

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**).

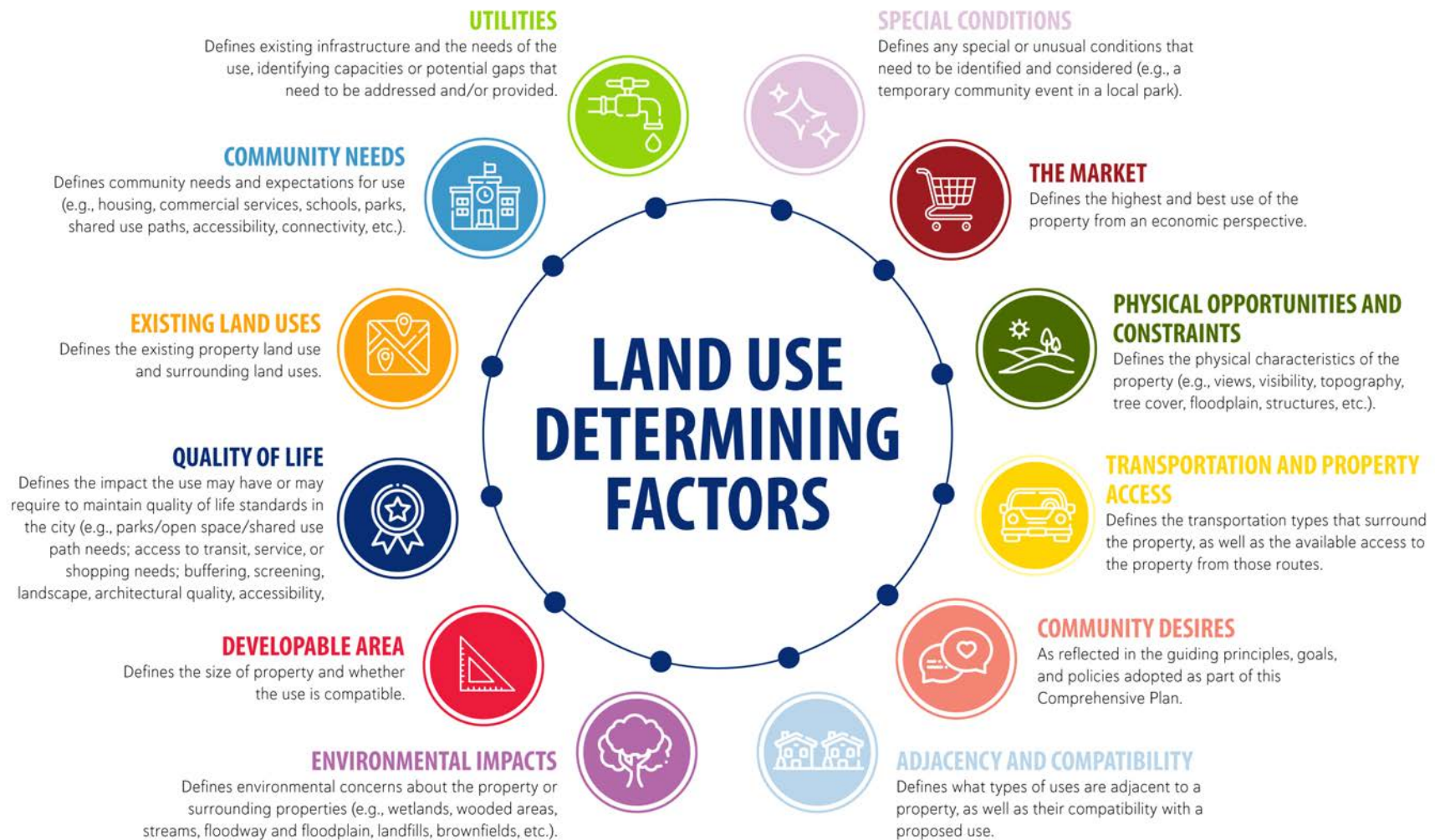


I really love that if you're a morning person, Shawnee offers a way to buy vegetables on Saturday mornings, but you can also go to a concert at night so there is a variety.

- *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.

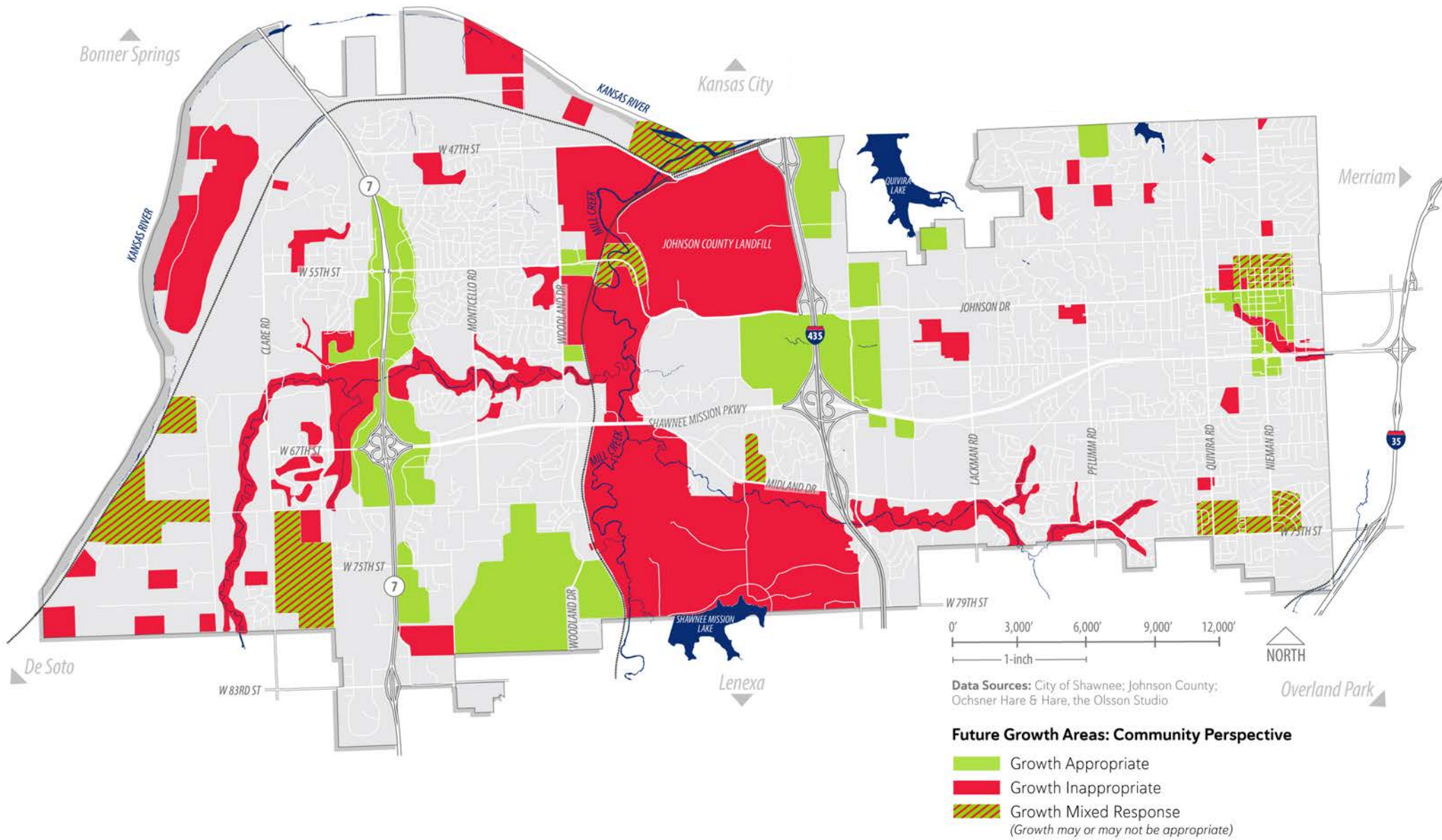
Future Growth Areas: Community Perspective

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

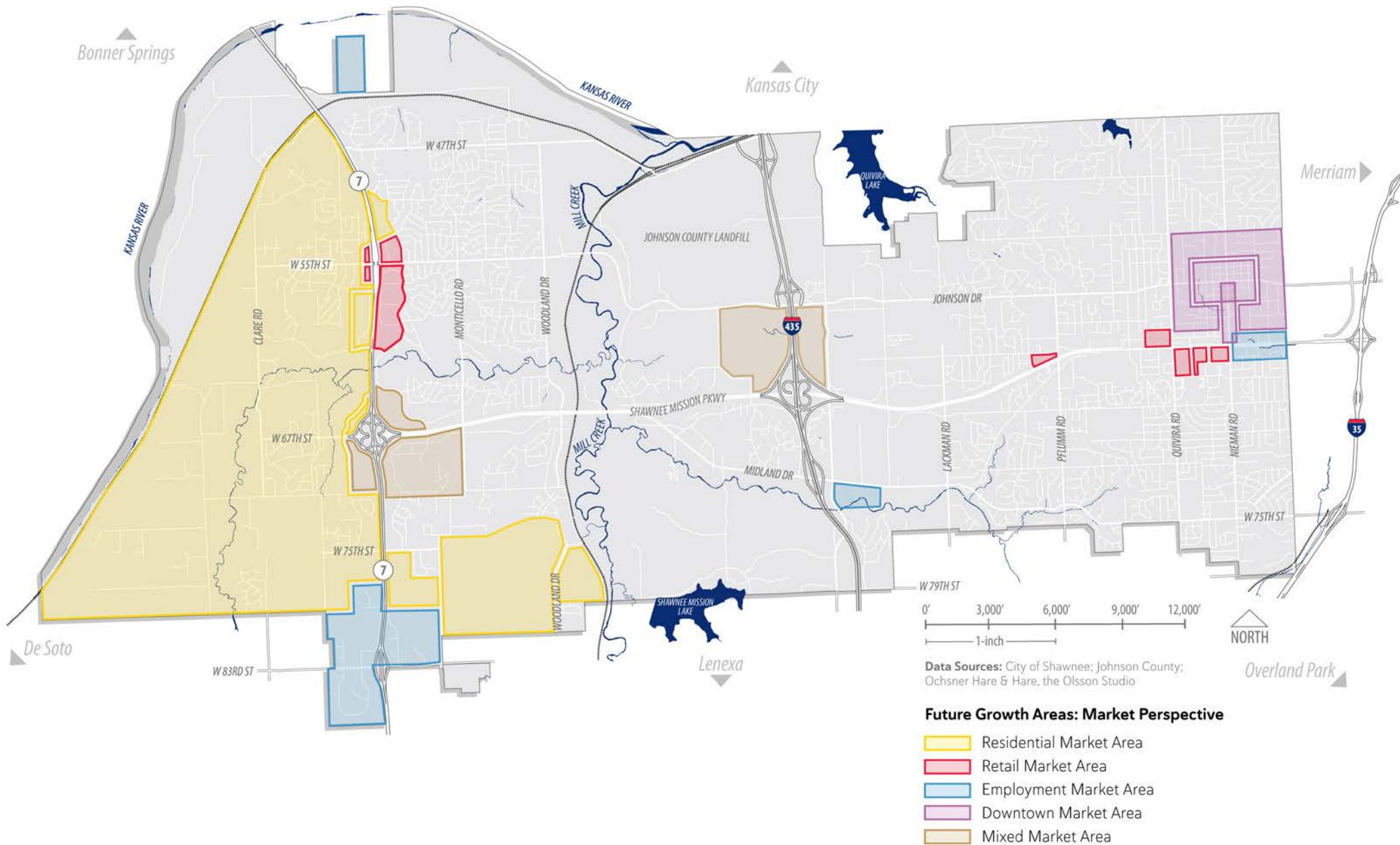
This includes light industrial, business space/business parks, flex spaces, technology, service uses, and manufacturing.



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 Growth Areas: Market Perspective

- Residential Market Area
- Retail Market Area
- Employment Market Area
- Downtown Market Area
- Mixed Market Area

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:

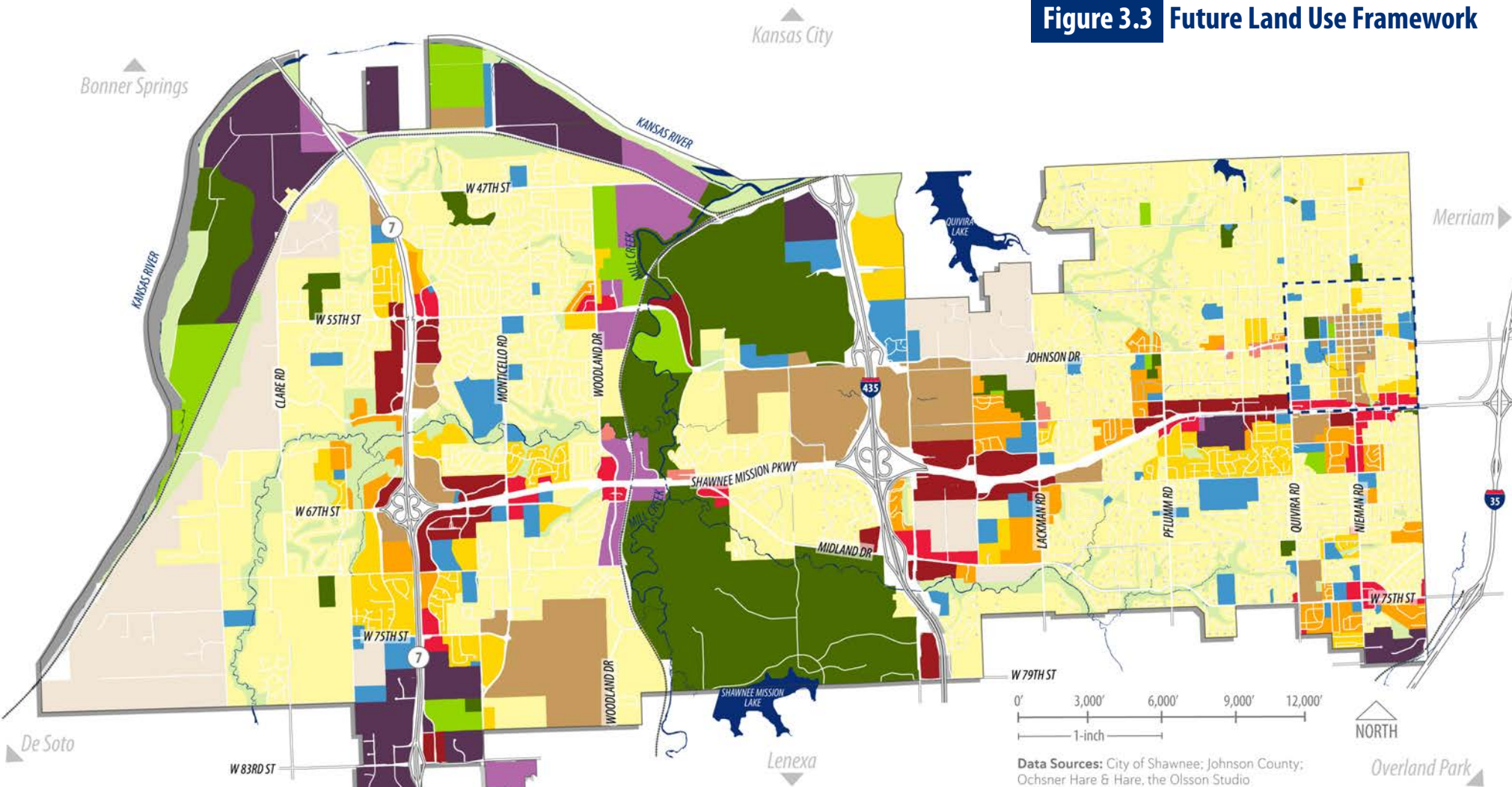
- Existing, healthy land use patterns within city limits.
- Concentration of future land use along higher speed transportation corridors that connect Shawnee to the larger region.
- A strong community desire to conserve remaining open and natural spaces.
- Support for future residential areas that preserve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

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.

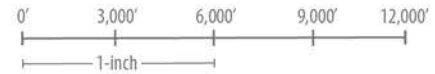
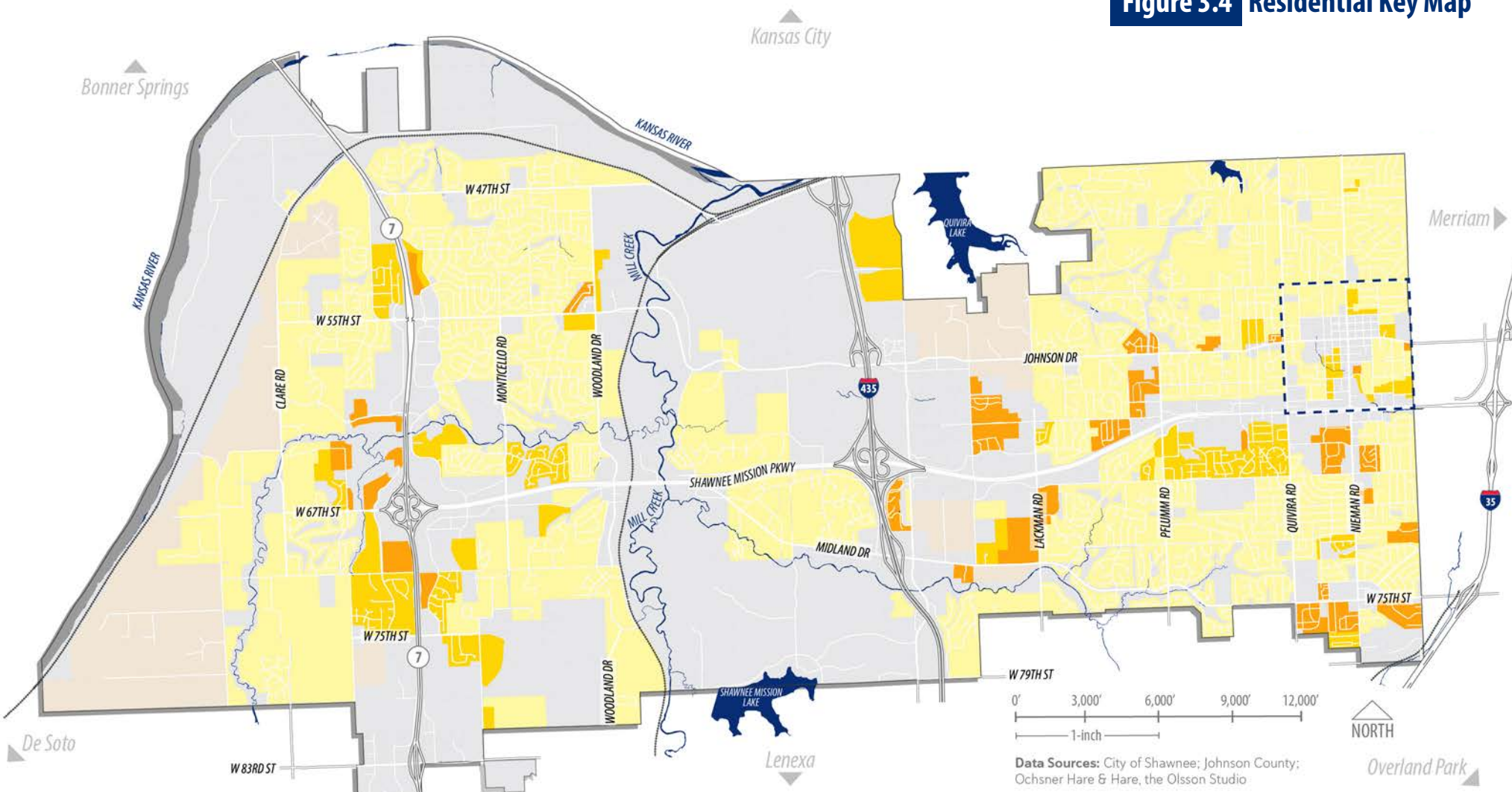
Neighborhoods should vary in the types offered (e.g., attached, detached, single-, and multi-family), what surrounds them, their key characteristics/defining features, their form and features, scale, and transportation options. The residential formats offered accommodate community goals and policies.

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



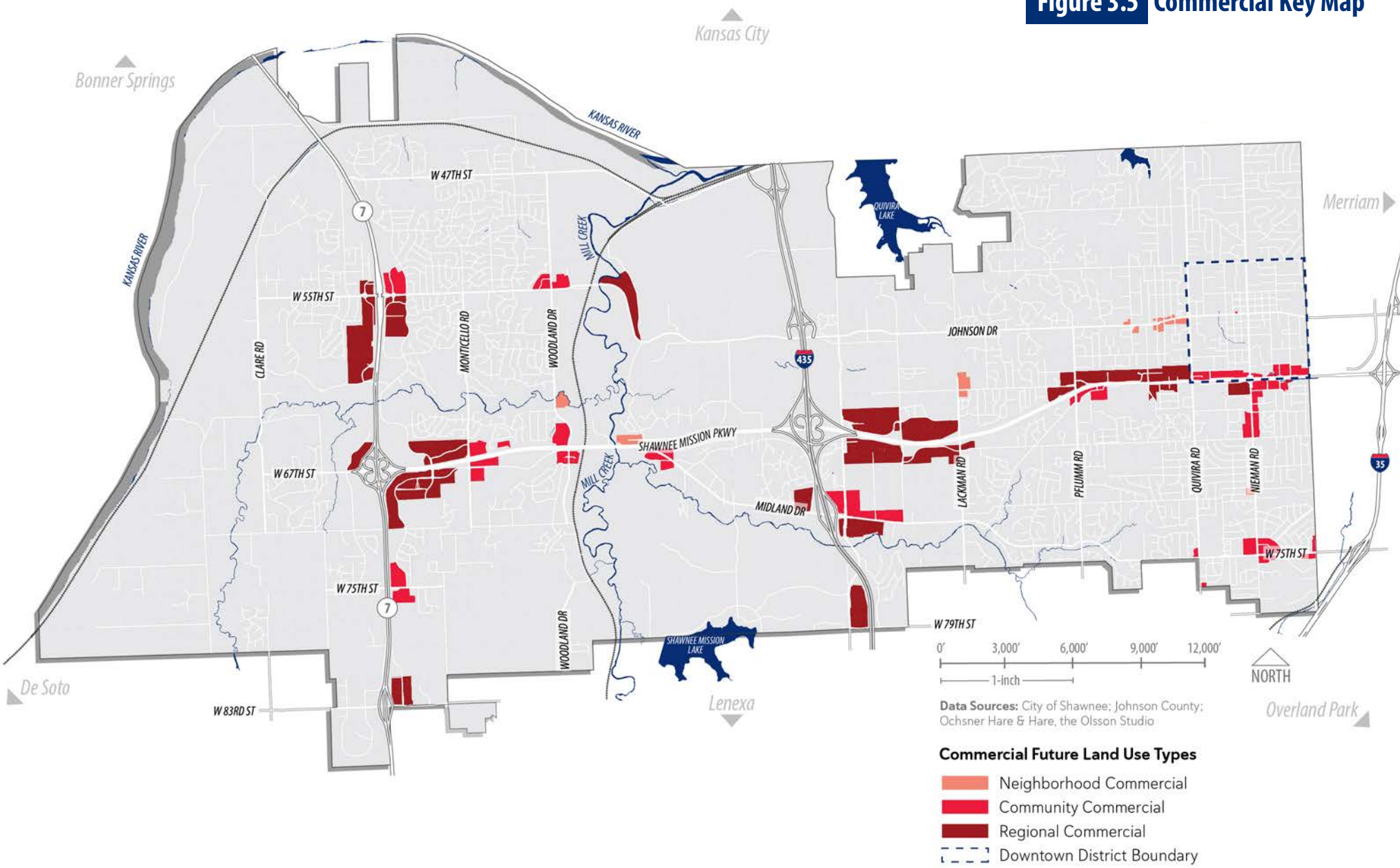
These uses are commercial and business in nature, including retail, service, restaurants, office, and other non-industrial and commerce-based businesses. Commercial is divided into subcategories based upon its type, purpose, and customer base. Commercial includes neighborhood retail centers, regional 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:

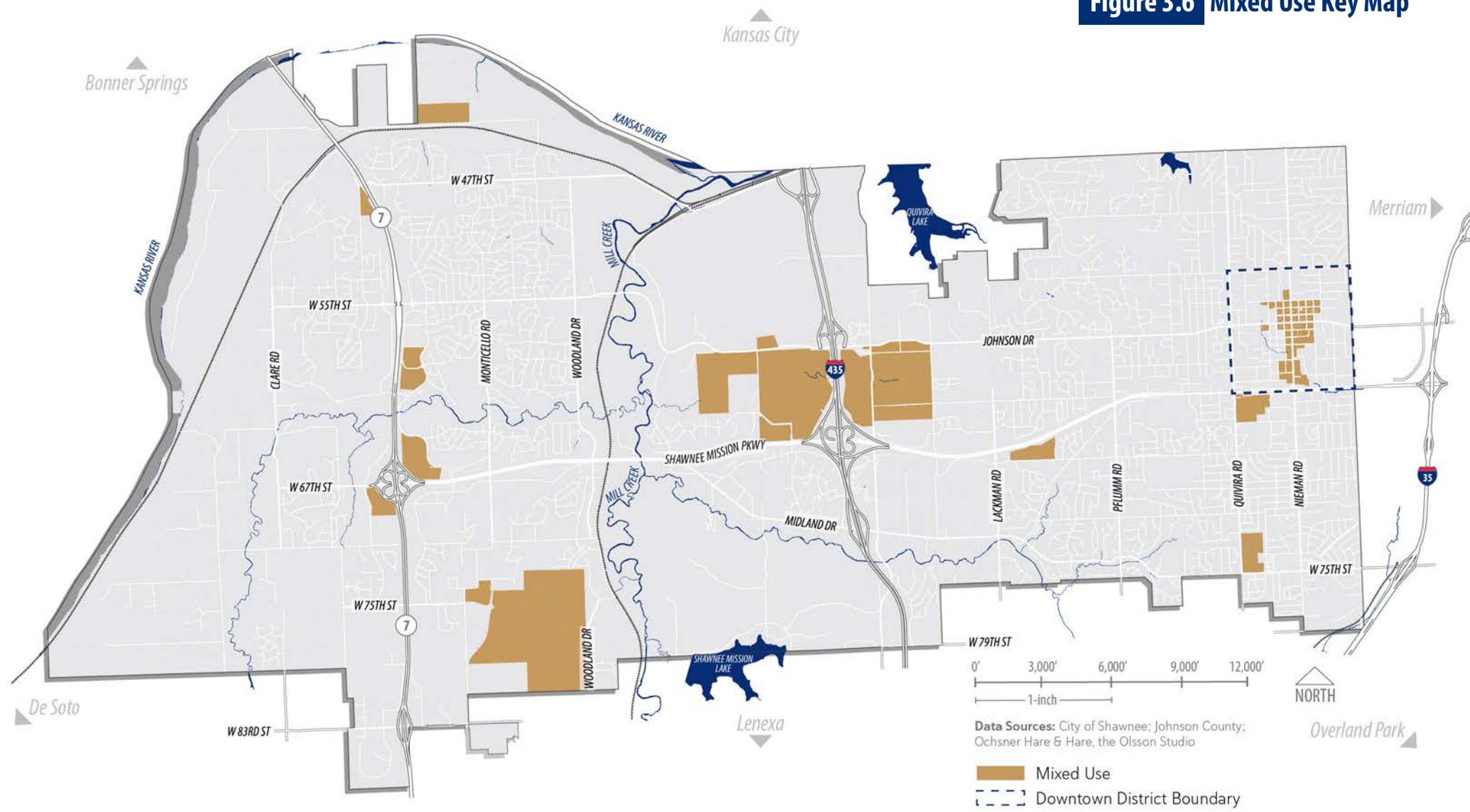
- **Horizontal Mixed Use.** This mixed use style features side-by-side uses, such as a retail building next to multi-family living. Each use is on its own respective site with shared parking, pedestrian connectivity, and overall site design/aesthetic.
- **Vertical Mixed Use.** This mixed use style refers 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.

LAND USE CATEGORY

Industrial

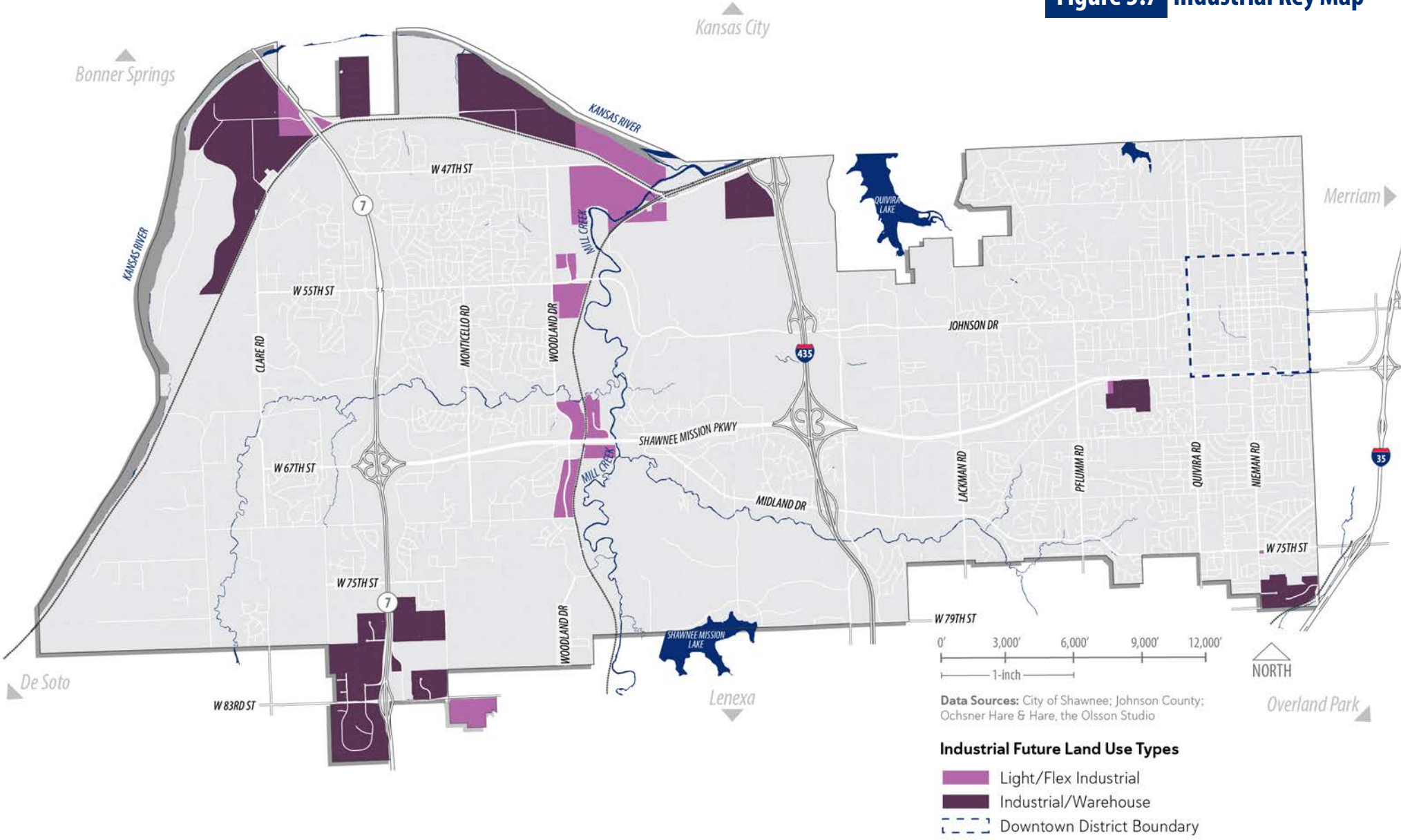
Industrial uses are intended for businesses focused on manufacturing, assembly, storage, warehousing, distribution, research and development, technology, service, transportation, raw materials handling and storage, outdoor storage and handling, repair and maintenance, and waste management. Industrial 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

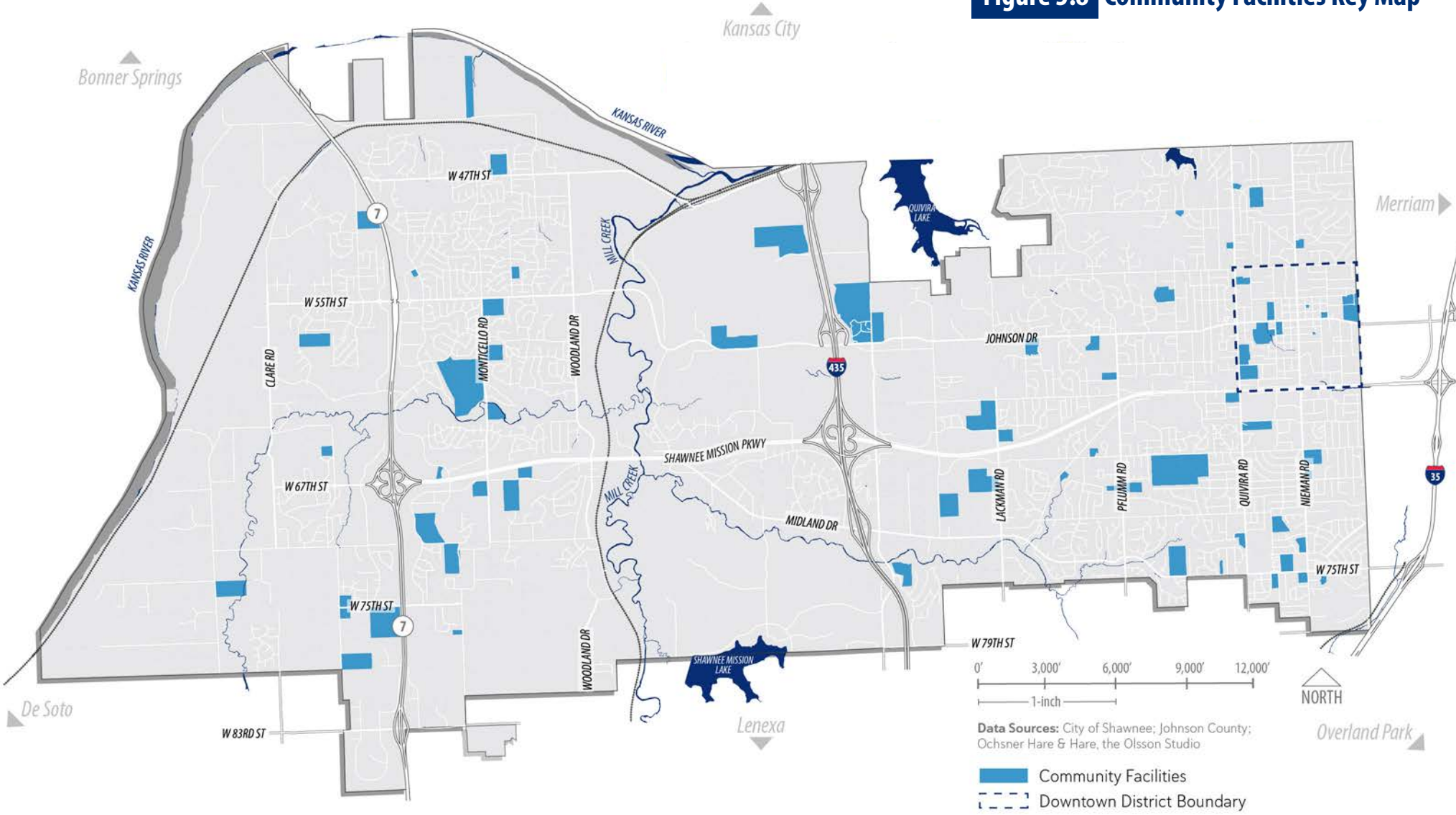


Community Facilities uses are those that have a public or community focused intent but are not parks and/or recreation based. These would include schools, faith organizations, cemeteries, public utilities, city or county buildings or facilities, public safety facilities, hospitals, etc. Size and site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

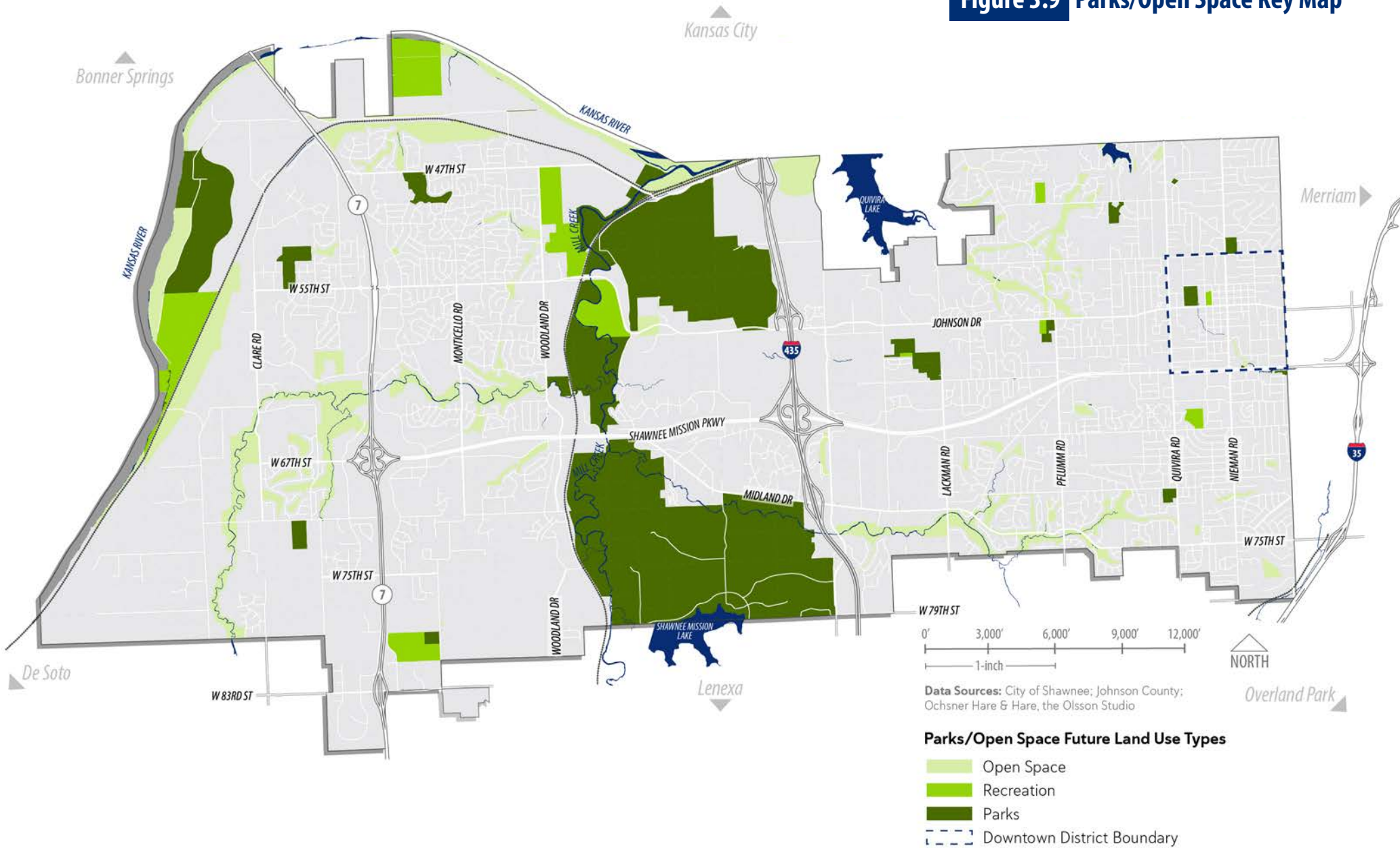
Conservation Subdivisions and Cluster Development

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.

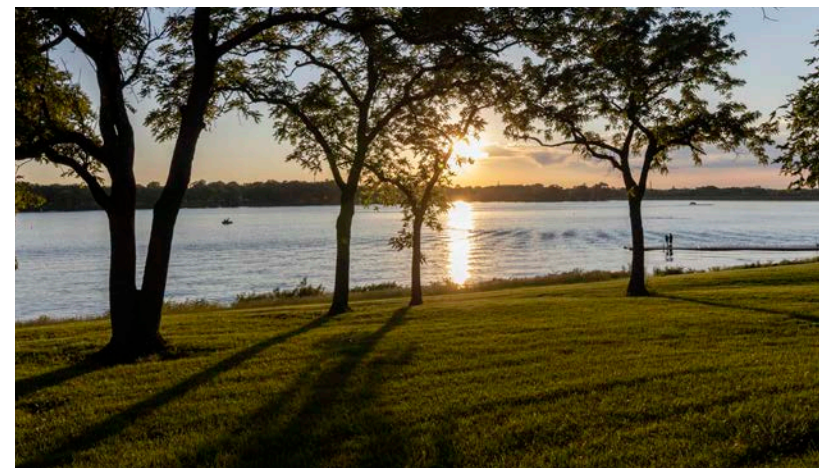
Figure 3.9 Parks/Open Space Key Map



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.

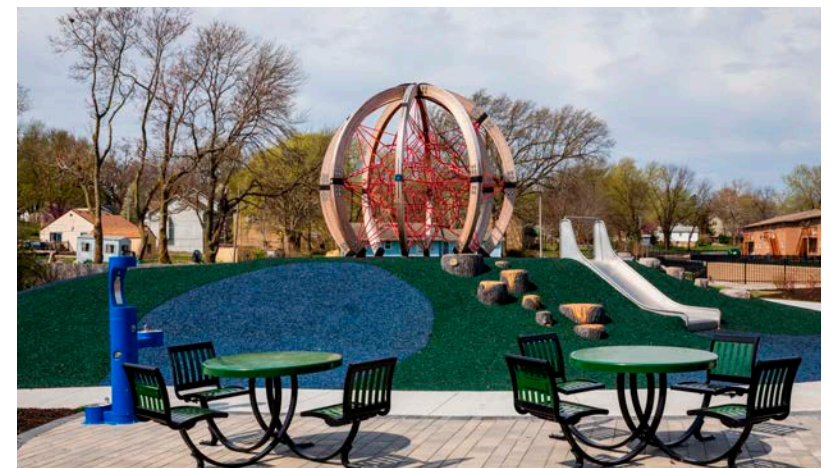


LAND USE CATEGORY: PARKS/OPEN SPACE

Parks

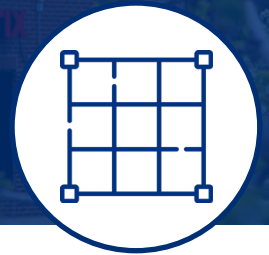
Parks represent public lands dedicated to parkland, including neighborhood, community, and regional facilities, as well as cemeteries. The Parks use includes open space, playgrounds, gardens, greens or lawns, meadows, woods or trees, ponds or streams, walkways and paths, fountains and civic plazas, shelters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

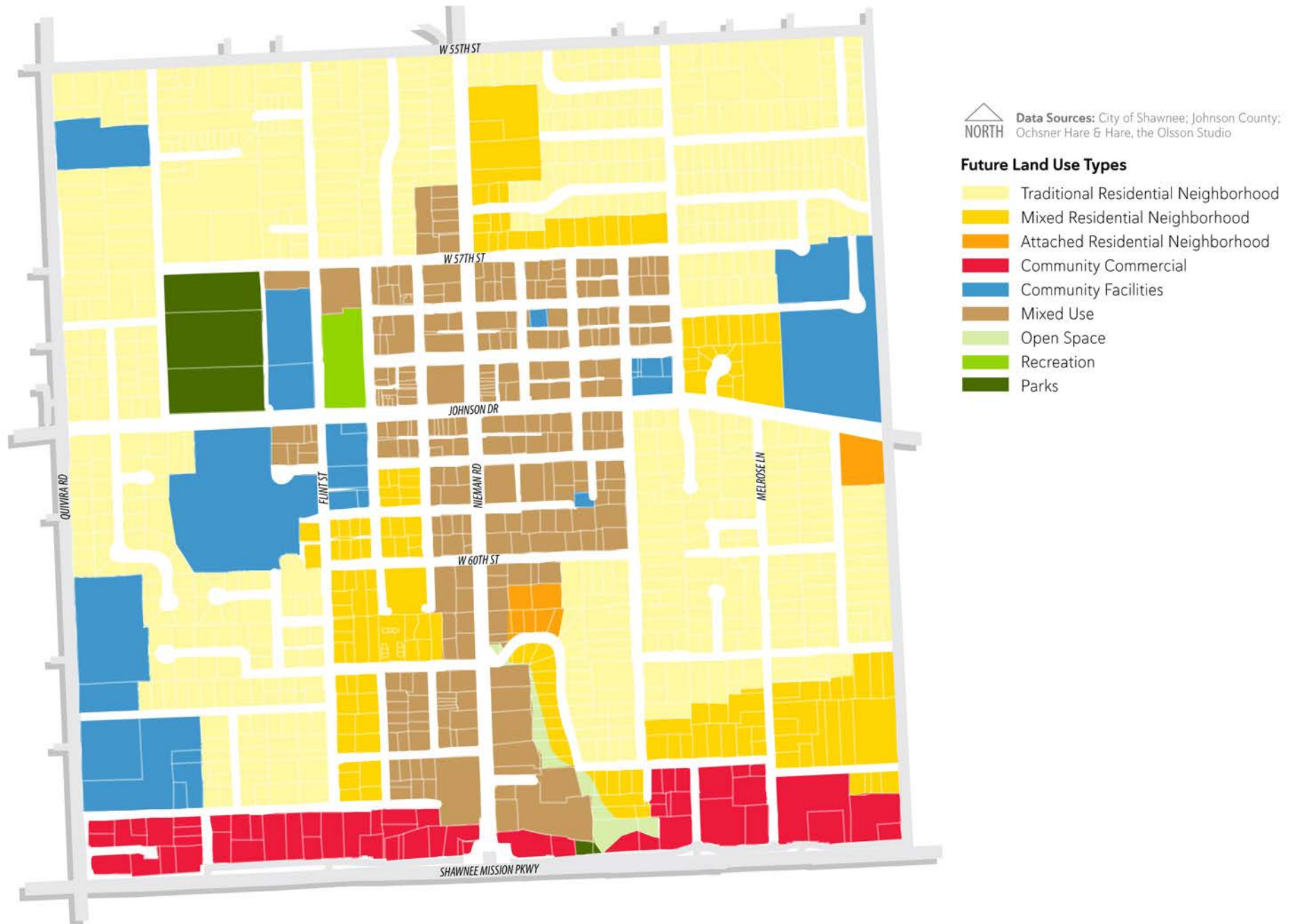
The Downtown District includes the downtown core, the surrounding neighborhoods, and the major transportation routes. There is a mixture of land use types within the district. Refer to **Figure 3.10**.

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.

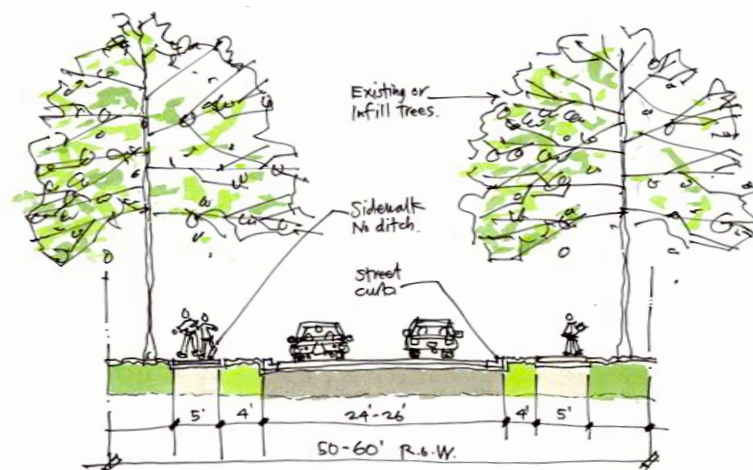


Figure 3.12 Neighborhood Revitalization Section Concept

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

DISTRICT

Downtown District (Continued)

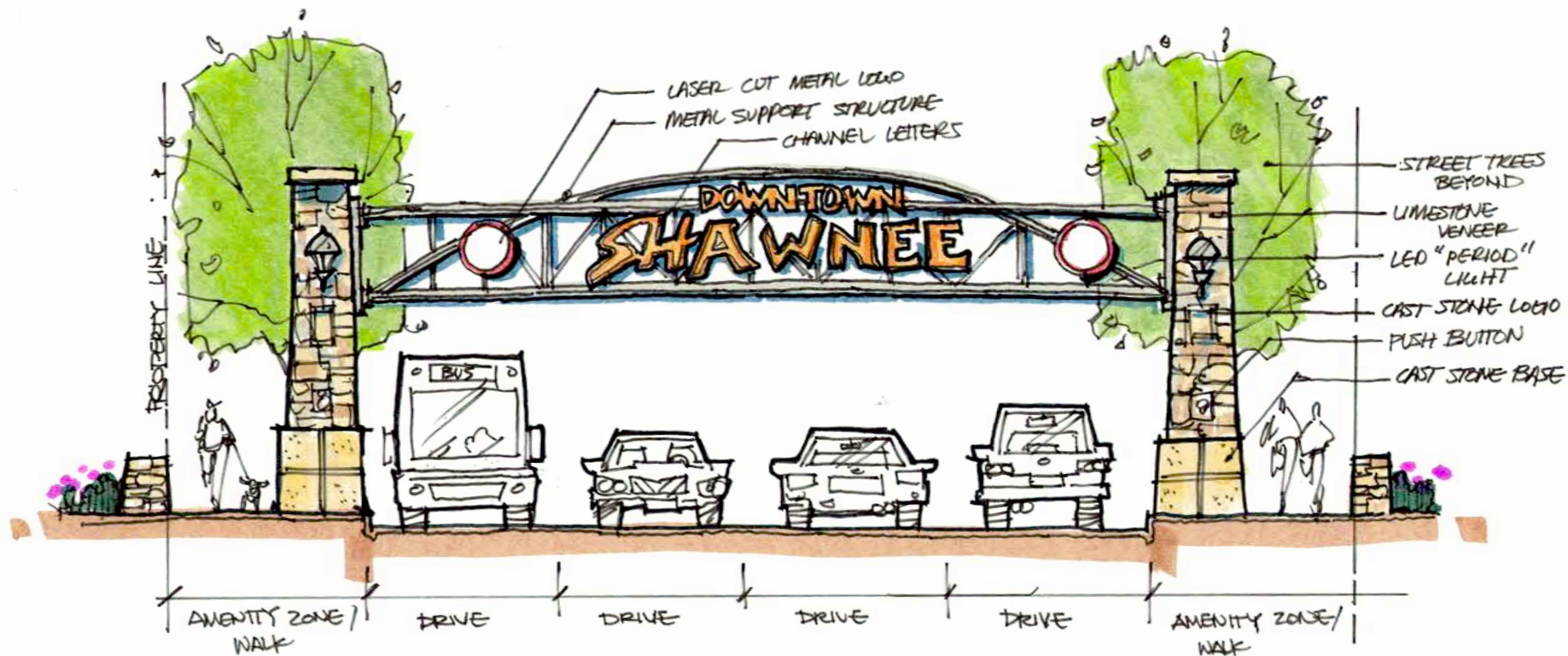


Figure 3.13 Primary Downtown Gateway Concept at Johnson Drive and Bluejacket Avenue

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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