



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

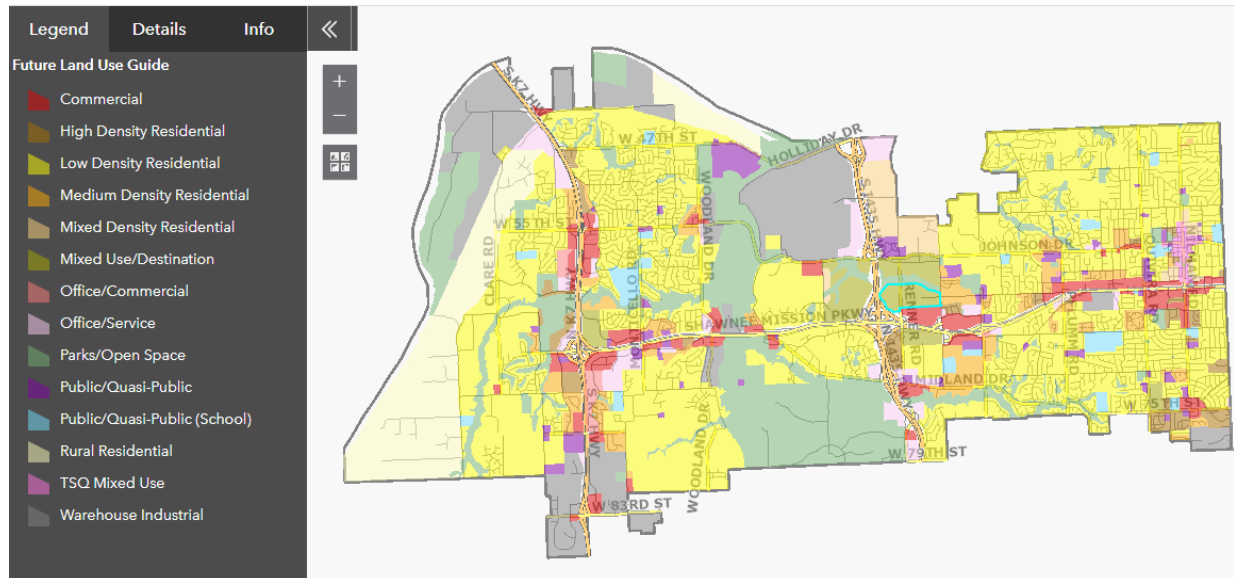
The I-435 corridor has the potential for a large variety of land use development therefore the objectives emphasize cohesive development patterns and high-quality development that protects and enhances natural features of the area. Other key objectives for the corridor are highlighted below:

- 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:

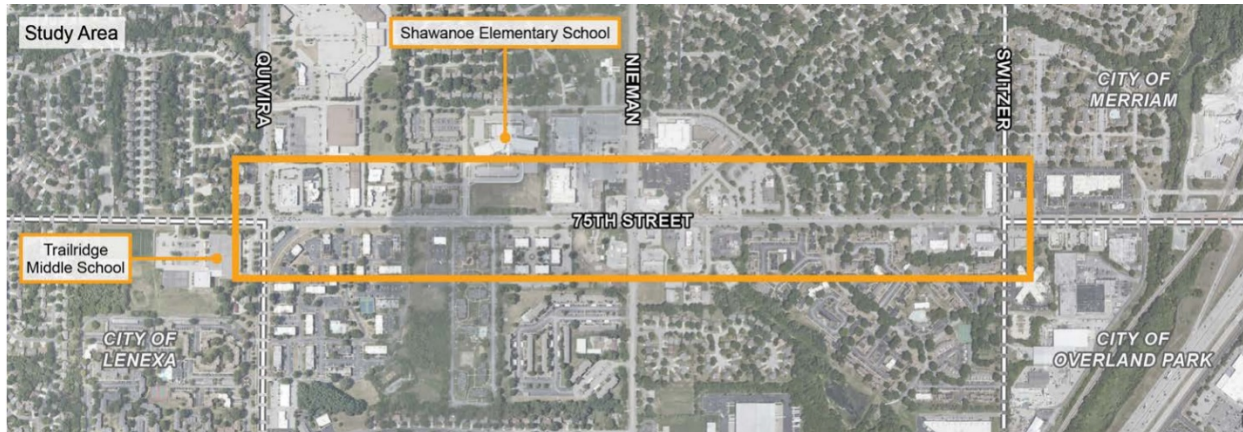
- Re-Imagine 75th Street (2020)
- Nieman Renewed: A Right-of-Way Reallocation Plan (2016)
- Community Connections - Nieman Road (2014)
- Shawnee Mission Parkway Visioning Study (2013)
- I-435 Corridor Study (2009)

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:

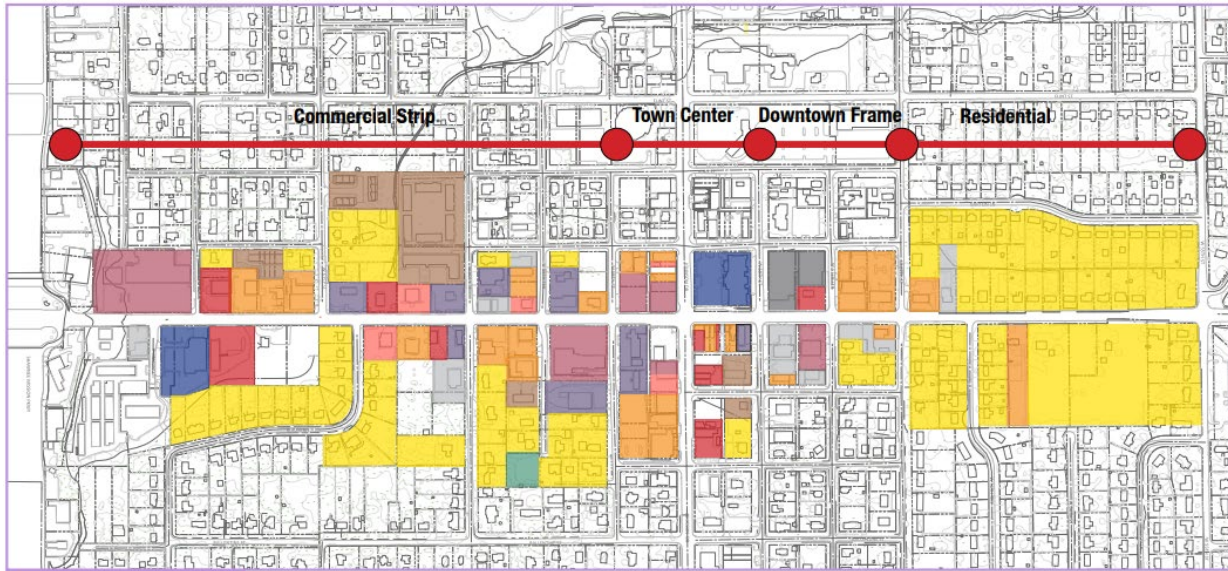
- Survey respondents preferred off-street bicycle facilities and wide walking paths with no decorative elements and a narrow landscaped buffer.
- When designing mid-block crossings, participants preferred a paved median with decorative cross walk materials over a landscaped median curb or concrete median.
- 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

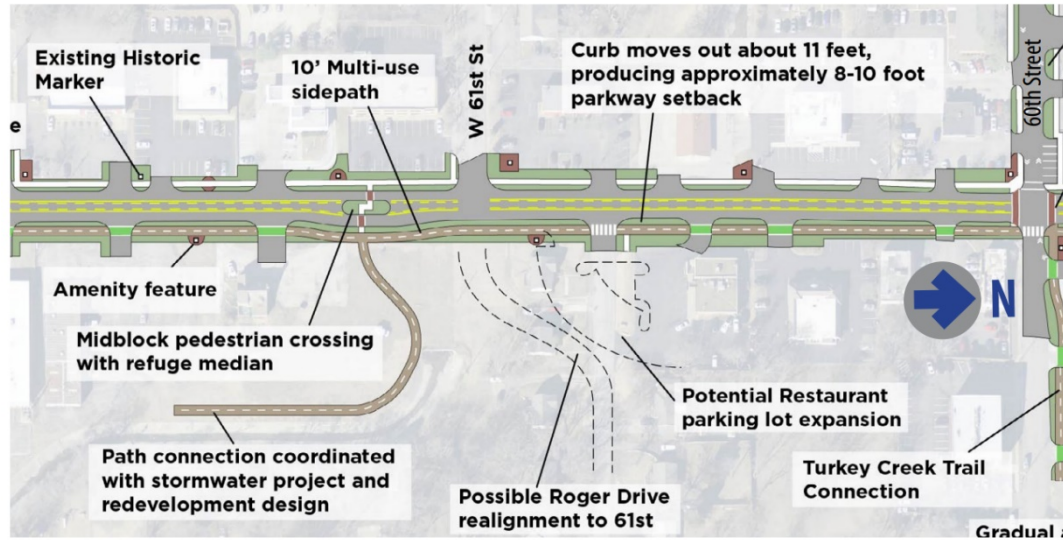
OVERVIEW

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

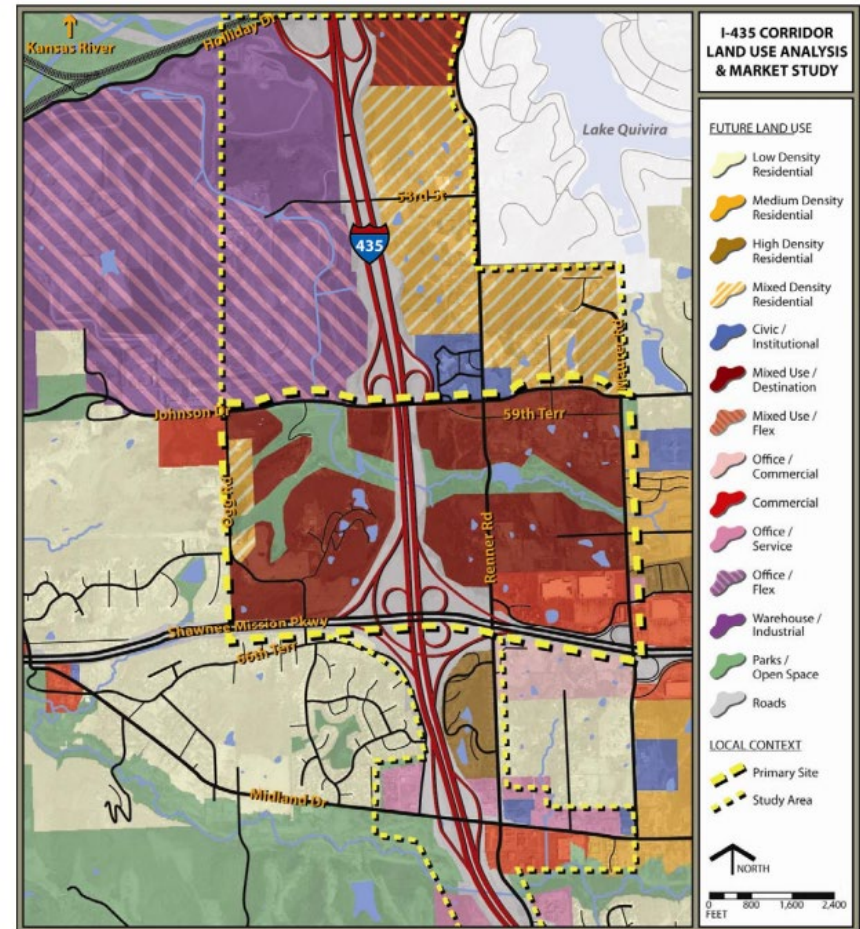


Figure 11: Future Land Use Map
Source: Gould Evans

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:

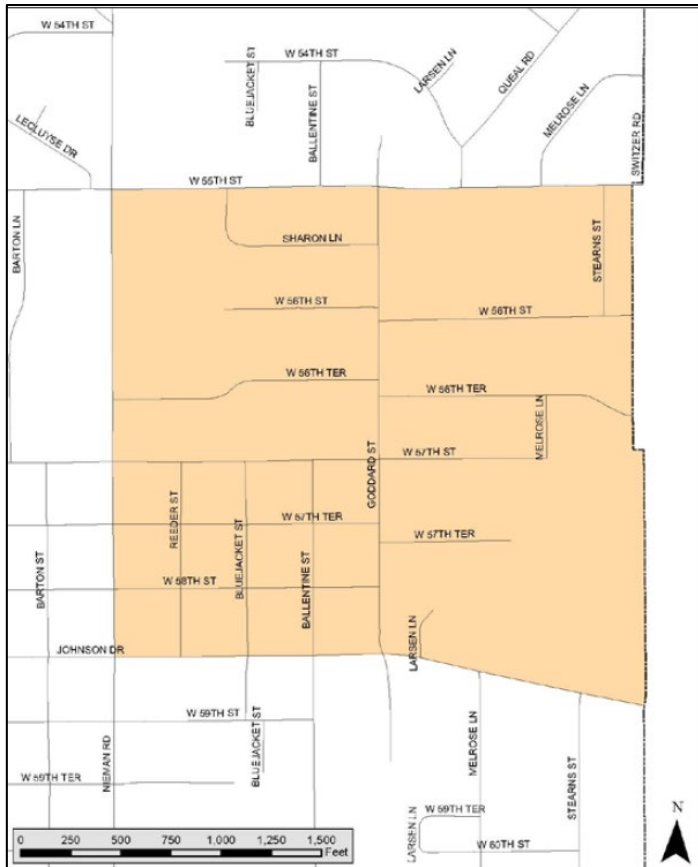
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- Neighborhood Action Plan: Trail Springs (2015, 2018 Update)

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.

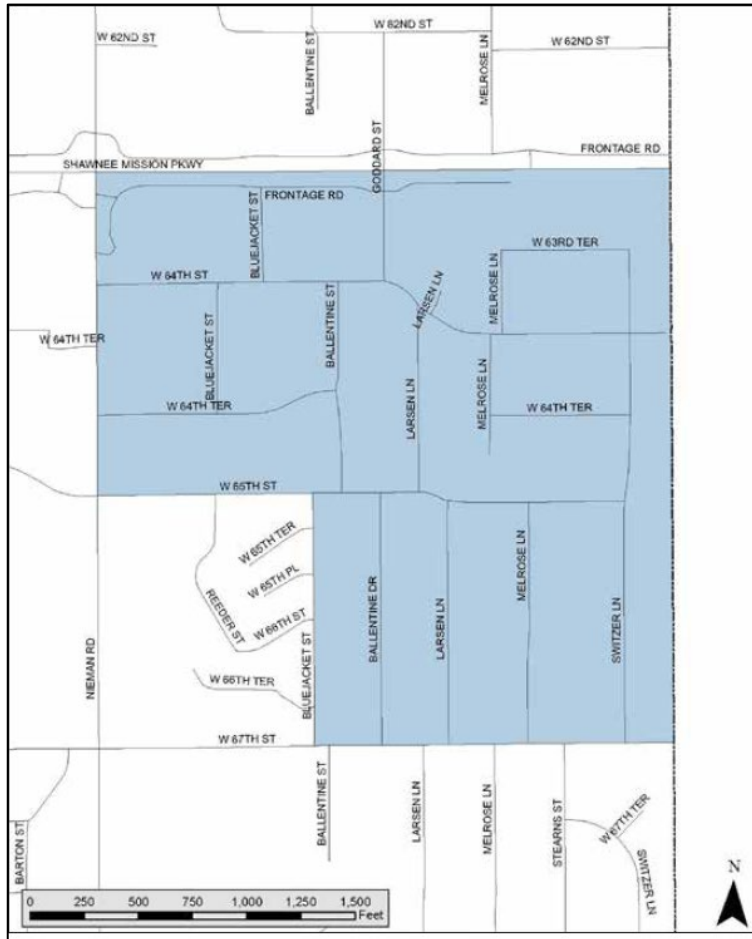
Remaining challenges include assisting residents in organizing and holding neighborhood meetings and events, exploring options for neighborhood identification signage, and applying for neighborhood grants to fund projects to further strengthen the identity and unity of the neighborhood.

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:

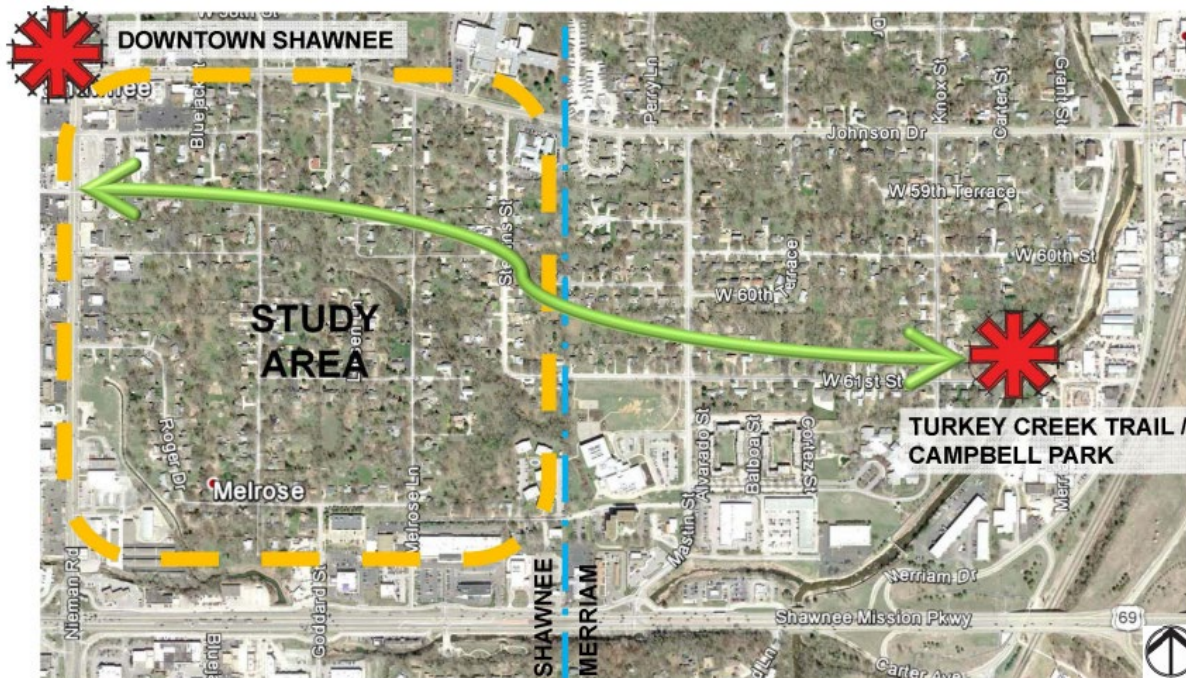
- Linking Historic Shawnee (2016)
- Downtown Action Plan II (2014)

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.

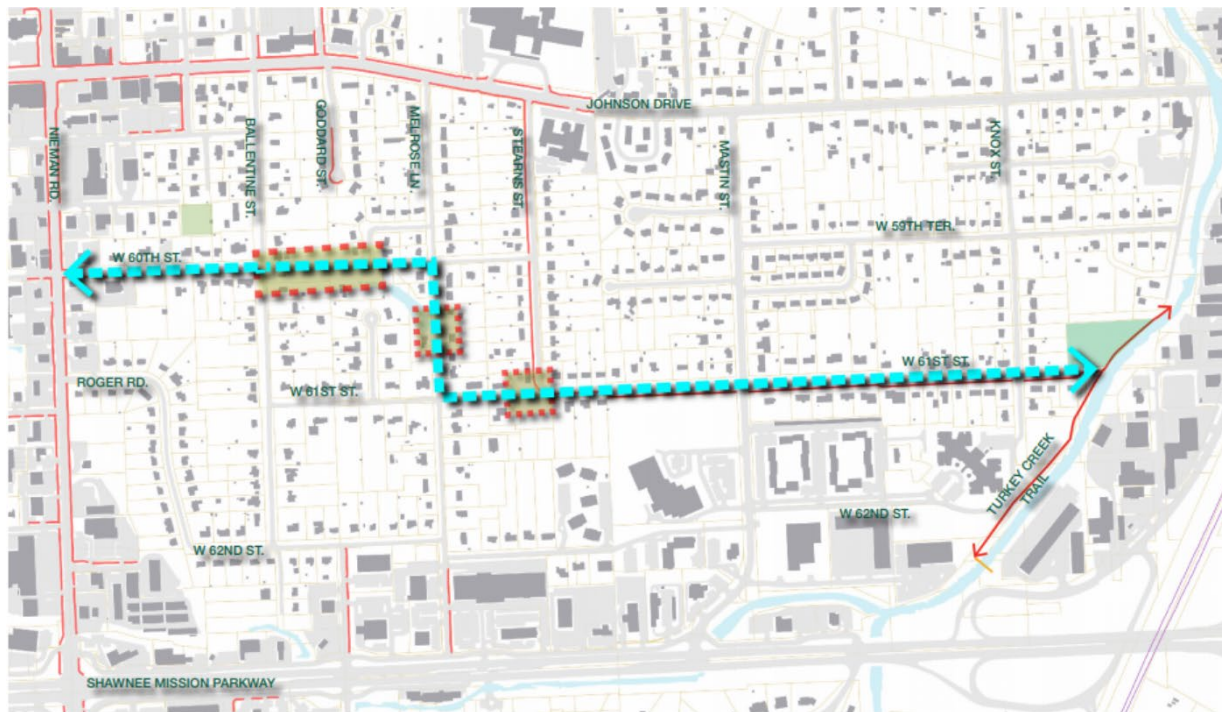


The plan outlines recommendations to guide the City’s future endeavors for upgrading sidewalks, identifying appropriate bicycle routes, and improving drainage and street infrastructure in established Shawnee neighborhoods. The study area (Trail Springs Neighborhood) is shown below.

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.