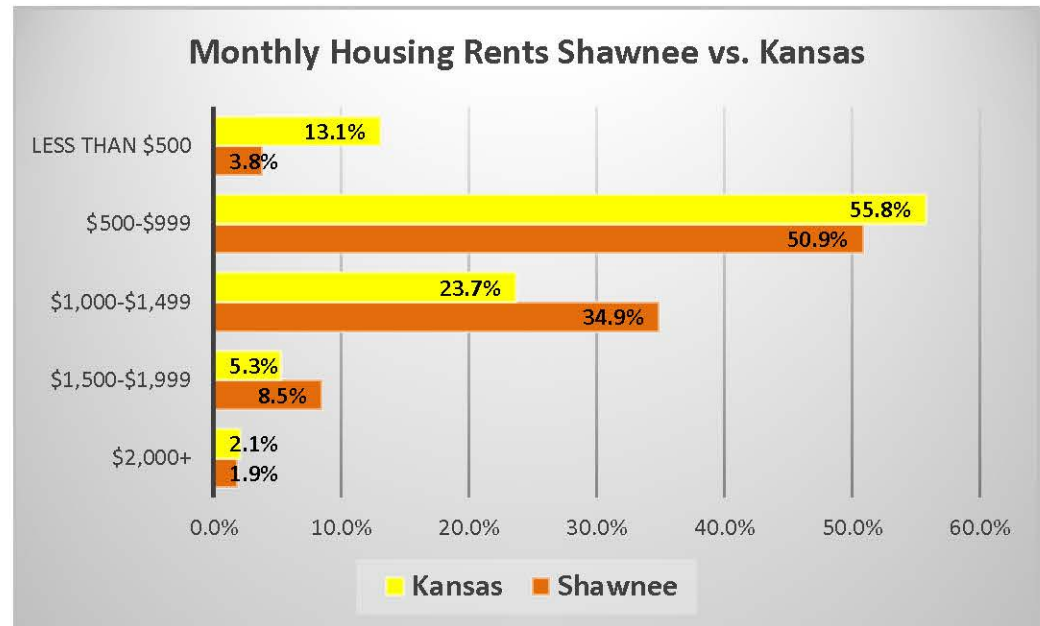
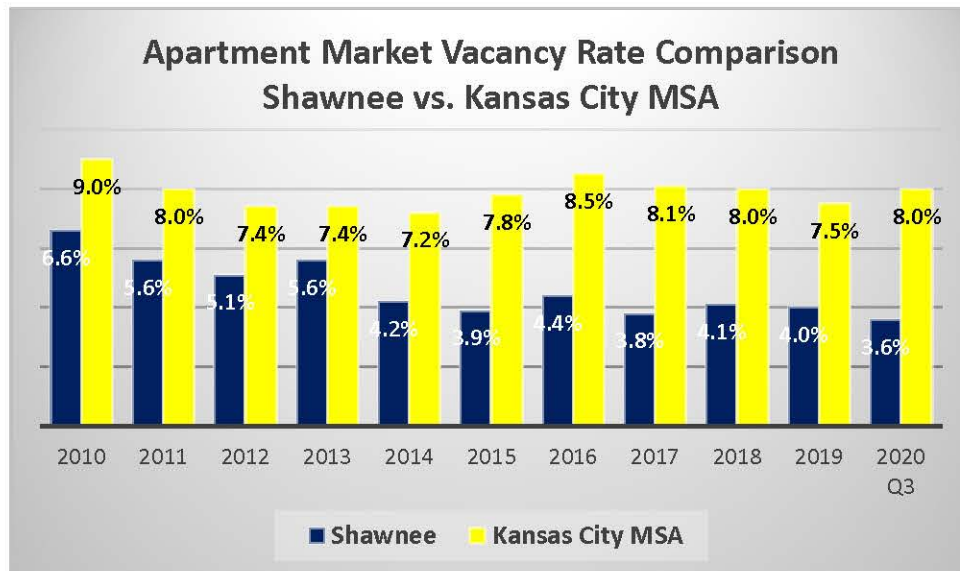


Table D.19 Shawnee Apartment Market Trends

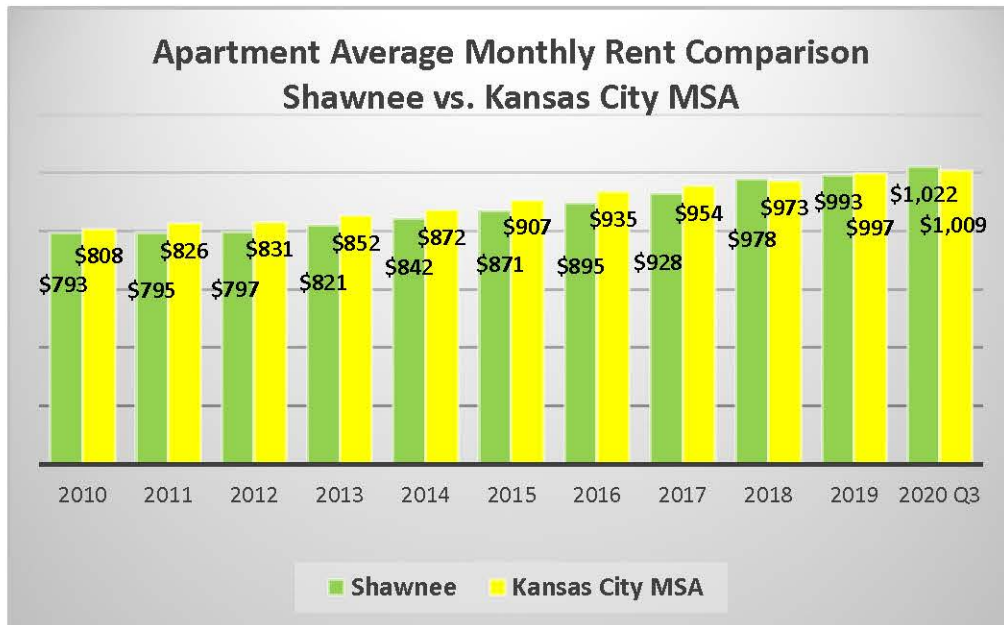
Year	Inventory Units	New Supply	Net Absorption	Vacancy Rate	Average Rent
2010	5,224	0	50	6.6%	\$793
2011	5,224	0	55	5.6%	\$795
2012	5,224	0	25	5.1%	\$797
2013	5,224	0	-26	5.6%	\$821
2014	5,224	0	74	4.2%	\$842
2015	5,224	0	16	3.9%	\$871
2016	5,444	220	179	4.4%	\$895
2017	5,444	0	32	3.8%	\$928
2018	5,444	0	-14	4.1%	\$978
2019	5,444	0	-11	4.0%	\$993
2020 Q3	5,444	0	24	3.6%	\$1,022

Source: Costar.



Throughout the past decade Shawnee’s apartment market vacancy rate has significantly outperformed the Kansas City MSA. From an average vacancy rate of 6.1 percent in 2010, the Shawnee apartment market steadily improved to a low of 3.9 percent by 2015. The addition of 220 apartment units in 2016, pushed the vacancy rate to 4.4 percent by year-end. Positive net absorption has since improved the vacancy rate to just 3.6 percent by the third quarter 2020.

Shawnee’s average monthly apartment rent rose from \$793 in 2010 to \$1,022 by the third quarter 2020. However, from 2010 through 2017 Shawnee’s apartment rents lagged behind the Kansas City MSA average. As the bar chart below illustrates, during 2018 the average rent of \$978 per month for Shawnee exceeded the metro norm of \$973 per month. By the third quarter 2020 the gap had widened, with Shawnee’s average monthly rent of \$1,022 exceeding the metro average of \$1,009 per month.



The unit mix for Shawnee’s large-scale apartment properties is dominated by 1- and 2-bedroom models with respective market shares of 39 percent and 46 percent of the total inventory. Three bedroom models account for 12 percent of Shawnee’s total inventory of apartment units with studios accounting for 2 percent and 4-bedroom models accounting for only 1 percent. Average monthly rents for studios and 3-bedroom models exceed the metro averages. See **Table D.20**.

Table D.20 Shawnee Large-Scale Apartment Properties Unit Mix and Average Rents

Unit Type	Unit Mix	Average Rent/Mo.	Metro Rent/Mo.
Studio	2%	\$880	\$779
1 Bedroom	39%	\$879	\$906
2 Bedroom	46%	\$1,059	\$1,063
3 Bedroom	12%	\$1,364	\$1,338
4 Bedroom	1%		
Totals	100%	\$1,022	\$1,009

Source: Costar.

Shawnee’s large-scale apartment properties are generally older, with nearly two-thirds of the existing dwelling units built prior to 1990. Seven apartment properties were built from 2001 through 2007, totaling 1,499 dwelling units, or 27.5 percent of the total inventory. Just 220 apartment units were constructed since 2010.

Future Additions to Supply

Favorable market conditions have spurred recent apartment construction activity in Shawnee. A total of 441 apartment units are currently under construction in Shawnee with an additional 710 apartment units approved for future development. Continued development of quality apartment properties will assist improving Shawnee’s competitive positioning in Johnson County.

Three large-scale apartment properties are actively under construction in Shawnee. Two projects are market-rate senior communities, including the 134-unit Season at Shawnee at 7200 Silverheel Street and the 240-unit Veterans Park Senior Village at 62nd Street and Pflumm Road.

Developer Kevin Tubbesing is underway of Sixty16, a 67-unit luxury apartment complex on a 2.7-acre parcel northeast of Nieman and Roger roads in downtown Shawnee.



Four apartment projects totaling 710 dwelling units are planned for future development in Shawnee. A brief description of each is provided in the text below.

MP Westbrooke North LLC, an affiliate of Kansas City-based Mission Peak Capital, has plans to redevelop the former Westbrooke Village Shopping Center at the northeast corner of 75th Street and Quivira Road. The project plan calls for redevelopment of the 31.73-acre site with 343 apartment units and 107,600 square feet of neighborhood retail and restaurants. The apartment site has been cleared and ready for development. The Shawnee City Council authorized the issuance of up to \$24 million in industrial revenue bonds to support development of the apartment complex to be built by NorthPoint Development.

The Enclave of Mill Creek at 15600 Midland Drive has received City approval for the development of 30, duplex and four-plex units on a 9.4-acre parcel.

The Belmont Promenade is a mixed-use project planned by Legacy Development for 23 acres at the southwest corner of Shawnee Mission Parkway and Maurer Road. The project plan calls for a 185,750 square foot shopping center on 16.87 acres and 148 apartments on a 6-acre site.

The Sunflower Development Group has plans to build the 5700 King Apartments on the 5700 block of King Street. The project plan calls for 189 apartment units.

In summary, 441 apartment units are currently under construction in Shawnee with an additional 710 apartment units approved for future development (as seen in **Table D.21**).

Table D.21 Apartment Supply Pipeline in Shawnee, Kansas

Project	# of Units
Under Construction	
Season at Shawnee - 7200 Silverheel Street	134
Veterans Park Senior Village - 62 nd Street and Pflumm Road	240
Sixty16 Apartments - Nieman and Rogers Roads	67
Proposed Development	
Westbrooke Green - 75 th Street and Quivira Road	343
The Enclave at Mill Creek - 15600 Midland Drive	30
Bellmont Promenade Residential - Shawnee Mission Parkway & Maurer Road	148
5700 King Apartments - 5700 King Road	189
Total Units Under Construction	441
Total Units Approved	710

Source: Costar and City of Shawnee.

Forecast Housing Demand

Residential housing demand estimates for the City of Shawnee through the year 2040 were forecast based on anticipated demographic and economic trends for the community. Key input to the model includes historical patterns in annual residential building permit activity and projected population and household growth, average household formation rates, households by income levels, and population by age.

Demographic characteristics and historic population growth trends for Shawnee were provided by the U.S. Census Bureau. Housing characteristics for Shawnee were provided by the *American Community Survey*. Population growth projections for Shawnee were generated by Canyon Research Southwest based on historic growth patterns, location at the fringe of the Kansas City MSA, existing employment base, and economic development factors.

According to the *American Community Survey 2019*, Shawnee’s residential housing stock totals 25,834 dwelling units, operating at an overall occupancy rate of 95.5 percent. The occupied housing stock included 18,250 owner-occupied units (74%) and 6,428 renter-occupied units (26%). A total of 1,156 vacant housing units were reported. Shawnee’s average household size is 2.65 persons.

According to the City of Shawnee, from 2000 through 2019 building permits were issued for a total of 7,315 new residential housing units.

Shawnee’s 2020 population was estimated at 66,659 residents. By 2040, Shawnee’s population is forecast to reach 82,963 residents, generating the need for additional housing units.

Supportable residential housing absorption over the next twenty years will be a function of resident population growth and latent demand while income levels and age composition will dictate the type and mix of housing product.

Housing Need from Population Growth

Net population and household growth are the largest single drivers of the need for new housing units. Through 2040, the City of Shawnee population is forecast to increase by 16,304 new residents. According to the U.S. Census Bureau, the City of Shawnee's average household size is 2.65 persons. The City of Shawnee's forecast population growth through 2040 is estimated to yield an estimated 6,152 new households and occupied housing unit.

Latent Housing Demand

Another housing needs component considers the number of units a market requires to offer balanced market conditions. Vacant housing units are necessary to accommodate the turnover of the housing stock as people move for family, work-related, or financial reasons. Latent demand occurs when the inventory of available housing is severely constrained.

A housing market operating at equilibrium generally supports a 92 percent to 95 percent occupancy rate. Healthy markets require approximately 5 percent to 8 percent of the housing stock to be available to allow for inner-market mobility and encourage competitive housing prices and rental rates. Markets with vacancy rates below a healthy rate often suffer from escalating home values and rents, minimal tenant turnover, residents being forced into housing situations that do not meet their housing needs, and the inability of nonresidents to enter the market. According to the *American Community Survey 2019*, 1,156 residential housing units were vacant, equating to an overall occupancy rate of 95.5 percent.

Shawnee's residential housing stock totals 24,678 occupied dwelling units. Through 2040, population growth is anticipated to result in the need for 6,242 additional housing units, bringing the total inventory to 30,920 occupied housing units.

At market equilibrium occupancy rate of 93 to 95 percent, by 2040 Shawnee's housing stock would total 32,547 to 33,247 dwelling units, of which 1,627 to 2,327 dwelling units would vacant and available for sale or rent. Subtracting out the current inventory of 1,156 vacant housing units yields a latent demand for 476 to 1,176 housing units in Shawnee through 2040.

Total Housing Demand

Through 2040, the City of Shawnee population growth and latent housing demand is forecast to create the need for an estimated 6,628 to 7,328 new housing units. Shawnee's current mix of occupied housing units is approximately 74 percent owner-occupied and 26 percent renter occupied. Given the city's population age composition, household income levels, and existing housing stock, from 2020 through 2040 the housing demand is estimated to be segmented 73.5 percent owner-occupied and 26.5 percent renter occupied. Therefore, by 2040 the mix of new housing inventory is estimated at 4,872 to 5,386 homeownership units and 1,756 to 1,942 rental units.

The City of Shawnee's mix of future housing demand is best determined by evaluating the City's population demographics with that of the various housing life-cycle stages. Emphasis is placed on age, education, and income.

Entry-level householders are generally single or couples without children in their early 20's and often prefer to rent basic, inexpensive apartments. Residents 15 to 24 years of age account for 17.8 percent of the City of Shawnee population with those 25 to 34 years of age accounting for 12.0 percent. Individuals with high school degrees or less are more likely to be renters than homeowners. An estimated 23.0 percent of Shawnee residents are high school graduates or less. Shawnee's population demographics provide a strong market for entry-level rental housing.

An estimated 19.6 percent of households in Shawnee (4,803 households) earn less than \$35,000 annually with 6.6 percent of households (1,619 households) earning less than \$15,000. These households tend to be perpetual renters with the lowest income households potentially qualifying for some form of housing assistance. Shawnee's resident profile suggests an additional need for rental housing with an emphasis on affordable and income-based product.

First-time homebuyers and move-up renters are usually married or cohabitating couples in their mid-20's or 30's, some with children, but most are without children. These individuals prefer to purchase modest-priced single-family homes or rent more upscale apartments. An estimated 8,116 residents of the City of Shawnee are 25 to 34 years of age with 4,084 residents attaining an associate degree and 13,429 residents possess a bachelor's degree. An estimated 2,197 households earn \$35,000 to \$49,999 annually (9.0%) and 3,937 households earn \$50,000 to \$74,999 annually (16.1%). The City of Shawnee possesses sizable markets for first-time homebuyers with homes priced from \$125,000 to \$275,000 and move-up renters.

Move-up homebuyers are typically in their late 30's to 40's, married with children. There is a total of 8,722 households in the City of Shawnee with children. An estimated 9,500 residents of Shawnee are 35 to 44 years of age (14.6%) with 13,429 residents attaining a bachelor's degree and 7,235 residents possessing a graduate or professional degree. An estimated 3,139 households earn \$75,000 to \$99,999 annually (12.8%); 5,767 households earn \$100,000 to \$149,999 annually (23.5%); and 4,667 households earn \$150,000 or more annually (19.1%). Shawnee possesses a sizable move-up market for housing priced at \$300,000 and more.

Table D.22 summarizes the forecast housing mix by homeownership and rental units and by product type.

	2019 Estimate		2040 Forecast	
	# of Units	# of Total	# of Units	# of Total
Total Housing Units	25,834		6,628 - 7,328	
Occupied Housing Units	24,678			
Home Ownership Units	18,250	74.0%	4,872 - 5,386	73.5%
Rental Units	6,428	26.0%	1,756 - 1,942	26.5%
Vacant Housing Units	1,156			
Single Family Detached	18,919	73.2%	4,838 - 5,349	73.0%
Single Family Attached	1,862	7.2%	265 - 293	4.0%
2 to 4 Units	970	3.8%	133 - 147	2.0%
5 to 9 Units	1,583	6.1%	133 - 147	2.0%
10 or More Units	2,500	9.7%	1,259 - 1,392	19.0%

Source: U.S. Census and Canyon Research Southwest, Inc.

activity since 20125 has slowly improved but at a much slower velocity that during the prior cycle's peak.

From 2000 through 2019, the housing tenure for Shawnee increased by 4,475 owner-occupied housing units and 1,621 renter-occupied housing units. By 2019, owner-occupied housing totaled 18,250 units while renter-occupied housing totaled 6,428 units.

Throughout the past twenty years housing occupancies for Shawnee have significant outpaced the statewide average, with annual rates ranging from 95.5 percent to 97.0 percent.

Shawnee's housing stock mix is influenced by its suburban character whereby the demand for-sale single-family housing exceeds that for attached rental housing. Detached single-family housing accounts for 73.2 percent of Shawnee's housing stock, exceeding the statewide rate of 72.0 percent. Multi-family dwellings accounts for 19.6 percent of Shawnee's housing stock compared to 18.1 percent for Kansas.

During 2010 Shawnee's median housing value of \$198,600 exceeded the statewide median of \$122,600. The disparity in housing values stems from Shawnee's high level of new home construction over the past two decades and the predominance of more upscale housing product. From 2010 to 2018 the median home value in Shawnee escalated by 13.7 percent to \$225,900.

Table D.22 Forecast Housing Demand by Product Type Shawnee, Kansas; 2021-2040

Through 2040, the market share for single-family housing in Shawnee is expected to remain relatively consistent to trends over the past twenty years. The market share of 2- to 9-unit multi-family structures is anticipated to drop off in favor of large-scale apartment development.

Conclusions

Approximately 4,806 acres of vacant land in Shawnee is available for future residential development at a maximum of 24,164 additional housing units at build-out. Most of the vacant residential land is located west of Interstate 435.

From 2000 through 2019, the City of Shawnee issued building permits for a total of 7,315 new residential housing units.

Residential construction peaked from 2000 through 2005 when building permits were issued for a total of 4,854 dwelling units. Following the national housing bust, housing construction

During 2019 owner-occupied housing in Shawnee accounted for 74.0 percent of the entire occupied housing stock with renter-occupied accounting for 26.0 percent. By comparison, owner-occupied housing accounts for 66.3 percent of Kansas' total occupied housing stock with renter-occupied accounting for 33.7 percent.

Shawnee has 23 large-scale apartment properties totaling 5,444 dwelling units. Half of the existing properties are in the older sections of Shawnee east of Quivira Road. Eighteen apartment properties totaling 4,615 dwelling units are market-rate with five affordable properties totaling 829 dwelling units. Since 2010, the existing apartment properties have operated at a health vacancy rate well below market equilibrium and rents now surpass the metro-wide average. These favorable market conditions have spurred recent apartment construction activity in Shawnee.

A total of 441 apartment units are currently under construction in Shawnee with an additional 710 apartment units approved for future development.

Through population growth and latent demand, new housing demand through 2040 in the City of Shawnee is estimated at 6,628 to 7,328 dwelling units. Given the City of Shawnee's demographic profile and existing housing composition, this report estimates that through 2040, the mix of new housing demand is estimated at 4,872 to 5,386 home ownership dwelling units and 1,756 to 1,942 rental units.

STUDY CONCLUSIONS

The primary objective of the *Economic and Market Analysis* was to evaluate the impact of demographic, economic, and real estate market trends on future urban development patterns in Shawnee, Kansas. Based on the study findings, demand was forecast through 2040 in Shawnee for new retail, office, and industrial space as well as residential housing by product type. Land absorption estimates were calculated based on the commercial space and residential housing demand projections.

Older commercial corridors and districts were identified that have the potential to adapt and support redevelopment and repositioning. Greenfield business center locations were identified designed to support the needs of the emerging economy.

Forecast Commercial, Industrial and Residential Demand

Retail, office and industrial space and residential housing unit demand was forecast for Shawnee, Kansas through the year 2040. Market forces driving future demand for commercial space and housing include the growth in employment, population, and income along with trends in average space per employee, household size, and household composition.

By 2040, Shawnee's increased population is forecast to generate additional retail sales capable of supporting approximately 800,000 to 909,000 square feet of new retail space by 2040.

Through 2040, office-related job growth in Shawnee is projected to support the need for approximately 515,000 to 578,000 square feet of owner-occupied and speculative office space.

By 2040, industrial job growth in Shawnee is projected to support the need for approximately 2.3 million to 2.6 million square feet of owner-occupied and speculative industrial space.

Through 2040, Shawnee’s population growth and latent housing demand is forecast to generate the need for 6,628 to 7,328 residential dwelling units, as shown in **Table D.23**.

Table D.23 Forecast Retail, Office, Industrial and Residential Demand Shawnee, Kansas; 2021 to 2040

	Population Growth	Employment Growth	Net Conservative	Gain Optimistic
Retail	16,304		800,000 SF	909,000 SF
Office		2,352	515,000 SF	578,000 SF
Industrial		2,436	2,330,000 SF	2,600,000 SF
Housing	16,304		6,628 Units	7,328 Units
Ownership Units			4,872 Units	5,386 Units
Rental Units			1,756 Units	1,942 Units

Assuming an average floor-area-ratio (“FAR”) of 0.2 to 0.4 for the retail, office and industrial space and an average density of 4.0 to 5.0 dwelling units per acre, through 2040 the City of Shawnee is estimated support the development of approximately 1,598 to 2,188 acres of land, as shown in **Table D.24**.

Table D.24 Forecast Land Area Absorption in Acres Shawnee, Kansas; 2021 to 2040

Land Use	Conservative Scenario	Optimistic Scenario
Retail	80 - 91	92 - 104
Office	39 - 47	44 - 53
Industrial	153 - 179	170 - 199
Residential	1,326 - 1,657	1,466 - 1,832
Total Acres	1,598 - 1,974	1,772 - 2,188

Redevelopment and Greenfield Development

Older corridors and commercial cores in the City of Shawnee that are deemed candidates for future redevelopment include:

- Downtown Shawnee
- 75th Street corridor from Switzer Road (city limits) west to Quivira Road
- Shawnee Mission Parkway from Switzer Road west to Pflumm Road

Downtown Shawnee

Downtown Shawnee runs along Nieman Road from Shawnee Mission Parkway north to approximately 57th Street. The Nieman Now! Project was designed to improve the downtown area's infrastructure and enhance its future economic viability. Nieman Now! encompassed four stormwater projects and a major enhancement to Nieman Road between Shawnee Mission Parkway and 55th Street. Additionally, several other adjacent streets were upgraded to provide great pedestrian and bicycle access throughout the entire area. The focal point of Nieman Now! was turning Nieman Road into a three-lane road with a bike and pedestrian path on one side and sidewalk on the other. Trees, benches, and signs have been installed and streetlight fixtures upgraded. Construction was finished up in summer 2020. Activity centers in downtown Shawnee include the City Hall, Aztec Theatre, Mason Lodge, Splash Cove, a school, and several churches.

The recent improvements to Neiman Road as well as suitable access and exposure provides the opportunity to support new mixed-use development along the corridor north of Shawnee Mission Parkway. Several vacant lots and under-utilized properties exist along Neiman Road that are suitable for redevelopment. Downtown Shawnee could benefit from appropriate scale multi-family development along Nieman Road to provide for increased pedestrian activity and customers for local merchants. Additional specialty retail and office space designed for smaller personal service and creative class tenants is also supportable along Nieman Road. A dedicated open space would be ideal for hosting public events and festivals which would assist in creating a brand for downtown and generate business for merchants and eating and drinking places.

75th Street Corridor

The 75th Street corridor between Switzer and Quivira roads abuts the Shawnee city limits and is an older, established section of town. Existing land uses fronting onto 75th Street include anchored shopping centers, strip commercial, several older large-scale apartment complexes, single-family homes, and Shawnee Elementary School.

In January 2020, the City of Shawnee prepared the Re-Imagine 75th Street, identifying the corridor as the next segment for Complete Streets improvements. The existing five-lane corridor serves up to 30,000 vehicles per day. The vision to create a vibrant, connected, and green Complete Street. The City of Shawnee received County Assistance Road Systems (CARS) funding from Johnson County to begin some improvements in 2020. The City also allocated \$3 million for construction of enhancements in the six-year Capital Improvement Plan (CIP) to accomplish this goal.

The former Westbrooke Village Shopping Center at the northeast corner of 75th Street and Quivira Road is being redeveloped in a 343-unit apartment complex and 107,600 square feet of neighborhood retail and restaurant space. The apartment site at the north end of the property has been razed and is ready for development. Other key redevelopment sites along the 75th Street corridor include:

Southwest corner of 75th Street and Switzer Road serves as a gateway into the City of Shawnee. Existing land uses include a QuikTrip and strip center.

The northeast corner of 75th Street and Nieman Road is occupied by the Tomahawk Center anchored by a Walmart Neighborhood Market. The shopping center could use some capital investment in the form of a new façade, parking lot, landscaping, and lighting.

The northwest corner of 75th Street and Nieman Road is occupied by the Trailridge Shopping Center anchored by Big Lots, Dollar General, and Antique Mall. The 117,000 square foot shopping center was built in 1974. The 37-acre site is an ideal redevelopment site offering good access, visibility, and infrastructure as well as the land area to accommodate mixed-use development.

The southeast corner of 75th Street and Nieman Road is occupied by a Phillips 66 convenience store, Pressure Wash, office building, and McDonalds restaurant.

Four large-scale apartment properties operate along the 75th Street corridor, including the 515-unit Fox Run built in 1979, 131-unit Haverford West built in 1984, 189-unit Westbrooke Glen built in 1967, and 195-unit Arbor Square built in 1971. Given the age and design of these apartment communities they are all classified as Class C properties. To remain competitive capital investment maybe needed in the form of building façade and community amenity upgrades and apartment unit remodeling.

Shawnee Mission Parkway

The section of Shawnee Mission Parkway from Switzer Road west to Pflumm Road is a mature commercial corridor with existing land uses including anchored shopping centers, strip centers, restaurants, bank branches, and freestanding retail. Potential redevelopment sites include: 1) Parkway Shopping Center at the southwest corner of Shawnee Mission Parkway and Nieman Road and 2) the Mill Creek Shopping Center at the northeast corner of Shawnee Mission Parkway and Pflumm Road.

Built in 1985, the 157,883 square foot Parkway Shopping Center occupies a 12.5-acre site at the southwest corner of Shawnee Mission Parkway. Anchor tenants include Jo-Ann Fabrics, Harbor Freight, and City Thrift. The Genesis Health Club recently closed. The shopping center serves as a gateway to both Shawnee and the downtown area and its long-term highest-and-best use may not be as an anchored shopping center.

Built in 1987, the 182,927 square foot Mill Creek Shopping Center occupies a 19.32-acre site at the northeast corner of Shawnee Mission Parkway and Pflumm Road. The center is anchored by Planet Fitness and Christ Community Church. This highly visible property is a candidate for future redevelopment with a mix of commercial and high-density residential uses.

Future greenfield development corridors in the City of Shawnee include the I-435 and K-7 highway corridors.

Interstate 435 Corridor

Interstate 435 runs north-south through the City of Shawnee creating the opportunity to support retail and employment uses that would generate jobs for city residents and a fiscal benefit for City government. The Interstate 435 corridor is also a suitable location for multi-family residential development. Interstate

435 interchanges exist in Shawnee at Johnson Drive, Shawnee Mission Parkway, and Midland Drive. While all three interchanges have experienced urban development, greenfield development sites still exist with employment and retail uses viewed as the highest-and-best use.

Considerable vacant land is available for future urban development at the interchange of Interstate 435 and Johnson Drive. Existing development on the east side of the interchange is limited to the City of Shawnee Fire, Police, and Court Complex. Vacant land at the northeast and southeast corners of the interchange is designated for Median Density Residential and Mixed Use / Destination. Given the characteristics of these two corners, prospective future uses include patio homes, apartments, and professional office. The City landfill at the northwest corner of Interstate 435 and Johnson Drive is designated for future Warehouse Industrial and Office / Service uses. The landfill is forecast to reach capacity by 2043. Depending on any environmental issues adaptive reuse of all or a portion of the landfill site might be possible with a master planned business park a prospective use. Vacant land at the southwest corner of Interstate 435 and Johnson Drive is suitable for single-family housing and apartments, though its development potential maybe delayed until closure of the City landfill.

A major retail core operates immediately east of the Interstate 435 and Shawnee Mission Parkway interchange anchored by the 425,422 square foot Shawnee Station anchored by Target, Kohl's, Michael's, PetSmart, and Bed Bath & Beyond. Other big-box retailers operating stores in this retail core include Walmart, Home Depot and Lowe's. Land immediately west of Lowe's is designated for future commercial development and Legacy Development has plans to develop Belmont Promenade, a 170,000 square foot power center, at the southwest norther of Shawnee Mission Parkway and Maurer Road. Vacant land at northeast and northwest corners of the intersection of Interstate 435 and Shawnee Mission Parkway is designated for Mixed Use/ Designation with prospective future uses including medium-density residential, apartments, and professional office.

Additional developable land could be manufactured by reconfiguring the Interstate 435 and Shawnee Mission Parkway interchange into a diamond interchange. Doing so would free up land for future development, most notably at the northeast and northwest corners of the interchange. This reclaimed land would be ideal for mixed-use development with possible land uses including employment, retail, and high-density residential. Given the existing mix of land uses in the immediate area, the interchange of Interstate 435 and Shawnee Mission Parkway interchange has the potential to evolve into one of Shawnee's principal employment centers.

The intersection of Interstate 435 and Midland Drive is largely built out supporting a mix of retail, office, hotel, and park uses. Future retail and employment-related development opportunities still exist along the northside of Midland Drive east of Renner Road and at the northwest corner of Interstate 435 and Midland Drive. The 71,958 square foot B&B Theatres occupies a 14.29-acre site and maybe an ideal candidate for future adaptive reuse or redevelopment.

K-7 Highway Corridor

The K-7 Highway runs north-south through the City of Shawnee with major interchanges at 55th Street/Johnson Drive, Shawnee Mission Parkway, and 83rd Street. The signalized intersection at 43rd Street is emerging as an industrial core. While all four interchanges have experienced urban development, green development sites still exist with retail and employment uses viewed as the highest-and-best use.

Most of greenfield land designated for industrial use in Shawnee is located at the intersection of K-7 Highway and 43rd Street. Active industrial and business parks include the WestLink Business Center and Heartland Logistics Park. Considerable industrial land remains available for future development at the northwest corner of K-7 Highway and 43rd Street. Warehouse and logistics space appear to be the most suitable industrial development formats.

The K-7 Highway and 55th Street/Johnson Drive interchange has emerged as a retail core with development on three corners including the 74,340 square foot Oak Valley Shopping Center, Grey Oak Place anchored by Walmart, and several freestanding businesses including CVS Pharmacy, Walgreens, Security Bank, and Auto Zone. Greenfield sites designated for commercial use are available for future development at both the southeast and southwest corners of K-7 Highway and 55th Street/Johnson Drive. The acreage and supportable building yield of the vacant commercial properties appears suitable to service future residential growth in the area.

Much of the K-7 Highway and Shawnee Mission Parkway interchange has been built-out. The eastern side of the interchange has been developed with a mix of retail and office uses. Shawnee Crossing is located at the southeast corner consisting of the VA Clinic and freestanding restaurants, bank branches, and retail space. The 167,017 square foot Monticello Village at the northeast corner is anchored by Price Chopper and Dollar Tree. Vacant property at the southeast corner of K-7 Highway and Shawnee Mission Parkway is suitable for low-scale office development while available land at the northeast corner offers the characteristics suitable for high-density residential or mixed-use.

The western half of the K-7 Highway and Shawnee Mission Parkway interchange consists of housing and a golf course. Remaining vacant properties are suitable for medium and high-density residential housing. The intersection of K-7 Highway and 83rd Street serves as Shawnee's largest concentration of existing industrial development supporting approximately 1.36 million square feet of building area. Perimeter Park located at the southwest corner of the intersection houses such tenants include the Kraft Tool Company, Ford, Weststar Energy, Nazdar, Hans Rudolph, Eiko, SPC, and QGC. Business operating at the northwest and northeast corners of the 83rd Street and K-7 Highway intersection include FedEx, Westmor, Raynor, and McLane. Little developable land remains available at the intersection of K-7 Highway and 83rd Street.

The land west of K-7 Highway to the Shawnee city limits is under low density residential use. Future residential development should remain low density residential in character.

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