This document captures the process and outcomes of the visioning process for Shawnee Mission Parkway conducted by the cities of Shawnee and Merriam and the Mid America Regional Council from Summer 2012 through Winter 2013. The objective of this planning effort is to develop a vision for two focus areas along Shawnee Mission Parkway in the cities of Shawnee and Merriam. With this vision the Cities can guide and shape redevelopment efforts to develop key destinations and assets for their communities that can be a legacy for future generations.

Cover Image: Illustrative of potential streetscape and development ideas for Nieman Road, south of Shawnee Mission Parkway in Shawnee
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Acknowledgements

Steering Committee

The following individuals guided the completion of the visioning and planning effort for the Shawnee Mission Parkway corridor during the course of the project, from mid-2012 to early 2013.

Dean Katerndahl, Mid America Regional Council
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Community Engagement and Facilitation

Olsson Associates
Civil Engineering and Transportation Planning
EXECUTIVE SUMMARY
Executive Summary

The cities of Merriam and Shawnee completed a visioning effort in early 2013 with the local community to create a dialogue concerning the future of the Shawnee Mission Parkway corridor and potential revitalization at two key focus areas, at Nieman Road and at Antioch Road. Through two rounds of public open houses and online surveys, members of the public articulated their preferences for a variety of revitalization ideas and various types of development desired for areas along the corridor.

This visioning process was conducted as part of the Creating Sustainable Places Initiative ("CSP") effort, organized by the Mid America Regional Council in the Kansas City area. This effort aims to help local communities plan for better designed development and more successful local neighborhoods and districts throughout the metropolitan area over the next few decades. A key goal of the Creating Sustainable Places program is to help create “Great Streets” along and near major corridors in the metro area, such as Shawnee Mission Parkway. Great Streets allow people to walk more comfortably and safely, contribute to the economic vitality of the local community, are functionally complete for a variety of modes of travel (including, walking, biking, and transit), facilitate placemaking, support more environmentally friendly development, and serve all modes of travel. 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, in addition to the roadways, and considers the full range of planning issues, in order to create more successful developments and places that stand the test of time.
Existing Conditions – Economic and Transportation Analysis

The Shawnee Mission Parkway project began with an overview and analysis of existing conditions along and near the corridor area. In general, the older part of Johnson County near the corridor is aging, as the Baby Boomer generation retires, and this trend will fundamentally impact planning for the future of the Johnson County area in the next three decades. In addition, many people are choosing to remain single or form smaller households without children. These trends point to an increasing number of smaller sized households in Johnson County and the metro area. The traditional family household composed of two parents and one or more children will represent a smaller share of the population in the area over the next few decades. At the same time, many young adults and young professionals are seeking out living options in urban places such as the Crossroads district in Kansas City and nearby areas such as the Plaza and Brookside, in order to reside near a greater variety of dining, shopping, and recreation options compared to suburban centers in Johnson County and elsewhere in the metro area. All of these trends translate into a greater demand for townhomes, condominiums, and apartments, accommodating smaller households including young adults and Empty Nesters, in Johnson County over the next twenty years. National and local research indicates a greater desire for districts that include a variety of places to live, work and with more amenities. All of these factors will likely result in greater demand for additional districts in Johnson County over the next few decades that resemble traditional “Main Street” development and some of the classic districts in the metro area such as Waldo and Brookside. As many of the older shopping areas along Shawnee Mission Parkway have aged and lost some of their economic vitality, creating new districts that serve the emerging demographic trends, and the desire for better planned districts, presents opportunities for both Shawnee and Merriam in the future.

From a transportation perspective, while Shawnee Mission Parkway serves the communities effectively in terms of moving vehicles east-west across the area, the project team’s analysis revealed several areas for potential improvement. Bus services along and near the corridor are very limited, with a small number of bus lines offering bus service operating infrequently throughout the day and connecting to a very limited number of locations in Johnson County and beyond. While trails along Turkey Creek and some of the other streamways in the area provide access for runners and bicyclists, the design of most of the Shawnee Mission Parkway corridor provides very few facilities (in terms of sidewalks, trails, etc.) for people walking or biking. Some of the north-south streets intersecting Shawnee Mission Parkway, such as Nieman and Antioch, are wider than necessary to accommodate the existing level of traffic along these corridors. In addition, the area lacks to a certain extent the presence of a “grid” of streets that can provide alternative access to local properties along Shawnee Mission Parkway or support more development farther from the main road.

Summary of Public Input

The cities of Shawnee and Merriam, along with the consultant team, publicized the planning effort through websites, flyers, and other local and social media and conducted two rounds of public open houses, in October 2012 and February 2013, in order to help develop a vision for Shawnee Mission Parkway and the two focus areas for the study, at Nieman Road and Antioch Road.

At these meetings, the public supported the following ideas for how to revitalize and support the growth of the Shawnee Mission Parkway corridor over the next few decades:
• Redevelopment of key parcels along Shawnee Mission Parkway, including at the Nieman and Antioch focus areas

• The overall revitalization of both the Nieman Road / Shawnee Mission Parkway and Antioch Road / Shawnee Mission Parkway focus areas

• Creation of a greater mixture of land uses along the corridor, including retail as well as residential and office uses

• Improved open space and park areas along the corridor, and connections from Shawnee Mission Parkway to nearby open space and park facilities

• Enhanced bus service along Shawnee Mission Parkway

• Mixed-use development, including townhomes and condominiums, offices, and senior housing

• The improvement of streamways that cross the Shawnee Mission Parkway corridor as open space areas that provide for stormwater management

In general, citizens in both communities are in favor of Shawnee and Merriam exploring the development of areas along Shawnee Mission Parkway, including at the two focus areas, into somewhat higher density districts that include a mixture of land uses, including retail, residential, office and entertainment uses. In contrast to the conventional pattern of suburban development evident along the corridor over the last few decades, participants in this planning effort favored creating projects that would better stand the test of time and would evolve into key destinations in the local community.

At the second public meeting, members of the public also provided input via a “Visual Preference Survey” regarding the types of character and quality of development they would like to see along the Shawnee Mission Parkway corridor in the future. Residents in Shawnee generally supported a traditional character and style of development, including the design of street features such as signs, lighting and furniture. Residents in Merriam supported a mixture of traditional and eclectic styles in terms of future development and the installation of streetscape features.
Overall Recommendations of the Visioning Effort and the Project Team

The following summarizes some of the key recommendations, described in greater detail within this document, for the Shawnee Mission Parkway corridor and the focus areas at Nieman Road and Antioch Road.

- The creation of neighborhood or town centers, including a mixture of places to live, work, and play, at the Nieman Road and Antioch Road focus areas.

- Installation of a grid network of streets along Shawnee Mission Parkway (including parallel streets) to help facilitate future redevelopment and improve overall traffic flow and circulation.

- Implementation of access management strategies, including cross connections between parking lots, in order to improve overall traffic flow and circulation in the corridor area.

- The improvement of transit service along Shawnee Mission Parkway, including express bus service, in order to better connect the area with the rest of the metro area and serve populations that are more dependent on transit, including senior citizens.

- The installation of bus shelters and related amenities in order to encourage more people to use transit along Shawnee Mission Parkway.

- The use of shared parking strategies in order to reduce the amount of space needed for parking in new developments along Shawnee Mission Parkway.

- The potential narrowing of Antioch and Nieman to three lanes (with one lane in each direction plus a center turn lane) in order to provide for safer left turns, reduce vehicle speeds, and help facilitate the development of more “Main Street” style development along these two corridors that intersect with Shawnee Mission Parkway.

- The encouragement of higher density development along Shawnee Mission Parkway, in particular at the focus areas at Nieman and Antioch Roads.

- The rezoning of the corridor to a “mixed-use” designation in order to provide property owners with greater flexibility in redeveloping their properties and to support a greater mixture of land uses.

- The creation of architectural and design standards, that would guide the look and feel of new development, along the corridor.

- The continued installation of trees and landscaping, civic plazas, signage and wayfinding improvements, public art, and other improvements along the corridor in order to improve its appearance and overall marketability.

Implementation Recommendations

- The project team recommends, and the public supports, that the two communities move forward, along with neighboring communities to the east, with more detailed and comprehensive planning for the Shawnee Mission Parkway corridor, from K-7 east into Kansas City, Missouri, in the future.

- The public supports integrating this vision plan into the comprehensive plans for both communities.
• The project team recommends that the two communities explore the use of Form Based Codes in order to help guide the look and feel of new development along and near the corridor.

• The cities should consider prioritizing spending on transportation and infrastructure for this corridor in the future, as Shawnee Mission Parkway represents the main front door for both Shawnee and Merriam.

• Both cities should continue to explore opportunities for public / private partnerships and targeted incentives for redevelopment along the corridor in the future.

The overall process revealed significant support for both Shawnee and Merriam continuing with ongoing planning for the Shawnee Mission Parkway corridor as part of an overall strategy to strengthen and fortify the older parts of both communities.

This planning effort represents an initial dialogue with citizens of both communities concerning the future overall vision for Shawnee Mission Parkway. The ideas discussed during this effort will provide a solid foundation for upcoming efforts conducted by the City of Shawnee for the Nieman Road corridor (between Shawnee Mission Parkway and Johnson Drive) and by the City of Merriam for the Shawnee Mission Parkway corridor, from I-35 east to Antioch Road.
PROJECT INTRODUCTION
Project Context and Scope

Shawnee Mission Parkway, stretching west from the northeast corner of Johnson County to its terminus at Kansas Highway 7, emerged as one of the leading retail corridors in the Kansas City metropolitan area from the 1950s through the 1980s. Today, the Parkway represents the primary east-west retail and transportation corridor in Shawnee and Merriam. Over the last 10 to 20 years, the vitality of older shopping centers along the Parkway, to the east of I-435, has diminished as newer and larger format developments in central and western Johnson County have gained greater market share in the local real estate market. As new development has continued to move farther to the south and west in the county, the cities of Shawnee and Merriam have begun planning for the future of the older portion of Shawnee Mission Parkway.

In 2012, the two cities participated in the Mid America Regional Council’s (MARC) planning efforts for the Shawnee Mission Parkway as part of the larger Creating Sustainable Places Initiative (CSP) in the Kansas City metropolitan region. The CSP effort aims to initiate a dialogue and ongoing planning and design in local communities around the region concerning strategies to reposition a number of older retail corridors in order to create more vibrant, connected, and green districts. The improvements will help to strengthen older neighborhoods and establish distinct districts that will stand the test of time and represent “great places” for decades to come. Districts such as Brookside and the Country Club Plaza have continued to represent well planned and successful districts over many decades, even as particular businesses have come and gone. MARC is working with local communities to create models and strategies to help develop similar kinds of great places and districts along corridors such as Shawnee Mission Parkway.

Great Streets

In addition to promoting the creation of great districts and particular places along corridors in the region, the CSP effort seeks to create truly “Great Streets” along corridors such as Shawnee Mission Parkway in the Kansas City region. The key principles of Great Streets include:

• **Great Streets are representative of their places.** A Great Street reflects the neighborhood through which it passes and has a scale and design appropriate to the character of the abutting properties and land uses.

• **Great Streets allow people to walk comfortably and safely.** The pedestrian environment along and near a Great Street corridor is well-designed and well-furnished. The relationship between the street and adjacent buildings is conducive to all modes of transport and inviting to people.

• **Great Streets contribute to the economic vitality of the local community.** Great Streets facilitate the promotion of commerce and the overall economic health of a place and serve as destinations, not just as transportation facilities. They provide good commercial addresses and provide locational value to businesses that help to power local economies.

• **Great Streets are functionally complete.** Great Streets support mobility and safe and convenient travel for all of the ground transportation modes: walking, bicycling, personal motor vehicles and public transportation.
• **Great Streets facilitate placemaking.** Great Streets incorporate places that are memorable and interesting. These may include plazas, pocket parks, attractive intersections and corners, or simply improved sidewalks that foster a more active street life.

• **Great Streets are “green”.** Great Streets provide an attractive and refreshing environment by working with natural systems. They incorporate environmentally sensitive design standards and other “green” development techniques, including the generous provision of street trees and other plantings and the application of modern stormwater management techniques.

• **Great Streets effectively serve all modes of travel.** Well planned streets function in order to provide a high level of service (LOS) for automobiles, pedestrians, bicycles and transit service. This contrasts with conventional traffic and transportation planning that tends to give priority to planning for vehicular traffic above all else.

**Transit Oriented Development**

The CSP effort also seeks to provide examples and create strategies to promote Transit Oriented Development (TOD). These types of projects involve a variety of land uses, including retail, office, residential, and entertainment, located around transit stations or centers that service rail or bus systems that connect to other communities. As communities have continued to work on CSP projects around the Kansas City area over the last year, stakeholders have worked to identify ideas and plans that would help to orient new development around or in junction with transit systems. Actively encouraging well planned TOD results in greater ridership on transit systems, reduces dependence on vehicular travel, enhances mobility for various segments of the population, and helps in attracting new businesses and promoting overall economic development.

**Project Goals**

The overall goal of the Shawnee Mission Parkway Visioning Study is to discuss with community members and stakeholders potential ideas for the future of the overall corridor related to transportation planning, aesthetics, environmental considerations, and community facilities, as well as to discuss potential future land uses along the corridor. The study aims to begin a dialogue with the Shawnee and Merriam communities regarding the role of Shawnee Mission Parkway in the local area and how future improvements and development strategies can help improve the viability of the corridor and the overall strength of this portion of Johnson County. In particular, the study aims to develop a vision for the future development and evolution of two key focus areas along the corridor – at Shawnee Mission Parkway and Antioch Road in
Merriam, and at Shawnee Mission Parkway and Nieman in Shawnee. The overall study also identifies a “toolbox” of implementation strategies that the two communities can use to guide future transportation and land use planning for the overall corridor, throughout its length in Johnson County. While this study does not constitute a detailed corridor study encompassing the entire length of Shawnee Mission Parkway, this document will serve as a starting point with a menu of options that the communities can use in crafting more detailed corridor plans in the future.

Additional goals of this Visioning Study are as follows:

- The vision and concepts for the future of Shawnee Mission Parkway must ensure the strength of the businesses along the corridor and improve the economic position of the two communities through the presentation of realistic concepts and ideas, in the local context.

- The vision created for the corridor and the two focus areas should encourage the creation of quality, aesthetically pleasing environments as well as improved facilities for biking and walking.

- The visioning process must incorporate significant community outreach and the buy-in of participants.

- The visioning effort must have political and community support and produce concepts that are implementable.

- The visioning effort must illustrate ideas and concepts of “Great Streets” and help to inform ongoing planning and design of the overall Shawnee Mission Parkway corridor.

How This Study Will Be Used

The cities of Shawnee and Merriam will use the community input and concepts outlined in this visioning study to provide examples of the kinds of development desired along Shawnee Mission Parkway, particularly at the Nieman Road and Antioch Road focus areas. The cities will use the ideas and images presented in this document in order to inspire and help guide potential developers along the corridor in the future. Community input provided in this process will help guide future updates to portions of the comprehensive plan documents for both communities pertaining to Shawnee Mission Parkway and the two focus areas.

More specifically, the vision study will influence and provide a starting point for two upcoming planning efforts in Shawnee and Merriam. The City of Shawnee in the latter half of 2013 will complete more detailed planning and design for the Nieman Road corridor, from Shawnee Mission Parkway north to Johnson Drive, considering a variety of transportation and land use strategies for this important connector to Downtown Shawnee. The City of Merriam, also in the latter half of 2013, will complete more detailed transportation and land use planning and design for the Shawnee Mission Parkway and Antioch area, including a more specific and defined plan for particular streets and parcels in the study area.

In general, this vision study examines current conditions along Shawnee Mission Parkway as well as key cross streets such as Nieman Road, Antioch, and other primary north-south arterials, captures a series of community input regarding the future of the corridor and the two focus areas, and ultimately provides an expression of the community for the desired future of the corridor and the two focus areas.
Previous Studies and Plans

The Shawnee Mission Parkway corridor has not previously been the focus of corridor planning efforts in Johnson County or the region. This visioning process is the first step in an ongoing planning process for the evolution of the corridor. The local planning documents of the cities of Shawnee and Merriam and regional initiatives do impact and inform current planning efforts along Shawnee Mission Parkway.

Shawnee Comprehensive Plan

The current comprehensive plan for the City of Shawnee outlines goals, policies, and strategies for the community related to transportation, land use, public services, and related planning frameworks. In terms of planning for Shawnee Mission Parkway, the document primarily focuses on future land use and transportation planning considerations for the areas to the west of Pflumm Road, including access management and design guideline ideas for this portion of the corridor. The document mentions the older and more densely developed portion of the corridor, from the eastern city limits to Pflumm Road, calling for infill development or redevelopment of commercial and office properties along this part of the corridor as opportunities arise. The document encourages higher quality and aesthetically pleasing development along the eastern part of the Shawnee Mission Parkway corridor, particularly as individual parcels redevelop over time. However, the comprehensive plan document assumes that the properties along the corridor, to the east of Pflumm Road, will remain commercial or office uses, as opposed to comprising a mixture of land uses including residential space.

The City’s comprehensive plan document also references regional transportation planning documents such as MARC’s Smart Moves initiative and discusses potential transit improvements along Shawnee Mission Parkway. As outlined further below, regional transportation planners envision the corridor most likely evolving to include express bus service along its length, connecting the western part of Shawnee with communities in northeast Johnson County and with Kansas City, Missouri, to the east.

Merriam Comprehensive Plan

The City’s comprehensive plan, most recently updated in full as of 2000 and including addendums pertaining to the West Antioch School from 2004, similarly addresses the transportation, land use, public services, and related planning frameworks for the City of Merriam. The document notes the strategic location of Shawnee Mission Parkway in the community and the attractiveness in particular of the Shawnee Mission Parkway and I-35 area as a regional commercial district that draws business from throughout Johnson County and the metropolitan area. In terms of design and planning considerations for the corridor, the document encourages the City to work with private property owners and prospective developers to include better
street trees, signage, lighting, and aesthetic considerations (including better coordinated
design of building facades) in order to improve the overall appearance of the corridor and
to help create a true “parkway” feel along the route through the City of Merriam. The
comprehensive plan cited the development of the Baron BMW dealership complex in
the northeast quadrant of Shawnee Mission Parkway and I-35 as a good example of the
quality of development that would enhance the stature of the corridor in the metropolitan
market and enhance the overall appearance of the Merriam community. In terms of infill
development and opportunity sites, the comprehensive plan did not include any target
areas or parcels along Shawnee Mission Parkway but instead focused on other areas of
opportunity, such as along Antioch Road near I-35 and locations within the South Park
neighborhood.

**Smart Moves**

Mid America Regional Council, in conjunction with a consortium of communities and
organizations in the metropolitan area, originally developed the Smart Moves document
in 2002 to describe how transit should serve the Kansas City area in coming years and
decades. It proposed a primarily bus-based system that would increase transit service in
the region to a level comparable with transit service available in peer cities in the nation.
Smart Moves builds on previous plans and studies and incorporates community input
from throughout the metropolitan area. The vision articulated in Smart Moves documents
expands on current transit routes and facilities, and recommends existing and new service
types, vehicles and facilities to meet local and regional needs.

The Smart Moves vision document identifies the Shawnee Mission Parkway corridor, from
I-435 east to Kansas City, Missouri, as a “Major Service Corridor” and a likely corridor for
upgrades to existing service in order to provide “high intensity bus service” connecting
Shawnee and Merriam to the heart of the metropolitan area. Subsequent sections of this
document discuss the possibilities for the corridor for transit planning in greater detail.
EXISTING CONDITIONS ANALYSIS
EXISTING CONDITIONS ANALYSIS

Economic and Market Scan

The current visioning study for Shawnee Mission Parkway outlines the existing economic and demographic framework and general projections of future economic and demographic conditions that impact development viability. The study does not include a full market study for the corridor or the focus areas of potential redevelopment at Nieman Road and Antioch Road.

Demographic History and Trends

While areas in western Shawnee have continued to gain population over the last ten years, the eastern part of the Shawnee Mission Parkway corridor has remained relatively stable in terms of population, the number of households, and household income over the last few decades. As illustrated in the tables that follow, the one, three, and five mile radii surrounding Antioch and Shawnee Mission Parkway, and Nieman and Shawnee Mission Parkway, gained relatively little in terms of population and households from 2000 to 2010. By 2015, according to ESRI, the one and three mile radii surrounding Antioch and Shawnee Mission Parkway will remain essentially flat in terms of population. The five mile radius surrounding Antioch and Shawnee Mission Parkway (which includes some newer growth areas in Johnson County to the south and west) is expected to gain from 3,000 to 4,000 new residents. The various radii surrounding the Nieman and Shawnee Mission Parkway area will gain relatively few residents from 2010 to 2015. For all trade areas, ESRI predicts that median household income will increase by three percent annually from 2010 to 2015.
### DEMOGRAPHICS - NIEMAN AND SHAWNEE MISSION PARKWAY

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<tr>
<td>Population</td>
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<tr>
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<td>Median Income</td>
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Source: ESRI

### DEMOGRAPHICS - ANTIOCH AND SHAWNEE MISSION PARKWAY

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<td>$74,288</td>
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Source: ESRI

**Long Term Forecasts**

Mid America Regional Council regularly prepares long term projections of population, the number of households, and numbers of employees for the various cities and counties in the metropolitan region in order to guide transportation planning and related demographic forecasting. The adopted long range forecast of regional growth for 2008 through 2040 calls for continued suburban expansion in the Kansas City region, and anticipates pockets of infill development and regeneration in older suburbs such as Shawnee and Merriam and older portions of Kansas City, Missouri.
The following table outlines projected growth for population, households, and employment for the various counties in the metropolitan area from 2008 to 2040.

**LONG RANGE PROJECTIONS, 2008 - 2040**

<table>
<thead>
<tr>
<th>County</th>
<th>Population Increase, 2008 - 2040</th>
<th>Household Increase, 2008 - 2040</th>
<th>Employment Increase, 2008 - 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cass</td>
<td>58,354</td>
<td>23,865</td>
<td>19,142</td>
</tr>
<tr>
<td>Clay</td>
<td>166,648</td>
<td>73,914</td>
<td>80,369</td>
</tr>
<tr>
<td>Jackson</td>
<td>144,282</td>
<td>70,652</td>
<td>119,386</td>
</tr>
<tr>
<td>Johnson</td>
<td>300,432</td>
<td>136,825</td>
<td>300,203</td>
</tr>
<tr>
<td>Leavenworth</td>
<td>24,499</td>
<td>10,937</td>
<td>8,562</td>
</tr>
<tr>
<td>Platte</td>
<td>72,771</td>
<td>33,769</td>
<td>38,480</td>
</tr>
<tr>
<td>Wyandotte</td>
<td>27,752</td>
<td>13,691</td>
<td>20,264</td>
</tr>
<tr>
<td>Total</td>
<td>794,738</td>
<td>363,653</td>
<td>586,411</td>
</tr>
</tbody>
</table>

Source: Mid America Regional Council

The projections demonstrate that Johnson County will continue to dominate as the strongest county economically in the region over the next few decades. The county is projected to account for over one third of the region’s population growth and just over half of the increase in employment base in the region through 2040. While most of the Shawnee Mission Parkway corridor is built out and represents an older suburban area within Johnson County, the overall growth of the county at least places the corridor in a favorable area within the overall Kansas City metropolitan area, compared to other older suburban areas on both sides of the state line.

MARC has further broken down projections through 2040 by community. The table that follows provides projections for 2008 through 2040 for Shawnee, Merriam, and several of the neighboring communities in Johnson County.

**LONG RANGE PROJECTIONS, 2008 - 2040**

<table>
<thead>
<tr>
<th>City</th>
<th>Population Increase, 2008 - 2040</th>
<th>Household Increase, 2008 - 2040</th>
<th>Employment Increase, 2008 - 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shawnee</td>
<td>28,552</td>
<td>11,677</td>
<td>40,783</td>
</tr>
<tr>
<td>Merriam</td>
<td>4,484</td>
<td>2,376</td>
<td>4,490</td>
</tr>
<tr>
<td>Lenexa</td>
<td>24,704</td>
<td>11,680</td>
<td>59,037</td>
</tr>
<tr>
<td>Overland Park</td>
<td>74,881</td>
<td>34,679</td>
<td>76,117</td>
</tr>
<tr>
<td>Mission</td>
<td>4,197</td>
<td>2,225</td>
<td>6,062</td>
</tr>
<tr>
<td>Olathe</td>
<td>69,318</td>
<td>31,847</td>
<td>66,202</td>
</tr>
</tbody>
</table>

Source: Mid America Regional Council

As illustrated in the table, demographers anticipate that Shawnee will continue to exhibit strong population and household growth over the next few decades given its available undeveloped land for new development. However, the projections also show that Merriam may be able to grow by up to 5,000 residents and add over 4,000 new jobs from 2008 to 2040 as infill developments move forward and the community is able to attract additional businesses. While the outlying communities in the county such as Overland Park, Olathe, and Lenexa will continue to account for the vast majority of growth in Johnson County over the next few decades, the MARC projections anticipate a degree of infill development in older areas of Johnson County. This trend toward infill provides a favorable outlook for redevelopment prospects along Shawnee Mission Parkway over the next twenty years.
The regional trends in the metropolitan area and in Johnson County point to the creation of more households comprised of residents who are either Empty Nesters, who are above age 55 and do not have children, or of younger adults under age 30. Both of these population segments are less likely to desire the predominant form of housing present in Johnson County (single family detached homes in separated neighborhoods). Seniors and young adults have less desire to manage maintenance of homes and simply do not need housing units with as much space as the typical suburban home. They are increasingly choosing townhomes, condominiums, and similar residential units, often in developments that include a variety of amenities. These age segments are seeking out the types of quality developments that include a full range of parks, open spaces, fun places to shop, and related amenities. These trends point toward the potential in Merriam and Shawnee to create nodes of development along Shawnee Mission Parkway that are better integrated, vibrant, and community oriented. The changes in demographic and real estate trends create potential to create neighborhood centers or town centers along the corridor that are different than the typical development form seen in Johnson County.
Transportation Infrastructure

Corridor Transportation Profile

Shawnee Mission Parkway carries around 30,000 vehicles per day in the Shawnee and Merriam areas and includes three travel lanes in each direction, plus right and left turn lanes at major intersections. The corridor represents the most significant east-west, non-freeway arterial serving Johnson County. A good deal of the traffic on the parkway connects with Interstate 35 on a daily basis. I-35 carries in excess of 130,000 vehicles per day and serves as the main transportation conduit between Johnson County and Downtown Kansas City.

In terms of the focus areas for this study, Nieman Road in Shawnee carries around 15,000 vehicles per day between Shawnee Mission Parkway and Johnson Drive, and around 11,000 vehicles per day to the north of Johnson Drive. To the south of Shawnee Mission Parkway, Nieman carries between 13,000 and 15,000 vehicles per day on average. Antioch Road in Merriam carries an average of 17,000 vehicles per day to the north and south of Shawnee Mission Parkway, on average. Transportation planners typically provide two lanes of traffic in each direction for roads that carry in excess of 20,000 to 25,000 vehicles per day but call for a “road diet” (including one lane in each direction plus a center turn lane) for streets such as Antioch and Nieman Road that carry fewer than 20,000 vehicles per day.

To the east of I-35, Shawnee Mission Parkway doubles as US 56 and US 69 and therefore falls under the jurisdiction of the Kansas Department of Transportation. To the west of I-35, the cities of Shawnee and Merriam control Shawnee Mission Parkway.

In terms of circulation and access, a number of key north-south streets provide connectivity from the Shawnee Mission Parkway corridor to surrounding neighborhoods in Shawnee and Merriam, including Pflumm Road, Quivira Road, Nieman Road, Merriam Drive, and Antioch Road. Frontage roads along the north and south sides of the corridor provide local access to businesses within the City of Shawnee. In Merriam, a frontage road is not present, but more minor north-south streets, including Eby and Slater, provide access into local shopping areas including the former K-Mart anchored shopping center and Baron BMW.

A grid network of streets allows for overall good access and connectivity in both communities. However, a few missing gaps in the existing grid network do limit to some degree of north-south connectivity. Flint Drive in Shawnee, for example, connects from Shawnee Mission Parkway to 65th Street, but a half block link is missing on Flint between Shawnee Mission Parkway and 62nd Street Terrace. Slater Street connects only to the north of Shawnee Mission Parkway, and 64th Street connects only to the east of Nieman Road, whereas it could connect to the west of Nieman, toward Flint. While the grid network overall exists in the two communities, the grid of streets is missing in locations currently dominated by larger format suburban shopping centers, including the quadrant bounded by Shawnee Mission Parkway, 65th Street, Quivira, and Nieman Road, and the shopping area between Eby and Antioch, to the south of Shawnee Mission Parkway. Drivers must navigate existing parking lots in order to cross from one side of these shopping areas to the other, and the lack of a defined street can create confusion for drivers unfamiliar with these shopping areas.
Bike and Pedestrian Infrastructure

The areas along and near Shawnee Mission Parkway currently do not offer sufficient infrastructure for people biking or walking. A sidewalk does not exist on either side of Shawnee Mission Parkway to the west of I-35, in Shawnee and Merriam. A sidewalk does exist on the south side of Shawnee Mission Parkway, to the east of I-35 in Merriam. Bike lanes, sharrows, and similar accommodations do not exist along Shawnee Mission Parkway. A bike trail currently runs along Merriam Drive, perpendicular to Shawnee Mission Parkway. Bicyclists wishing to use Shawnee Mission Parkway to cross from one side of I-35 to the other must contend with a bridge across the interstate that is relatively narrow and limited to space for existing vehicular travel lanes. The major north-south streets that connect with Shawnee Mission Parkway, including Nieman and Antioch, do include sidewalk accommodations, but these sidewalks are of around five feet in width on average and do not encourage significant pedestrian activity. Essentially, these two streets include sidewalks that merely meet residential standards, as opposed to those designed for retail or mixed-use districts.

Due to significant traffic volumes and limited bike and pedestrian accommodations, individuals wishing to walk or bike in an east-west orientation in Merriam and Shawnee usually pursue alternative and parallel routes to Shawnee Mission Parkway. Arterials including 67th Street and Johnson Drive are more common walking and biking routes.

Transit

Johnson County Transit (“The JO”) operates two lines along the Shawnee Mission Parkway corridor in Shawnee. Route 678 (the Shawnee Xpress) connects from the Olathe area, north along K-7, and then east along Shawnee Mission Parkway through Shawnee before turning north on I-35 to travel to Downtown Kansas City. The 546 route connects from the Oak Park Mall area north to Johnson Drive and Nieman Road and then heads east along Johnson Drive into the Mission area.

The two lines offer rather infrequent service to the local area. The 546 line operates six buses each day (three in the morning, and three in the afternoon). The Shawnee Xpress operates two express buses in the morning, and two in the afternoon.

In Merriam, the 660 line connects from the Corporate Woods area north along Antioch to Shawnee Mission Parkway, then turns east, connects through the Downtown Mission area and eventually reaches Downtown Kansas City. The 660 operates four buses each morning and six each evening.

The 672 is a midday bus service (with one run per day) that connects from the Oak Park Mall area north along I-35, turning east at Shawnee Mission Parkway and eventually reaching Downtown Mission.
COMMUNITY ENGAGEMENT
Community Engagement

The cities of Shawnee and Merriam, along with MARC, coordinated a public outreach process in order to gain input from the broader community concerning the future of the Shawnee Mission Parkway corridor and, in particular, the focus areas at Nieman Road and Antioch Road.

The project team, along with the city staff, reached out to the following key stakeholder groups during the process:

- Shawnee and Merriam City Council members
- Shawnee and Merriam Planning Commission members
- Johnson County Transit
- Property owners at or near the Nieman and Antioch intersections with Shawnee Mission Parkway
- Shawnee Downtown Partnership
- Neighborhood groups in the vicinity of the Antioch and Nieman focus areas
- Apartment residents in the vicinity of the Nieman and Antioch focus areas
- Senior citizens and young adults in both communities

The project team gained input from the broader community and these stakeholder groups through a series of open houses, as well as through the following channels:

**Public websites:**
A portion of the website for the Mid America Regional Council focused on the Shawnee Mission Parkway planning effort and included background documents and presentations as well as links to online versions of surveys presented at the two rounds of public visioning sessions for the project. In addition, the city websites for Shawnee and Merriam included links to the MARC webpage and links to the online versions of the surveys.

**Mindmixer:**
The MARC website hosted the Mindmixer application, which allowed members of the public to submit and share ideas concerning how to improve the corridor and the focus areas. Members of the public submitted ideas about how to improve the appearance of the corridor and how to spur redevelopment, among other topics.

**Additional outreach efforts:**
In advance of the two rounds of public open houses, the two cities distributed a flyer for each meeting via email list serves, direct mail, and via the websites for the cities and for MARC. In addition, the project team and city staff members delivered flyers by hand to key locations along the corridor, focusing on businesses and apartment complexes near Shawnee Mission Parkway. The City of Shawnee utilized social networking sites including Facebook and Twitter to raise awareness about the project.
The project team along with the cities of Shawnee and Merriam hosted an initial public open house in late October, 2012 at Hocker Grove Middle School. The meeting provided background information for the public concerning the planning effort and gained input concerning a series of questions and issues related to the potential redevelopment and revitalization of the overall Shawnee Mission Parkway corridor and the two focus areas at Nieman and Antioch Roads. As part of the meeting, members of the public viewed presentation boards that provided background information concerning the entire Shawnee Mission Parkway corridor as well as the focus areas at Nieman and Antioch. The boards documented current conditions concerning zoning, land uses, transportation issues, and related topics and also included a series of information and images that provided examples of the types of developments that could proceed along the corridor in the future, that include a variety of mixed land uses and development using many of the principles articulated as part of the Creating Sustainable Places program. The approximately 85 people who attended the meeting participated in a “Keypad Polling” exercise that allowed members of the public to provide input concerning their vision for the future of the corridor and a variety of issues tied to redevelopment and the potential revitalization of Shawnee Mission Parkway. The MARC website provided an online version of the keypad polling exercise for several weeks following the public open house, and an additional 217 people participated and completed the survey online.

In terms of participation, attendance at the public meeting was roughly split between Shawnee and Merriam residents, but Shawnee residents accounted for 69 percent of the online survey respondents. Residents age 35 to 50 accounted for 37 percent of total survey respondents, those from age 51 to 65 accounted for another 30 percent, and residents in the 25 to 35 age bracket accounted for an additional 19 percent.

The survey responses (from both the in-person keypad polling as well as the online version of the survey) revealed support in the two communities for:

- A greater mixture of land uses along Shawnee Mission Parkway (including retail as well as residential and office)
- The redevelopment of key parcels along the corridor
- Improved open space areas along the corridor, and improved connections (including sidewalks and trails) from Shawnee Mission Parkway to nearby open space and park facilities
- Enhanced bus service along Shawnee Mission Parkway

In addition, some of the key findings from the combined results of the in-person keypad polling and the online version of the survey from the initial public meeting include the following:
The most important considerations for the Shawnee Mission Parkway Corridor which were identified at the first public meeting include:

- Create a plan for redevelopment of key properties and parcels: 32%
- Enhance the employment base along and near the corridor: 17%
- Improve auto circulation and safety (reduce congestion): 17%
- Improve bicycle safety, access, and circulation: 27%
- Improve open space amenities and connections: 23%
- Improve pedestrian safety and circulation: 35%
- Support development oriented around improved transit service: 18%
- Introduce more of a mix of land uses (retail, residential, office, industrial): 44%
- Increase housing options: 10%
- Improve transit service along the corridor: 18%
- Improve pedestrian safety and circulation: 18%

Respondents who would like to see their city join with other communities along Shawnee Mission Parkway to complete a more detailed Corridor Plan (from K-7 east to KCMO):

**City of Merriam**

- Somewhat Support: 21%
- Strongly Support: 60%
- Neutral: 10%
- Somewhat Opposed: 2%
- Strongly Opposed: 2%
- Strongly Opposed: 2%
- I don’t know: 5%

**City of Shawnee**

- Somewhat Support: 30%
- Strongly Support: 41%
- Neutral: 17%
- Somewhat Opposed: 2%
- Strongly Opposed: 8%
- Strongly Opposed: 3%
- I don’t know: 3%
A majority of the respondents rated the current appearance of the Nieman Road corridor as poor.

A plurality (46 percent) of respondents indicated that the most important goal for revitalization efforts along Shawnee Mission Parkway should focus on the growth and sustainability of local businesses.

Around 60 percent of respondents indicated that they are in favor of exploring enhanced bus service along the corridor.

Concerning the focus area around Nieman Road and Shawnee Mission Parkway, 34 percent of respondents thought that it should evolve to represent an extension of Downtown Shawnee that includes additional community areas and green space. An additional 27 percent indicated it should develop as a neighborhood center, with retail and services to support the surrounding area, and 24 percent indicated it should develop as an extension of Downtown Shawnee along the entire Nieman Road corridor from Johnson Drive to Shawnee Mission Parkway.

The majority of respondents (55 percent) favored increasing housing development and housing options in the focus area around Nieman Road.

In terms of future development, respondents favored mixed-use projects, townhomes and condominiums, offices, and senior housing for the area around Nieman Road and Shawnee Mission Parkway.

The vast majority (80 percent) of respondents indicated support for using streamways along and crossing Nieman Road for open space and stormwater management improvements.

The majority (51 percent) of respondents favored the evolution of the area around Antioch Road and Shawnee Mission Parkway into a “lifestyle center” that would take advantage of the location near I-35 and Shawnee Mission Parkway, while 24 percent favored the development of the Antioch Road area as “typical suburban or whatever the market dictates”.

A majority (56 percent) of the respondents favored the development of more housing choices in the area around Antioch and Shawnee Mission Parkway.

In terms of potential future land uses around the Antioch and Shawnee Mission Parkway area, 39 percent would prefer mixed-use development, 37 percent favor neighborhood retail, and 25 percent favor townhomes or condominiums.

Follow-up Public Open Houses – February 6 and 7, 2013

The cities of Shawnee and Merriam hosted follow-up public open houses on two separate nights in early February 2013. The City of Shawnee conducted its open house on Wednesday, February 6th at Hocker Grove Middle School, attended by approximately 50 people, and the City of Merriam conducted its open house on Thursday, February 7th at Merriam City Hall, attended by 40 people. The purpose of these meetings was to share the lessons learned from the public input conducted at the first public open house, to provide some additional ideas and recommendations for the communities as they continue to plan for the corridor and the two focus areas, and to provide the public a short preview of ongoing planning efforts associated with the Shawnee Mission Parkway corridor in the two communities.
As part of the meeting, members of the public viewed presentation boards that provided examples of precedent development types and development character that may be possible along the Shawnee Mission Parkway corridor over time, including the two focus areas at Nieman Road and Antioch Road. A number of presentation boards illustrated examples of neighborhood center or town center developments from around the Kansas City area and around the nation that may serve as models for future development along the corridor. A variety of boards highlighted development or building projects from around the metro area that represent the types of development that would fit well with the vision of higher quality development articulated by the two communities. The project team noted that a number of good examples of quality development have arisen in the metro area in recent years, but many of these ventures include a building or merely a string of buildings, rather than large scale redevelopment projects. These boards from the local area communicated to the public that mixed-use development is possible in the Kansas City area, even if this development moves forward on a smaller scale over time. A number of additional presentation boards included illustrative street-level perspectives that highlighted how parts of the corridor, at Nieman and Antioch in particular, may evolve over time with incremental streetscape improvements and, later, with private sector redevelopment of buildings and properties along various streets.

Following a presentation that highlighted the input from the public at the initial round of engagement in the fall of 2012 and additional detail concerning the prospects for redevelopment and revitalization along the corridor, the project team conducted a short keypad polling session with participants. The questions included in this keypad polling session (and in a companion online version of the survey) focused on determining the level of public support for ongoing planning and revitalization efforts along the corridor and for mixed-use development and various transportation recommendations overall. The MARC website provided an online version of the keypad polling exercise for several weeks following the public open house as well.

**Shawnee Input:**
Members of the public provided input concerning a limited set of keypad polling questions either at the final open house session in Shawnee or via an online version of the questions for several weeks following the public meeting. The following summarizes the combined public input concerning these questions:

- A total of 86 percent of respondents favored redevelopment or revitalization of the area around Nieman Road and Shawnee Mission Parkway.
- Respondents supported, fairly equally, the idea of residential development in the area near Nieman and Shawnee Mission Parkway in the form of row houses, senior housing units, condominiums, and town homes. However, the concept of “apartments” garnered almost no support from the public.
- The project team presented some general pictures of potential development character, representing the formats A through E provided as follows. Participants at the public open house and online preferred pictures D and E most strongly and provided significantly less support for concepts A through C. Interestingly, the development concepts most preferred (D and E) are pictures of some better known mixed-use redevelopment projects from other cities (Rivermark in San Jose, CA and the Stapleton development in Denver, Colorado), rather than the pictures of projects from the Kansas City area depicted in pictures A through C (Park Place and Mission Farms in Leawood, and The Village at Burlington Creek project in Parkville). The identity of the projects (for
Two-thirds of respondents either somewhat or strongly supported exploring future transit and bus improvements along Shawnee Mission Parkway.

A total of 41 percent of respondents strongly favored and 30 percent somewhat favored completing a more detailed corridor plan for Shawnee Mission Parkway from K-7 east to Kansas City, Missouri.

The survey presented a list of potential improvements to the corridor, and respondents provided the most support for burying utility lines and providing for better pedestrian facilities and park and open space areas along the corridor.

**Merriam Input:**
Members of the public provided input concerning a limited set of keypad polling questions either at the final open house session in Merriam or via an online version of the questions for several weeks following the public meeting. The following summarizes the combined in-person and online public input concerning these questions:

- A total of 83 percent of respondents strongly favored redevelopment or revitalization for the area around Antioch Road and Shawnee Mission Parkway.

- Respondents supported, fairly equally, the idea of residential development in the area near Antioch Road and Shawnee Mission Parkway in the form of row houses, senior housing units, condominiums, and town homes.

- The project team presented some general pictures of potential development character, representing the formats A through E. Participants preferred pictures D and E most strongly and provided significantly less support for concepts A through C. Interestingly, the development concepts most preferred (D and E) are pictures of some better known mixed-use redevelopment projects from other cities (Rivermark in San Jose, CA and the Stapleton development in Denver, Colorado), rather than the pictures of projects from the Kansas City area depicted in pictures A through C (Park Place and Mission Farms in Leawood, and The Village at Burlington Creek project in Parkville). The identity of the projects (for images A through E) was not announced or provided to the public at the in-person meeting or via the online survey.

- Over 80 percent of respondents either somewhat or strongly supported exploring future transit and bus improvements along Shawnee Mission Parkway.

- A total of 60 percent of respondents strongly favored and 21 percent somewhat favored completing a more detailed corridor plan for Shawnee Mission Parkway from K-7 east to Kansas City, Missouri.

- The survey presented a list of potential improvements to the corridor, and respondents provided the most support for burying utility lines, improving transit facilities, and providing for better pedestrian facilities and park and open space areas along the corridor.

Images A-E are examples of development character presented in the keypad polling and online surveys for the public to identify their preferences. Options D and E gained the most support.
Visioning Workshop

Initial Community Preferences

An integral part of the planning process involved sharing information with the surrounding communities in Shawnee and Merriam, and gathering valuable input in order to begin shaping the community’s initial vision for revitalizing these areas. As part of the second public meeting, community members in both Shawnee and Merriam were provided the opportunity to review hundreds of relevant photos, illustrating a wide array of examples in two categories: architectural character and streetscape amenities.

Community members of all ages participated in this visioning exercise, and all meeting attendees were provided a series of colored dots to place on images they liked and disliked. This provided the study team with a first impression of the community’s collective thoughts and opinions regarding the study area’s future visual character.

These initial selections are considered a starting point in establishing the community’s vision, and are anticipated to assist each community in further shaping and refining the long-term revitalization potential for their respective study areas. The results of the community’s initial visual character preferences are included on the following pages.
Streetscape and Amenities
Visioning Workshop Results

Shawnee - Preferred Character Images
The photographs shown on these pages reflect the preferred visual character images selected by Shawnee residents and stakeholders. The Streetscape and Amenities preferences reflect fairly traditional elements and features, which generally complement the streetscape character in Downtown Shawnee. A collection of specialty pavement treatments, landscape plantings, and integrated identification signage were considered to assist in reinforcing a unique sense of place. Architectural Character preferences appear to be trending towards a blend of traditional and contemporary architectural styles, and reflect support for small to mid-size residential and commercial developments as well as larger multi-story mixed-use development patterns.

These images should be considered a starting point for shaping future urban design and redevelopment planning recommendations. As the City continues to study future revitalization of this area, a more in-depth analysis of desired character elements should be undertaken and integrated into the planning process.
Streetscape and Amenities
Visioning Workshop Results

Merriam - Preferred Character Images
The photographs shown on these pages reflect the preferred visual character images selected by Merriam residents and stakeholders. The Streetscape and Amenities preferences reflect a mixture of traditional and eclectic features, including preferences for water features and integrated art. Several images also lend themselves to support future opportunities for enhancing the Shawnee Mission Parkway and the I-35 Interchange area and strengthening the sense of arrival in Merriam. Architectural preferences appear to be trending towards a blend of traditional residential and urban commercial architectural character, and reflect support for small to mid-size residential and commercial developments as well as larger multi-story mixed-use development patterns.

These images should be considered a starting point for shaping future urban design and redevelopment planning recommendations. As the City continues to study future revitalization of this area, a more in-depth analysis of desired character elements should be undertaken and integrated into the planning process.
5

PRECEDENT DEVELOPMENTS
Local Project Examples

Local Project Examples and Scale Comparisons

In conjunction with the preferred character images, the following project scale comparisons display the emerging trends in real estate development. A specific focus was placed on identifying and documenting recently constructed or approved project examples from the Kansas City metropolitan area that exhibit urban characteristics similar to what is anticipated to be desirable for use along Shawnee Mission Parkway.

Numerous examples of these projects were shared with the Shawnee and Merriam communities, ranging from relatively low density residential townhomes to multi-story mixed-use development types. Images found on the outer border of the page show a representative range of these projects.

Below is an example of a recently completed development at 39th and Rainbow illustrating the specific project information that was reviewed and utilized as part of this study effort. This example also includes a project scale comparison, wherein the specific project site is superimposed over one of the study area nodes – in this case the Merriam location – to provide a frame of reference for project size and scale relative to the study area.

A more complete listing of projects with supporting information and project scale comparisons is included in the appendix.

39 and Rainbow Phase 1
KANSAS CITY, KANSAS

DEVELOPMENT DATA:
- TOTAL ACRES: 2.0
- COMMERCIAL F.A.R.: 0.78
- PARKING: Structure / Surface
- TOTAL BUILDING SF: 68,000 +/-
- TOTAL RETAIL SF: 10,675 +/-
- # OF BUILDINGS: 1
- # OF STORIES: 4
- # OF UNITS: 83 (Hotel Rooms)
National Project Examples

Kirkwood Town Center and The Boulevard in Richmond Heights, Missouri are two case studies demonstrating precedent types of redevelopment that have the potential to move forward along Shawnee Mission Parkway, specifically at the Antioch and Nieman focus areas.

Kirkwood Town Center: Kirkwood, Missouri
Kirkwood Town Center and The Boulevard in Richmond Heights, Missouri demonstrate development patterns in which buildings front the main thoroughfares and surface parking lots are hidden behind the buildings. Both examples illustrate how pedestrian circulation and activity space is a primary focal point of the developments and activity is centered on people rather than cars.

*The Boulevard: Richmond Heights, Missouri*
Neighborhood & Town Center Development Examples

The potential exists to create either “Town Centers” or “Neighborhood Centers” along Shawnee Mission Parkway. Neighborhood centers contain a variety of more local-serving retail and tend to attract visitors and business from within a few miles. These centers can include residential, office, and retail development, but are smaller in scale. Well designed neighborhood centers, such as Waldo or Brookside, can gain business from a larger trade area due to their quality, but at least initially the idea behind neighborhood centers is to serve the immediate community. Town Centers, in general, have the potential to attract business from a wider, metropolitan audience and include more regionally-serving tenants and land uses. Town Centers can serve an entire county and several communities at once with retail tenants or attractions that draw from up to 20 miles away.

Along Shawnee Mission Parkway, the exact nature of development will of course be dictated by the market and the desires of individual property owners. In general, however, the Antioch and Shawnee Mission Parkway area is more likely to serve as a “Town Center” that would draw business from as far away as Downtown Kansas City and southern Johnson County, given its central location in the metro area along I-35. The presence of IKEA and the great transportation connectivity of the area create the opportunity for Merriam to create a Town Center that will draw from a wider audience. The area around Nieman and Shawnee Mission Parkway is more likely to develop as more of a “Neighborhood Center”, serving the Shawnee community and surrounding areas in Lenexa. While patrons from other parts of Johnson County may visit the Nieman area, it is more likely to serve the day to day needs of the Shawnee community.
Town Center Development Examples

- Englewood Town Center, Colorado
- Birkdale Village, Charlotte, North Carolina
- The Gardens on El Paseo, Palm Desert, California
- Keirland Commons, Scottsdale, Arizona
- Stapleton, Denver, Colorado
- Englewood Town Center, Colorado
- Manchester road, St. Louis county, Missouri
- 120 East Main Street, Aspen, Colorado 81611
- tel) 970 925 8354  fax) 970 920 1387
- www.designworkshop.com
- Jan 2010
- Santana Row, San Jose, California
- Santana Way, San Jose, California
- Valencia Town Square, Valencia, California
- The Grove, Los Angeles, California
- Addison Circle, Addison, Texas
- Kentlands, Gaithersburg, Maryland
- The Woodlands, Houston, Texas
- Pearl Street, Boulder, Colorado
- The Grove, Los Angeles, California
Neighborhood Center Development Examples

Neighborhood Retail: Flatiron Marketplace, Broomfield, Colorado

Big Box Retail: Bloomfield Hills, Michigan

Big Box Retail: One Nineteen, Leawood, Kansas

Big Box Retail: Town and Country Crossing, Clayton, Missouri

Neighborhood Retail: Edgewood Retail District, Atlanta, Georgia

Multi-family Housing: Promenade, Hercules, California

Big Box Retail: Aspen Grove, Littleton, Colorado
Neighborhood Center Development Examples

Single Family Townhomes: Palatine, Illinois

Townhomes: Kentlands, Gaithersburg, Maryland

Multi Family Housing: Portland, Oregon

Multi Family Housing: Charlotte, North Carolina
RECOMMENDATIONS
Recommendations

Transportation Recommendations

The design team arrived at the following key conclusions with regard to transportation issues facing Shawnee Mission Parkway.

The corridor functions fairly well with regard to vehicular traffic flow and access management. In contrast to many retail corridors around the Kansas City area and nationwide, the corridor does not suffer from a preponderance of curb cuts and access points that create unnecessary conflict points between turning traffic and through traffic along the arterial. In addition, a series of frontage roads in Shawnee provide local access to businesses along the north and south sides of the street and thereby remove local right and left turns from several sections of the corridor. While many corridors around the country do not cross significant north-south streets running perpendicular to the main line, a series of north-south arterials intersect with Shawnee Mission Parkway and create ideal locations (on four corners) for retail, office, and other land uses. These major north-south intersecting streets include Quivira Road, Nieman Road, Antioch Road, Pflumm Road, Lackman Road, and Maurer Road, among others.

The primary north-south arterials in the two focus areas, Nieman and Antioch, however do have a significant number of curb cuts and access points, to the north and south from the Shawnee Mission Parkway intersection. In particular, the stretch of Nieman Road from Shawnee Mission Parkway to the north toward Downtown Shawnee has a significant number of drive ways on both sides of the street. The higher number of access points creates confusion and potential safety hazards for drivers as well as bicyclists traveling along Nieman Road in the area.

While Shawnee Mission Parkway serves as one of the most significant east-west arterials in Johnson County, it carries surprisingly few transit lines and the transit lines offer very limited service (in terms of frequency of service) to the local community. Given the significance and connectivity of Shawnee Mission Parkway from K-7 into the heart of the city, transit service remains one of the most underserved modes of travel in Shawnee, Merriam, and most of central and western Johnson County.

While sidewalks exist on the south side of Shawnee Mission Parkway in Merriam, between I-35 and Antioch, sidewalk and bicycle access does not exist at all along the corridor to the west of I-35, throughout Shawnee and Merriam. In addition, pedestrian crosswalks at major intersections with Nieman, Quivira, and other north-south streets lack signage along Shawnee Mission Parkway to alert drivers of the potential presence of pedestrians. Bicycle facilities do not exist along the north-south streets that intersect
Shawnee Mission Parkway, with the exception of the bike and pedestrian trail that follows Merriam Drive and runs parallel to Turkey Creek in Merriam.

Key Transportation Recommendations

*Establish a Grid Network of Streets*

Shawnee and Merriam should work with property owners to establish a grid of necessary north-south and east-west streets running parallel to or perpendicular to Shawnee Mission Parkway to improve the overall flow of traffic within new development areas, whether town centers or neighborhood centers.

While the corridor study area benefits from overall good access management, potential areas for redevelopment or revitalization in Shawnee and Merriam lack the presence of local street connections or networks that could help facilitate the development of local neighborhood centers or town centers along the corridor. For example, while Flint Drive provides north-south connectivity between Shawnee Mission Parkway and 65th Street, the overall area between Shawnee Mission Parkway and 65th Street, and between Nieman and Quivira, lacks an internal east-west street. The City could extend 64th Street from Quivira to Nieman over time to help facilitate redevelopment in this area. Likewise, any potential conversion of the development anchored by the former K-Mart at Antioch and Shawnee Mission Parkway could involve the City of Merriam creating a new east-west street connecting Antioch to Eby, in the middle of the parcel, and the extension of Slater Street from Shawnee Mission Parkway to the south.
Parallel Streets
As part of the establishment of a grid of streets in and near redevelopment areas along the Shawnee Mission Parkway corridor, Shawnee and Merriam should install streets running parallel to Shawnee Mission Parkway that could serve as “Main Streets” for shopping center or town center areas. Back streets could also run north and south in order to provide for a grid network of streets. For example, Shawnee could work with property owners to extend 64th Street to the west from Nieman Road over time, and Merriam could extend Slater Street to the south from Shawnee Mission Parkway in order to provide back streets to service local development.

Connected Parking Lots and Cross Access Agreements
Shawnee and Merriam should continue to establish cross access agreements and the connecting of parking lots between adjacent parcels along Shawnee Mission Parkway in order to relieve the travel lanes on Shawnee Mission Parkway of local traffic. These types of access already exist in most locations along the sides of Shawnee Mission Parkway, but the two cities should continue to work with private property owners to maintain and expand agreements for this type of access as redevelopment proceeds along the corridor.

Transit
The design team recommends that Shawnee and Merriam work with officials from Johnson County Transit and the Kansas City Area Transit Authority to introduce additional bus service along Shawnee Mission Parkway as redevelopment proceeds along the corridor. As funding becomes available and developments with potentially higher levels of density proceed at key locations along the corridor, the two communities should lobby for increased bus service (both in terms of the number of bus lines, and their frequency) along the Shawnee Mission Parkway corridor. Over time, as neighborhood centers or town centers develop along the corridor, the transit authorities and local communities should explore introducing “express” bus service similar to the Jo Connex service currently under construction and planned to serve Downtown Mission and Downtown Overland Park. Eventually, as development along key locations along the corridor proceeds, the communities may eventually pursue the creation of formal Bus Rapid Transit (BRT) service along Shawnee Mission Parkway.

Regardless of the type or frequency of service achieved along Shawnee Mission Parkway in the future, the two communities should work with the Jo to install and integrate improved bus shelters and facilities in the design of town centers or neighborhood centers along the corridor. The installation of formal bus shelters would encourage greater use of transit along the corridor and help protect members of the public who are more likely to use transit (including students and the elderly) from the elements. As town centers or neighborhood centers proceed with development along
Shawnee Mission Parkway, the Jo should consider integrating bus stops with the design of these centers such that transit riders enjoy access directly to Main Streets and the variety of retail, office, and residential areas present in new redevelopments along Shawnee Mission Parkway.

Parking
In order to reduce development costs, reduce the amount of space consumed by parking, and more efficiently utilize real estate along Shawnee Mission Parkway, the design team recommends that Shawnee and Merriam adopt shared parking regulations for areas along and near the corridor. Shared parking is based on the concept that different uses in mixed use areas attract users at different times throughout the day and can share parking spaces, thus maximizing the use of each space. The parking regulations should ideally include the following stipulations:

- Implementation of a shared parking code to allow for reduced parking requirements for different uses. While the Shawnee and Merriam’s municipal codes allow for Collective Provisions, the code requires that each property owner furnish the required number of spaces rather than a shared parking solution which would require fewer parking spaces in aggregate.; and

- Identification of available pooled liability protection programs or insurance policies whereby owners of different parking facilities can pool resources and purchase a joint replacement policy. This type of policy would provide for public access across multiple parking lots at lower insurance rates compared to traditional parking policies.

In addition, Shawnee and Merriam should consider modifying the zoning regulations surrounding the identified focus areas to allow greater flexibility in meeting parking requirements. Shawnee has a flexible parking strategy applied to their Town Square (TSQ) district which allows the Planning Commission to consider the amount of parking required for a development based on considerations such as parking availability in public lots within close proximity to the site, on street parking and other available facilities. This case by case approach should be considered for the areas along Shawnee Mission Parkway in both Shawnee and Merriam, in addition to even greater flexibility and language addressing maximum, rather than minimum, requirements can help reduce barriers to redevelopment and minimize oversupply.

Based upon nationwide best practices, the project team suggests the following parking ratios, for example: for retail uses, a maximum of 3.5 parking spaces per 1,000 square feet of building area (a half a space less than what is currently required for retail shopping centers in the cities’ current codes) is encouraged. For residential units, where two spaces are currently required for each single-family, duplex, multi-family, or mobile home dwelling unit, the cities might consider reducing the requirement to be 1 1/8 parking spaces for residential units.

The two communities should implement the following design standards in order to better integrate parking with the surrounding urban environment and encourage walkability along the Shawnee Mission Parkway corridor.

- As the areas around town centers evolve over time, the cities should work to minimize surface parking and encourage the construction of structured parking facilities wrapped or hidden by surrounding land uses. As the density of development increases, the financial viability of providing structured parking will increase, and the two communities should encourage density to help create a more walkable town center environment.
• Where property owners or developers pursue surface parking, the cities should encourage property owners to place these facilities primarily between or behind buildings that have direct frontage onto Shawnee Mission Parkway. This strategy would help to prevent the creation of a “sea of parking” in front of each retailer or other use along Shawnee Mission Parkway.

• Requirements for surface parking lots with more than 50 spaces to include raised pedestrian walkways (at elevated grades above the level of surrounding pavement).

• On-street parking spaces should be at least 8 feet wide and 22 feet long. For each parallel parking space, the adjacent drive lane must be at least 10 feet wide and must provide at least 20 feet of clear maneuvering area in front of the space in the drive lane adjacent to the space.

• Prohibition of at- and above-grade parking within 25 feet of a required building line (this essentially forbids surface parking adjacent to the street and provides incentives for the construction of parking structures wrapped by liner buildings).

• Requirements for property owners to provide connections or grant easements for connections to adjacent parking lots on neighboring properties.

The communities should consider requiring investment in design, landscaping, and multi-modal improvements associated with surface lots that are not likely to attract redevelopment prospects for some time. Potential investments may include:

• Adding green space, trees and porous pavement surfaces in order to improve aesthetics and reduce rainwater runoff from existing lots. These strategies may also include the installation of perimeter landscaping, pocket parks and gardens, and bioswales.

• Improving pedestrian connectivity between destinations in order to generate foot traffic and support shared parking between properties. Quality pedestrian through-paths across parking lots would shorten walking distances, provide direct connections between multiple uses, and improve overall safety.

• Adding bicycle parking facilities to existing parking lots to encourage non-motorized commuting and local travel.

• Removing reserved employee parking spots for from key locations for bus stations and bicycle facilities in order to encourage use of these alternative modes of travel.

• General design and aesthetic improvements along the corridor, including: creation of improved transition zones between Shawnee Mission Parkway, Antioch, and Nieman roads and existing parking lots, including places to rest; the installation of porous parking surfaces reduce stormwater runoff and encourage infiltration rather than more surface runoff.

Providing adequate bike parking is an important part of promoting non-motorized or multi-modal trips along Shawnee Mission Parkway and within new developments.

Pedestrian connections and buffers for parking lots.
improved wayfinding and information systems; and, the creation of opportunities for shade and shelter for pedestrians.

These improvements can improve the overall performance and appearance of the corridor in the near term, prior to the redevelopment or conversion of existing land uses. In addition, in the near term, the cities can work with groups of landowners to coordinate shared parking arrangements. For example, a city could work with the owner of an auto parts store that closes by 5PM to arrange for neighboring restaurants to use his or her parking spaces after hours. The communities should also work with individual property owners to arrange for users of bus services along the corridor to use vacant parking spaces along the corridor during commuting hours.

Bike parking and seating provides options for visitors.

Wayfinding and information systems help both drivers and pedestrians.

Clear connections, street trees, and seating help improve pedestrian comfort where large parking lots are necessary.

Rain gardens and low impact development strategies can help improve the environment as well as aesthetics.
Road Sections

Based upon the design team’s analysis, the existing roadway section for Shawnee Mission Parkway is not likely to change over the next few decades. Shawnee and Merriam completed an expansion of the roadway over the last several years and the communities are unlikely to modify the existing section for the foreseeable future.

However, the design team does recommend road sections for a variety of other street prototypes within the corridor study area, including north-south streets intersecting Shawnee Mission Parkway, “Main Streets” serving local neighborhood centers or town centers, and other types of streets along and near Shawnee Mission Parkway. The following depicts typical road sections for a variety of streets that would serve future redevelopment along the corridor.

Given the much lower current and anticipated traffic volumes along Antioch Road, and in particular Nieman Road, the project team notes that a “road diet” of both arterial streets is entirely possible through the narrowing of the road from two lanes to one lane in each direction, plus a center turn lane. This potential design would provide a dedicated left turn lane (which is not present in the current design and therefore improve safety for drivers making left turns into local businesses). The narrower footprint of the street would also free up additional right of way on either side of the street for use as open space, wider sidewalks,
or for additional development. Road diets tend to provide more favorable environments for people walking or bicycling along a particular corridor. The project team suggests that both cities further explore the concepts of road diets for Nieman and Antioch as part of the ongoing Planning Sustainable Places efforts in both communities.

**Back Streets**

Back streets could run parallel or perpendicular to Shawnee Mission Parkway and would serve as relief routes as well as streets serving retail, office, or residential uses throughout the study area. The recommended street sections call for one travel lane in each direction, a landscape zone of six feet between the travel lanes and areas of development, and sidewalk areas of at least 10 feet in width to facilitate retail and commercial activities. The streets should include bulb-outs at intersections to shorten the distance pedestrians must travel from one side of the street to another. Parking may line the street on both sides in a parallel fashion (as depicted in Back Streets Option 1) or angled on one side (as depicted in Back Streets Option 2), in order to increase the total number of parking spaces. Buildings of up to four stories may flank back streets. The exact form and orientation of buildings along back streets would depend on market forces and individual redevelopment concepts.

*Back Streets Section: Option 2*
Main Streets

The “Main Street” section represents the recommended design for primary main streets in town center or neighborhood center districts along the Shawnee Mission Parkway corridor. The street section recommends angled parking along either side of a two lane road in order to increase the number of parking spaces along the street. A minimum 10-foot wide sidewalk along the main streets would help facilitate outdoor dining and accommodate greater numbers of pedestrians compared to side streets or back streets. Landscaping including street trees would line the Main Streets. Buildings of up to five stories in height are encouraged on either side of Main Streets.
Residential Streets

Residential streets would serve as lower volume streets accessing residential developments in close proximity to Shawnee Mission Parkway. These streets would feature a single lane of travel in each direction and parallel parking on each side. A landscape strip would separate the parallel parking area from sidewalks on either side.
Neighborhood Centers and Town Centers Along Shawnee Mission Parkway

The public in both Shawnee and Merriam supported redevelopment efforts, particularly aimed at mixed-use development and the creation of focus areas along Shawnee Mission Parkway. The design team recommends that the two communities work with the private sector and the community to help create a series of neighborhood centers and town centers along the corridor over the next few decades. The potential neighborhood centers along the corridor would help to achieve many of the goals outlined in the Creating Sustainable Places program and would help to create more vibrant, green, and connected districts along Shawnee Mission Parkway over time. The following outlines some of the key recommendations concerning the design of potential neighborhood or town centers along the corridor.

Neighborhood and Town Centers

Neighborhood centers along Shawnee Mission Parkway could evolve over the next few decades to include a mixture of land uses, civic spaces, and amenities that appeal to the local market and help create more vibrant districts. The area around Nieman Road and Shawnee Mission Parkway could evolve into a key neighborhood center along the corridor over time. Other potential locations for neighborhood centers along Shawnee Mission Parkway include the areas near the intersections with Merriam Drive, Quivira Road, Pflumm Road, Lackman Road, Maurer Road, and Barker Drive.

The following highlights some of the key design elements that the cities of Shawnee and Merriam should explore in creating well designed neighborhood centers along Shawnee Mission Parkway.

Reduced Setbacks from Streets to Building Fronts

Many of the existing developments along Shawnee Mission Parkway feature a broad expanse of parking located between the main road and the fronts of buildings, along either side of the corridor. This design creates a less desirable appearance for developments in the zone between the street and buildings and also limits the marketability of individual businesses, as the fronts of stores are less visible from the main road.

In order to create a more aesthetically pleasing and marketable design for developments along Shawnee Mission Parkway, the two communities should consider requiring reduced setbacks along either side of the main corridor. The cities may even wish to explore requiring the fronts of buildings to be located up against the right of way of the Parkway, in order to create a more uniform look and feel to the corridor and to enhance the aesthetic quality of Shawnee Mission Parkway.

An example of reduced building setbacks exists in Overland Park, in the design of the Deer Creek Shops to the northeast of 135th Street and 69 Highway. As illustrated in the photo below, the edges of buildings in this shopping center are located fairly close to 135th Street, and parking bays are arranged to the rear of buildings. This design allows for a more uniform and improved appearance to the streetscape along 135th Street.

Increased Density in Commercial and Residential Development

In order to create districts that feature enhanced vitality and facilitate greater levels of activity at all hours, Merriam and Shawnee should tailor zoning and regulations for the neighborhood districts to encourage the development of residential, office, and retail space
at increased densities, compared to the historical norm in Johnson County. Specifically, assuming the two communities would like to attract greater levels of transit service (including, eventually, Bus Rapid Transit) along Shawnee Mission Parkway in the future, neighborhoods and town centers should develop at densities of at least twenty dwelling units per acre. Transit agencies will look to install enhanced bus service and BRT in order to connect areas of greater density that tend to provide for higher levels of ridership. According to nationwide research, developments typically include residential uses of at least 20 dwelling units per acre to support bus rapid transit on average. In addition, the neighborhood centers and town centers along Shawnee Mission Parkway should include retail and office space developed at increased density, including higher Floor Area Ratios (FARs) than average suburban developments. Whereas most retail and office developments in Johnson County have an average FAR of 0.1 to 0.3, retail and office development in town centers or neighborhood centers along Shawnee Mission Parkway should develop at FARs of 0.5 or greater. In essence, the project team suggests that the cities pursue the development of new areas at the Nieman and Antioch study areas in order to provide a “transit ready” level of density that would entice further investment in transit along the Shawnee Mission Parkway corridor.

**Mixed-Use Zoning**

The vast majority of the parcels along Shawnee Mission Parkway include traditional commercial zoning that does not allow for residential land uses. In order to promote the development of neighborhood centers and town centers that include a greater mix of land uses in close proximity (either horizontally or vertically) the design team recommends that Shawnee and Merriam rezone the areas along the corridor to a mixed-use zoning. This zoning would not require that existing property owners convert their parcels to mixed-use developments, but instead would give the property owners the option of developing mixed-use buildings over time.

The following diagrams illustrate three potential land use designations each for a potential neighborhood center at Nieman Road and Shawnee Mission Parkway, and a potential town center at Antioch Road and Shawnee Mission Parkway. Scenario A for both areas represents the existing pattern of land uses. Scenario B represents a hybrid approach, in which some parcels in the study area develop with a mixture of land uses and other areas retain their existing patterns of suburban development. The project team recommends that the communities pursue the “Scenario C” land use designation for both the Nieman Road and Antioch Road areas in order to create districts of the greatest vitality over time.
Neighborhood Centers are place-making tools which provide local scale services that can be supported by residential land uses.

Providing for pedestrian and bicycle connectivity, green infrastructure, public gathering spaces, higher densities and deliberate building form are all hallmarks of successful Neighborhood Centers.
Scenario A - Status Quo: Nieman Focus Area

- This land use diagram illustrates a scenario in which the existing land uses along Shawnee Mission Parkway and Nieman would remain in place over the next 20 to 30 years.

- The areas along Shawnee Mission Parkway and Nieman would remain commercial and these areas would not include any office or residential land uses.
Scenario B - Hybrid: Nieman Focus Area

- This land use scenario assumes that areas along Nieman Road and near the Shawnee Mission Parkway and Nieman intersection could develop with a mixture of land uses, including residential, retail and office.

- Areas farther away from Nieman Road along Shawnee Mission Parkway, to the east and west, would remain as commercial land uses.

- This scenario envisions the possibility that the area right around Shawnee Mission Parkway and Nieman (Shaded in Brown) could develop with a greater concentration of buildings (office, retail, residential) and could evolve into a neighborhood district or focus area for this part of Shawnee.
Scenario C - Neighborhood / Town Center: Nieman Focus Area

- This scenario assumes that areas along Nieman Road and near the Shawnee Mission Parkway and Nieman intersection could develop with a mixture of land uses, including residential, retail, and office.

- Areas farther away from Nieman Road along Shawnee Mission Parkway, to the east and west, could also develop as a mixture of retail, office, and residential land uses.

- This scenario envisions the possibility that the area right around Shawnee Mission Parkway and Nieman (shaded in brown) could develop with a greater concentration of buildings (office, retail, residential) and could evolve into a neighborhood district or focus area for this part of Shawnee. Additional neighborhood development along Shawnee Mission Parkway is also a possibility in this scenario.
Scenario A - Status Quo: Antioch Focus Area

- This scenario assumes that the land uses present in the area near Shawnee Mission Parkway and Antioch would remain in place over the next 20-30 years, including retail uses along the main corridor and general office or business uses along 62nd Street Terrace.
Scenario B - Hybrid: Antioch Focus Area

• This scenario assumes that some of the areas closer to Shawnee Mission Parkway could develop as a mixture of residential, retail, and office uses. Areas to the north could remain as office or general business.

• This scenario raises the possibility that the southern part of the current K-Mart development could convert to residential uses in order to increase the base of housing in this part of Merriam.
Scenario C - Neighborhood / Town Center: Antioch Focus Area

- This scenario assumes that the broader area around Shawnee Mission Parkway and Antioch as depicted could develop as a mixture of land uses including retail, residential, and office.

- Slater Street, running north south, could evolve into a “Main Street” or focus point for buildings and new development including restaurants, retail, and office use.

- This diagram depicts the possibility of creating a park connection from Antioch Park, north along Eby, to Vavra Park near Johnson Drive.
Architectural and Design Standards
Town center and neighborhood centers along Shawnee Mission Parkway should develop using common standards for building construction, architecture, and design in order to create a consistent look or theme along the corridor and to maintain certain standards of quality or appearance between different buildings along the corridor. Some of the more notable mixed-use developments in the region over the last ten years, including Mission Farms and Park Place, have included design standards and guidelines devised to create a consistent, higher quality appearance in these districts. The cities of Shawnee and Merriam should articulate distinct design standards, either through city ordinances or through creation of a Form Based Code for the corridor, in order to achieve this goal.

Creation of Community Gathering Places and Amenities
The potential town center or neighborhood center developments along Shawnee Mission Parkway should include the design of community gathering places, such as central plazas or parks, as well as integration of additional amenities such as public art or enhanced signage and wayfinding, in order to enhance marketability and create a more distinct sense of place. Examples of community gathering places include public ice skating facilities, fountains, small performing spaces, and common seating areas. Similar to town greens or town square parks in small towns, these gathering places can help serve as a focus of activity and help to bring more people to these neighborhood or town center districts.
The illustrative above outlines how a potential town center development along either side of Shawnee Mission Parkway, from I-35 east to Antioch, could proceed over time. Mixed-use buildings, including retail, residential, and office land uses, would orient toward internal streets running north-south and east-west to the north and south of Shawnee Mission Parkway. This strategy would allow the existing land uses along Shawnee Mission Parkway, including Winsteads, IHOP, the Shell gas station, and the Johnson County Library, to continue operations for the foreseeable future. Orienting buildings closer to the streets in the development would allow for the creation of more of a “Main Street” feel within the development. The illustrative depicts the evolution of these “Main Streets” as pedestrian oriented streets with street trees along either side. A linear park would connect Antioch Park, to the south and east of the development area on the east side of Antioch Road, with Shawnee Mission Parkway by extending first to the west, and then to the north, from Antioch Road. The conceptual design depicted in the diagram would allow for a southern portion of the town center, around the site of the former K-Mart building, and a northern portion centered around 62nd Street Terrace. Eventually, as the pad sites along Shawnee Mission Parkway eventually convert to other land uses, the area between the northern and southern parts of the town center could begin to develop, on either side of Shawnee Mission Parkway, thereby creating a more dense and walkable town center project for the Merriam area. In essence, this potential redevelopment area around Antioch Road and Shawnee Mission Parkway could develop as an “Uptown” district for the Merriam community. The term “Uptown” is used to emphasize that the existing Downtown Merriam area would remain along Merriam Drive and Johnson Drive, but that this new development area would represent a new focus point for the Merriam community going forward. The higher elevation of this location near I-35, in contrast to the location of the historical downtown along Turkey Creek, also makes the “Uptown” term more appropriate. The Uptown district could over time integrate with the new IKEA development along the east side of I-35. The area has great potential to leverage its adjacency to IKEA to draw shoppers and office traffic to the development area.
Parks, Open Space and Landscaping

Given the corridor’s identity as a “parkway”, the design team recommends that Shawnee and Merriam consider future improvements to Shawnee Mission Parkway that enhance the connectivity between the corridor and local and regional parks and open space amenities. Additional improvements should provide for aesthetic and park-oriented improvements within and along the right of way for the corridor that bolster the nature of the corridor as a key parkway in the community.

Trees and Landscaping

Shawnee and Merriam should consider installing a regular program of street trees along Shawnee Mission Parkway, both within the center median and along either side, in order to enhance the identity of the parkway, increase shade areas along the corridor, and to reduce stormwater runoff from the corridor area. The design team recommends that the communities plant street trees along either side of Shawnee Mission Parkway at spacings of around 40 feet. Recommended street tree types include Oak and Sycamore. The city staff should install street trees that grow especially high and therefore would eventually include tree canopies above the level of view from passing vehicles. Encouraging trees to grow to their full potential will allow for viewsheds from the main corridor into town center and neighborhood center areas and for passersby to see signage and windows from nearby retail and office buildings from their vehicles. In order to encourage the growth of trees to their full potential, city staff should ensure that trees along either side of Shawnee Mission Parkway, or in the center median, should have tree wells of at least nine to ten feet in diameter. Research has shown that planting trees in tree boxes of four feet in diameter, for example, often results in trees not growing to their full potential and in many cases prematurely dying.
Trail Connections

The cities of Shawnee and Merriam should consider constructing a trail (for biking, and walking) along at least one side of Shawnee Mission Parkway through the communities. The corridor lacks any pedestrian or bicycle facilities along either side to the west of I-35, and constructing a trail of this type would allow for runners, walkers, and bicyclists to traverse east-west along the corridor. The city of Merriam should consider creating a connection from this potential trail to existing trail facilities that run along Merriam Drive, parallel to Turkey Creek. The cities may wish to gain additional input from the community prior to moving forward with installation of this type of improvement. However, combined bike and pedestrian trails, separated from arterial streets by landscaping or grass, have gained acceptance in other parts of Johnson County and could help to enhance the multi-modal functionality and overall aesthetic appeal of the Shawnee Mission Parkway corridor going forward. The two cities should also consider installing benches and related seating areas along the trails on either side of Shawnee Mission Parkway in order to further encourage pedestrian and bicycle activity.

The two cities should also consider installing trail connections from Shawnee Mission Parkway to nearby local and regional park facilities in order to enhance the overall network of facilities for people walking and biking in the two communities. For example, Shawnee and Merriam could consider installing trails from the parkway to Vavra Park, Veterans Park, Shawnee Mission Park, and other parks within a mile or two of the corridor. The two cities may also wish to establish enhanced trails or walking / biking facilities along some of the major north-south routes that connect with Shawnee Mission Parkway, including Nieman Road, Antioch Road, and Quivira Road. A trail along Nieman Road, for example, would help connect the potential neighborhood center at Nieman Road and Shawnee Mission Parkway with the Downtown Shawnee area.
Civic Plazas or Parks in Town Center / Neighborhood Center Areas

The project team suggests that town center or neighborhood center developments along or near Shawnee Mission Parkway include small park areas within their boundaries. These small parks may include fountains, various seating areas, small amphitheater areas designed to show movies or showcase local musicians or artists, and a variety of public art and aesthetic treatments. The town center or neighborhood center parks may also include trees designed to provide shaded areas for pedestrians and to reduce the temperature of paved areas.

Greenways Along Streamways in the Corridor Area

The design team suggests that the two cities explore the improvement of greenways flanking streamways that run perpendicular to or along the Shawnee Mission Parkway corridor area. Trails or paths installed along either side of these streamways would help to encourage walking and outdoor activity. The design of future development areas adjacent to streamways should include links from these land uses to nearby creeks, rather than flanking the streamways with back doors, service entryways, and dumpster areas. Providing setbacks of up to 50 feet from streamways would help to create additional greenspace along the streamways and also simultaneously improve the ability of the streams to accommodate stormwater flows during peak precipitation events.
Signage and Wayfinding

Major arterial systems and corridors, such as Shawnee Mission Parkway, must provide effective signage and wayfinding systems for motorists and visitors in order to encourage commerce and highlight community destinations and key features. The following outlines some key recommendations for signage and wayfinding along the Shawnee Mission Parkway corridor.

The cities of Shawnee and Merriam should adopt and implement a common family of signage along Shawnee Mission Parkway in order to provide signage and directions to motorists, pedestrians and bicyclists in order to navigate to key destinations in the community. Installing a common theme in terms of signage design would help to create a common “branding” for the corridor over time and help to create a more enhanced sense of place along Shawnee Mission Parkway. The following illustrates examples of signage design.

Potential destinations to include on signage along Shawnee Mission Parkway may include, but not be limited to, the following:

- Downtown Shawnee
- Downtown Merriam (along Merriam Drive)
- Merriam City Hall
• Shawnee City Hall
• Johnson County Library (at Antioch and Shawnee Mission Parkway)
• Johnson County Museum
• Vavra Park
• Chatlain Park
• Veterans Park
• Antioch Park
• Merriam Town Center

The cities should also consider designing and installing monumentation markers along Shawnee Mission Parkway. These monuments could help establish a distinct brand and identity for the corridor and thus enhance the overall marketability of the corridor over time. Designs for common monuments along Shawnee Mission Parkway would also help create a more common “sense of place” along the corridor in Shawnee, Merriam, and beyond. The illustrations that follow provide examples of monumentation from other corridors and districts in the Midwest. Monuments along the corridor could include a common logo to denote the Shawnee Mission Parkway corridor.
Visitors to suburban arterials often have difficulty locating specific addresses for businesses, offices, or other destinations. The address numbers for many businesses in suburban locations are small in size or located in less visible locations. While the use of mapping technologies on smart phones and related technologies have helped people in locating addresses along corridors, installing improved signage to denote address locations would help to increase the business-friendly nature of Shawnee Mission Parkway. One strategy would involve requiring new signage along the corridor to more prominently display address numbers. Another strategy, as illustrated below, would involve installing freestanding address range markers along block corners along Shawnee Mission Parkway in order to assist with address location. These address markers should be designed to include a “breakaway” mechanism in the event of vehicles colliding with markers.
Public Art

Communities that have successfully redeveloped or revitalized particular corridors or districts around the country have integrated public art programs in order to enhance the sense of place and identity within particular areas. Public art can express the historical heritage of a particular community or may provide additional aesthetic styles and designs that help distinguish a particular corridor from other corridors or districts in a region.

The design team recommends that Shawnee and Merriam collaborate to develop standards and strategies for public art along Shawnee Mission Parkway, including potentially within the right of way of the road. The design team recommends that the two communities pursue the following goals related to public art along Shawnee Mission Parkway as the corridor continues to evolve.

- Public art should strengthen the collective identity of the corridor, and of each community, by inviting artists to create artworks for inclusion along the corridor that reflect the social, cultural, and spatial aspects of the area.

- Reinforce the Shawnee Mission Parkway corridor as a key cultural destination in Johnson County for dining, shopping, living, entertaining, and conducting business.

- Enhance and support efforts to “green” Shawnee Mission Parkway by commissioning artworks that reveal environmental aspects of the streetscape and the local community.

- Create partnerships with local schools, arts organizations, and other entities in order to present high quality artworks and engage with artists.

Recommendations for Public Art along Shawnee Mission Parkway:

Permanent, Integrated Artwork:
Shawnee and Merriam should integrate works of art into the future design of Shawnee Mission Parkway and other streets, including key north-south streets intersecting the corridor (such as Nieman Road and Antioch Road), and streets running parallel to Shawnee Mission Parkway, thereby helping to define the aesthetic quality of different parts of the Shawnee Mission Parkway corridor. Integrating planning for public art with redevelopment plans and initiatives to complete other public improvements will enhance the overall quality of the design of the public spaces along the corridor and avoid the creation of a cluttered landscape.

Examples of different types of public art: the Love statue in Philadelphia, a line of ducks in Boston, and Chicago’s iconic Cloud Gate sculpture.
“Green Street” Public Art:
Shawnee and Merriam should consider enlisting an environmental artist to highlight the environmental features of the corridor, including areas of woodlands, creeks, and streams. Design for town centers and neighborhood centers should integrate elements of public art with the design of rain gardens, rainwater detention facilities, and other sustainable stormwater strategies.

Permanent Sculptures:
Shawnee and Merriam should consider the installation of permanent public art sculptures at key locations along the corridor in the future, including town center areas, civic gathering places, and other centers of community activity. These permanent structures may speak to the histories of Shawnee and Merriam or reflect the vision of a particular district along Shawnee Mission Parkway. For example, a neighborhood center at Nieman Road and Shawnee Mission Parkway may emphasize the history of Shawnee in the development of western Johnson County, stretching back to territorial days.

Temporary Public Art Installations:
In partnership with local arts and cultural organizations, Shawnee and Merriam should explore introducing temporary public art installations along Shawnee Mission Parkway. Temporary art projects or displays can introduce new art and aesthetic concepts to residents and visitors along the corridor area. Temporary public art displays should create artworks that raise the collective profile of Shawnee Mission Parkway as viewed by residents and outsiders. They should build relationships with local galleries and cultural institutions by creating opportunities for the display of artwork in high traffic locations. Above all, temporary public art should help to attract visitors and business to the Shawnee Mission Parkway area.

Examples of public art and integrated designs that add interest to the built environment
Given that the Kansas City area receives nearly 40 inches of precipitation per year, planning for stormwater management remains at the forefront of community planning throughout the region. The Shawnee Mission Parkway corridor passes through several drainage watersheds as it traverses from K-7 east toward Kansas City, including the Mill Creek, Turkey Creek, and smaller tributaries of the Kansas River. The design of new developments and the overall design for non-developed areas along Shawnee Mission Parkway can affect the total amount of runoff flowing into these various basins and, in turn, can help to solve for the overall issue of stormwater management in Shawnee and Merriam. The following outlines some key recommendations the communities should consider in planning for the corridor going forward.

- The two cities, along with neighboring jurisdictions, should consider managing stormwater regulations with regard to new development on a watershed or sub-regional basis rather than regulating stormwater planning on a parcel-by-parcel basis. The two cities could require that new developments contribute funds to larger regional detention or stormwater facilities rather than planning for smaller detention facilities or basins on particular project sites or parcels along the corridor. Larger drainage facilities, located near creeks, would provide additional open space amenities to the local communities and relieve the burden on individual property owners to solve for stormwater runoff on their own parcels through smaller and more inefficient detention or retention facilities. By simply contributing funding to a stormwater system administered on more of a regional basis, the administrative and bureaucratic burdens on development would decrease as well.

- Shawnee and Merriam should consider installing a series of vegetated swales within undeveloped portions of right of way areas along Shawnee Mission Parkway, and along side streets and intersecting north-south roadways, to increase the percentage of runoff that disperses into the ground rather than enter local creeks. In particular, the western portion of the Shawnee Mission Parkway corridor, to the west of Pflumm Road, includes significant open space and some woodland areas within the right of way suitable for the installation of vegetated swale systems.
• Shawnee and Merriam should look for opportunities to install rain gardens at key locations along the corridor. A rain garden is defined as a planted depression that allows rainwater runoff from impervious urban areas to be absorbed into the ground. Studies have shown that effective rain gardens can reduce the amount of stormwater and pollution reaching creeks by as much as 30 percent. Rain gardens should incorporate native plantings because these varieties typically do not require fertilizer and are more hardy and acceptable to the local conditions. Examples of plants to include in rain gardens in order to absorb the greatest amount of runoff include wildflowers, rushes, ferns, shrubs and small or miniature trees.

• The communities should require at least a portion of the paved surfaces along the Shawnee Mission Parkway corridor to use porous pavement technologies to reduce runoff to adjacent streams.
Implementation Recommendations

The design team recommends that the Cities of Merriam and Shawnee pursue the following implementation items over the next several years in order to maintain the momentum of the planning efforts for Shawnee Mission Parkway and to lay the groundwork for ongoing planning and development designed to change the overall position of the corridor in both communities.

Completion of Full Master Plan for Shawnee Mission Parkway Corridor

This document represents the summary of a visioning exercise completed with the Shawnee and Merriam communities in order to provide information concerning the concepts of redevelopment, mixed-use development, and the creation of neighborhood centers and related districts of revitalization along Shawnee Mission Parkway. Although this document includes the recommendations of the design team (consultants) based upon best practices from national experience, it does not include detailed plans for any of the areas along the corridor.

The communities of Shawnee and Merriam, along with their neighbors to the east (Overland Park, Mission, and a variety of smaller communities to the east stretching to the Missouri border) should consider completing a more detailed master plan for the Shawnee Mission Parkway corridor. This plan would include specific recommendations for transportation improvements (including the specific alignments of back streets, park connections, and so forth) for the entire length of the corridor, from K-7 east to Kansas City, Missouri. The majority of the public at the open houses in February 2013 supported the idea of completing more detailed plans for Shawnee Mission Parkway over time. The more detailed plans would help to outline and determine more detailed improvements for particular segments of the corridor and help city staff in proceeding with detailed design and contracting for specific improvements along the corridor over time.

Comprehensive Plan Updates

Shawnee and Merriam should provide momentum to the implementation of the planning efforts along Shawnee Mission Parkway by adopting the recommendations in the more detailed, full master plan for the corridor into their respective comprehensive plans. The comprehensive plan updates should include text and graphics that depict the locations of future parks and open space connections, future civic spaces, and future street locations (including side streets running parallel to Shawnee Mission Parkway).

Form Based Code

Conventional zoning is primarily concerned with separation of uses, whereas a transect zoning system replaces conventional separated-use zoning systems that have encouraged a car-dependent culture and land-consuming sprawl. The transect zones are form-based districts that provide the basis for real neighborhood structure, which requires walkable streets, mixed use, transportation options, and housing diversity. The T zones vary by the level of intensity of their natural, built, and social components.

Much of the projected future land use reflects this mixed-use approach for the future of the Shawnee Mission Parkway corridor. This offers flexibility of use but will be more specific with regard to physical form (building setback, height, parking, relationship to the street). While the real estate market will determine the exact mix of product types and exact densities of new development, the future land use definitions suggest recommended
densities. The intent of form regulations is to create development that retains the urban design over many decades, as tenants and individual businesses come and go.

There are alternative approaches available to Shawnee and Merriam in implementing a form-based code along the corridor. The overall goal is to positively affect the form of neighborhood center locations, with less priority on building form between the centers.

1. Require that any parcels (or assembled parcels) over 4 acres conform to the form-based code.

2. Require that lands that fall within the identified neighborhood centers conform to the form-based code.

3. Provide the option to “opt-in” to the form-based code. An “opt-in” form-based code is beneficial when the goal is to provide an attractive opportunity to apply form. Property owners are provided the opportunity to voluntarily “opt in” to a form-based code within the centers and mixed-use designations along the corridor. This would ensure that property owners retain their property rights provided by the current zoning, but have the option of choosing more flexible development regulations at their own discretion. This approach has been successfully completed in many communities. As redevelopment proposals arise in Flagstaff, Arizona, property owners are contractually “opting in” to the form-based districts because of the flexibility in use and attractive development opportunities. These form-based districts, or transect districts, are located at locations where more compact, mixed-use development is desired. Other areas of the city may remain under the traditional zoning code.

Prioritize Funding and Incentives for the Corridor
Cities around the Kansas City area have regularly provided Tax Increment Financing (TIF) to provide funding for public improvements associated with development projects. The City of Shawnee recently, for example, provided TIF financing for the revitalization of an older shopping center near Shawnee Mission Parkway and Pflumm. The Cities of Shawnee and Merriam should consider targeting the use of TIF for neighborhood and town center areas along Shawnee Mission Parkway. Furthermore, they may wish to tie approval of TIF monies for developments along Shawnee Mission Parkway to meeting goals for new development along the corridor associated with minimum levels of density or the provision of community gathering places, parks, and related amenities as articulated in this visioning document or in an eventual master plan document for the entire corridor. The Cities of Shawnee and Merriam may also wish to consider discouraging the use of TIF for projects that do not support the vision of transit ready and walkable nodal development. For example, the project team highly advises the two cities to avoid approving TIF or related incentives for projects (such as big box stores surrounded by huge parking areas and located in relative isolation to surrounding land uses) that run counter to the vision articulated by the community for the Shawnee Mission Parkway corridor.
Formation of a Corridor Business Association
The cities of Shawnee and Merriam and the local business community should work to establish a business association for the Shawnee Mission Parkway corridor. Business associations around the country typically work to develop the brand image, advertising campaigns, and promotions for a given shopping district. They also may work with local governments to coordinate maintenance. Business associations resemble merchants’ associations in that they help a given district speak as a collective voice and therefore more clearly articulate its viewpoints and secure support from the larger community. In terms of promotions, a business association along Shawnee Mission Parkway could help coordinate festivals, farmers’ markets, and other regular events to bring more people into the district. It would help the business community along Shawnee Mission Parkway speak collectively concerning the redevelopment and ongoing operation of the corridor over the next few decades.

Private / Public Partnerships for Redevelopment
The cities of Shawnee and Merriam can explore pursuing development jointly with private sector interests along the corridor, either by participating through financial contributions or by providing incentives for development.
Conceptual Ideas, Connecting the Corridor

Figure 1 and 2 illustrate the potential locations for key categories of improvements along and near the Shawnee Mission Parkway corridor that can help to link the two communities together and create a more vibrant corridor that supports all modes of travel as redevelopment takes place. As the planning effort for Shawnee Mission Parkway moves forward, the communities should explore opportunities to enhance bike and pedestrian connections along or parallel to the parkway. The existing bridge across I-35 does not allow for any pedestrian or bike access and effectively limits connections between the two communities. Shawnee and Merriam, along with KDOT, should explore options for enhancing sidewalks or bike passageways along the I-35 bridge, or perhaps evaluate the feasibility of constructing a separate bridge that would span I-35 and run parallel to Shawnee Mission Parkway, to the north. Such a bridge could connect from the new IKEA development over to the existing trail along Turkey Creek and provide a very attractive connection amenity between Shawnee and Merriam.

Also at the I-35 interchange, Shawnee and Merriam should work with KDOT to explore options to enhance the gateway monumentation and signage for Shawnee Mission Parkway and for both communities. Many communities in the middle of the country have included this kind of signage and monumentation on freeway interchange bridges in order to announce or publicize their communities or to create a more attractive and exciting entrance. For example, the City of Lenexa worked with KDOT to create a very attractive gateway including monumentation, landscaping, and other elements on the 87th Street Parkway bridge over I-35. The new 87th Street interchange has helped to create a more attractive entrance into Lenexa and ties with ongoing corridor aesthetic improvements along 87th Street Parkway to the west.

The cities should explore ideas to create small park areas along the corridor and expand trail connections from the corridor north or south to other parks in the area such as Shawnee Mission Park and Vavra Park.

Within Shawnee, the community as part of the upcoming planning effort should continue to explore the redevelopment potential for Nieman Road from Shawnee Mission Parkway north to Johnson Drive. The redesign of Nieman should explore options for streetscape improvements, strategies to stimulate redevelopment, ideas for community gathering places, parks, signage and lighting, and related elements. Importantly, the City should explore the idea of narrowing Nieman to three lanes in order to provide more room for wider sidewalks, aesthetic improvements and other corridor enhancements.
In the Antioch area, the City of Merriam, as part of its upcoming planning effort, should explore the idea of creating a district in the area that could serve as the “Uptown” district for the community. This “Main Street” oriented development area could include restaurants, shops, offices, and residential and would benefit from adjacency to I-35 and to the IKEA development. The City should explore ideas to create a true district identity for this area and should fully explore various options for redevelopment strategy for this area between I-35 and Antioch.

At the Nieman node with Shawnee Mission Parkway, the City of Shawnee should continue to explore ideas to stimulate redevelopment in the quadrant bound by 65th Street, Quivira Road, Nieman Road, and Shawnee Mission Parkway. This area could develop with a Main Street orientation running east west. Shawnee should work with property owners and developers to create ideas for this district’s overall identity as the area becomes better positioned for development.

Figure 1: Study Area Diagram (Small) A larger diagram is displayed as Figure 2 on the following pages.
Figure 2: Study Area Diagram (Large)
LEGEND:
- Potential Redevelopment
- Potential Community 'District' Improvements
- Potential Parkway / Streetscape Enhancements
- Potential Transit, Pedestrian + Bicycling Connectivity
- Potential Interchange Gateway Enhancements
- Existing Trail / Bike Lanes
- Potential Trail / Bike Lanes
- Stream / Creek / Waterway
- Existing Park / Open Space
- Existing School

EXPLORE INTERCHANGE GATEWAY ENHANCEMENTS

EXPLORE PARKWAY BEAUTIFICATION IMPROVEMENTS

EXPLORE TRANSIT, PEDESTRIAN + BICYCLING CONNECTIVITY THROUGHOUT CORRIDOR

EXPLORE REDEVELOPMENT POTENTIAL

EXPLORE COMMUNITY 'DISTRICT' IMPROVEMENTS

FARMER'S MARKET

DOWNTOWN MERRIAM

WERNER PARK

MERRIAM TOWN CENTER

MARCH Line

CONFLUENCE

DESIGNWORKSHOP
ILLUSTRATIVES
Nieman and Eby Areas
Illustratives

The illustratives that follow illustrate how the character and visual quality of areas along the Shawnee Mission Parkway corridor could evolve over time. For example, certain areas along Shawnee Mission Parkway in Shawnee appear fairly barren at this time. The City could initially work to install street trees along the corridor in order to provide additional areas of shade. Over time, additional streetscape elements such as street lighting and signage could further improve the appearance and functionality of the area. Eventually, improved transit service could arrive in the area, and new buildings could develop along the north and south sides of the road. The illustrative of Nieman Road depicts a similar evolution over time. The illustrative from the Merriam area depicts how the existing K-Mart shopping center could redevelop into a neighborhood with multi story mixed use buildings, including retail on the ground floor and residences on upper floors.
Shawnee Mission Parkway:
Nieman and Shawnee Mission Parkway Focus Area:
Nieman and Shawnee Mission Parkway Focus Area:
Antioch and Shawnee Mission Parkway Focus Area:
Conclusion

The Shawnee Mission Parkway corridor has continually changed over the last sixty years, since the beginning of suburban growth in Johnson County. The corridor represents one of the key strengths and assets of the Shawnee and Merriam communities. This document is intended to outline a vision and associated strategies that the citizens, staff, and elected leaders in both cities may use to help improve the corridor over time. Shawnee Mission Parkway has deteriorated somewhat in terms of its economic viability and identity, as newer shopping areas and destinations have emerged in the county. However, given the prominence of the corridor, Shawnee and Merriam have a tremendous opportunity to leverage its potential and help to reverse the trend of urban decay and decline in this portion of Johnson County over the next few decades.

The project team suggests the following “keys to success” as Shawnee and Merriam continue efforts to revitalize Shawnee Mission Parkway and this portion of their communities.

**Leadership** – Efforts to revitalize older corridors, and older portions of communities in general, must have a champion or a set of champions that ensure that the movement pushes forward, despite obstacles. Elected leaders, staff, and the community at large must supply the necessary leadership to continue momentum in planning for and executing revitalization.

**Patience** – Shawnee Mission Parkway took many years to evolve to its current condition and it will take many years for the communities to fully revitalize and improve the corridor. Citizens often expect short term successes and achievements in order to sustain momentum. However, everyone should realize that the vision and implementation strategies identified in this study will take time to fully realize.

**Coordination and Partnership** – The public and private sector must work together in order to achieve revitalization along a corridor such as Shawnee Mission Parkway. Building trust and identifying ways that different parties can complete projects helps to sustain momentum.

**Dedication to the Vision** – By maintaining a consistent set of principles and a coordinated effort, the communities can help achieve a corridor of the highest quality possible and make sure that the community realizes the vision outlined at the outset.

This vision document does not identify all of the specific steps of implementation, but this effort represents a solid start in shaping the future of Shawnee Mission Parkway. The project team suggests that both communities continue to learn about tools to support revitalization, work with other communities to identify solutions to common problems, and continue to work on the action plan for the corridor. Perhaps most importantly, the two communities should remain united in their efforts to improve Shawnee Mission Parkway. Combining two communities in this effort can help to ensure that the corridor continues to evolve in a consistent and high quality manner, and will continue to leverage the strengths of both Shawnee and Merriam going forward.
APPENDIX A
Public Engagement Results
Public Meeting #2 & Online Survey Results

Citizens of the Shawnee and Merriam areas provided input regarding a series of “keypad polling” questions at an initial public meeting at Hocker Grove Middle School in October 2012. Citizens also provided input to the same set of questions in an online version of the survey. The public input regarding these questions has helped inform the project team’s recommendations for the Shawnee Mission Parkway corridor and the focus areas around Antioch and Nieman. There were 85 Public Meeting Attendees and 217 Online Survey Participants who were surveyed from November 2012 through January 2013.

Demographics:

- **I live in:** (Choose 1)
  - Shawnee: 32%
  - Merriam: 45%
  - Overland Park: 5%
  - Mission: 1%
  - Another city in Johnson County: 8%
  - Elsewhere in the KC Metro: 1%
  - Other: 8%

- **What is your age?** (Choose 1)
  - Under 18: 16%
  - 18 - 24: 31%
  - 25 – 35: 20%
  - 36 – 50: 33%
  - 51 – 65: 31%
  - Over 65: 11%

- **My affiliation with the Shawnee Mission Parkway corridor is:** (Choose all that apply)
  - Property owner: 8%
  - Nearby resident: 11%
  - Commuter: 27%
  - City Official or Personnel: 24%
  - Business patron: 18%
  - Business owner: 3%
1. How would you rate the overall appearance of the Shawnee Mission Parkway corridor today? (Select one)

- Very Poor: 1%
- Poor: 9%
- Neutral: 15%
- Good: 34%
- Very Good: 41%

2. How would you rate the overall appearance of the area around the intersection of Nieman and Shawnee Mission today? (Choose one)

- Very Poor: 1%
- Poor: 10%
- Neutral: 39%
- Good: 39%
- Very Good: 39%

3. How would you rate the overall appearance of the Shawnee Mission Parkway Corridor between Antioch Road and Eby Street today? (Choose one)

- Very Poor: 1%
- Poor: 13%
- Neutral: 24%
- Good: 52%
- Very Good: 10%

4. How would you rate the overall appearance of the Nieman corridor today? (Choose one)

- Very Poor: 1%
- Poor: 25%
- Neutral: 13%
- Good: 57%
- Very Good: 4%

5. Which of the following objectives would you consider the most important for the Shawnee Mission Parkway Corridor Plan (the entire corridor and the two focus areas)? (Choose your top 3)

- Support development oriented around improved transit service: 18%
- Introduce more of a mix of land uses (retail, residential, office, industrial): 44%
- Increase housing options: 10%
- Improve transit service along the corridor: 18%
- Improve pedestrian safety and circulation: 35%
- Improve open space amenities and connections: 23%
- Improve bicycle safety, access, and circulation: 27%
- Improve auto circulation and safety (reduce congestion): 17%
- Enhance the employment base along and near the corridor: 17%
- Create a plan for redevelopment of key properties and parcels: 32%
6. Which transportation issues concern you most along the Shawnee Mission Parkway corridor? (Choose your top 2)

<table>
<thead>
<tr>
<th>Issue</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic congestion</td>
<td>41%</td>
</tr>
<tr>
<td>Overall vehicular safety / too many accidents</td>
<td>11%</td>
</tr>
<tr>
<td>Lack of transit facilities (bus shelters, seating)</td>
<td>17%</td>
</tr>
<tr>
<td>Lack of street connections (north-south) to nearby neighborhoods</td>
<td>11%</td>
</tr>
<tr>
<td>Lack of pedestrian facilities (sidewalks, crosswalks)</td>
<td>37%</td>
</tr>
<tr>
<td>Lack of bicycle facilities (bike lanes or paths)</td>
<td>31%</td>
</tr>
<tr>
<td>High traffic speeds</td>
<td>7%</td>
</tr>
<tr>
<td>Confusing signage / hard to locate businesses or streets</td>
<td>13%</td>
</tr>
</tbody>
</table>

7. I believe the most important goals to pursue with regard to economic development along Shawnee Mission Parkway are as follows (Choose your top 2):

<table>
<thead>
<tr>
<th>Goal</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Removing rundown buildings or uses from the corridor</td>
<td>38%</td>
</tr>
<tr>
<td>Planning for local districts to be sustainable regardless of changes in tenants</td>
<td>34%</td>
</tr>
<tr>
<td>Minimizing public investment and expenditures</td>
<td>17%</td>
</tr>
<tr>
<td>Maximizing tax revenue and return on investment for local municipalities</td>
<td>10%</td>
</tr>
<tr>
<td>Maximizing employment opportunities in municipalities along the corridor</td>
<td>6%</td>
</tr>
<tr>
<td>I don’t think any of these are appropriate</td>
<td>6%</td>
</tr>
<tr>
<td>Encouraging the growth and sustainability of locally owned or based businesses</td>
<td>39%</td>
</tr>
<tr>
<td>Balancing different land uses along the corridor (residential, retail, office)</td>
<td>34%</td>
</tr>
</tbody>
</table>

8. Which of the following signage and wayfinding issues are most important to address in planning for the Shawnee Mission Parkway corridor? (Choose your top 3)

<table>
<thead>
<tr>
<th>Issue</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing or removing oversized signage (such as billboards)</td>
<td>52%</td>
</tr>
<tr>
<td>Installing / enhancing signage to key destinations</td>
<td>58%</td>
</tr>
<tr>
<td>Enhancing signage for street addresses</td>
<td>48%</td>
</tr>
<tr>
<td>Enhancing signage for cross streets (including signage on traffic signals)</td>
<td>45%</td>
</tr>
<tr>
<td>Enhancing / improving quality of signage for individual businesses</td>
<td>48%</td>
</tr>
</tbody>
</table>
9. The most important environmental issues to address in planning for focus areas along Shawnee Mission Parkway are: (Choose your top 3)

- Trash and sanitation issues: 27%
- Temperature and the urban heat island effect: 14%
- Stormwater management and water quality: 38%
- Repurposing previously developed vacant land: 58%
- Noise levels: 41%
- Lighting impacts on the night sky: 13%
- Healthy street trees and vegetation: 63%
- Air quality: 18%

10. I am interested in exploring green (or sustainable) stormwater elements (i.e. rain gardens, pervious pavement) along the corridor: (Choose 1)

- Yes: 83%
- No: 11%
- I don't know: 6%

11. I would be in favor of enhanced bus service (such as Bus Rapid Transit) along the Shawnee Mission Parkway Corridor. (Choose 1)

- Yes: 6%
- No: 11%
- I don't know: 83%

12. I envision the Nieman Road and Shawnee Mission Parkway area evolving to represent the following in the Shawnee community: (Choose 1)

- An extension of the Downtown Shawnee area, that also includes more community green activity areas: 44%
- An extension of the Downtown Shawnee area, from Johnson Drive down to Shawnee Mission Parkway: 21%
- A neighborhood center, with retail and office uses serving the surrounding neighborhoods: 29%
- A continuation of existing patterns of development along Shawnee Mission Parkway: 6%
13. I would be in favor of the following strategy with regard to the area around Nieman and the Shawnee Mission Parkway: (Choose 1)

- Revise the current zoning in the area to allow for a wider range of land uses: 25%
- Promote higher levels of density in order to create a destination district in Shawnee: 31%
- Implement strategies in order to encourage specific place-making elements: 29%
- Do not alter the current land use regulations, focus on improving connections and access for walking and biking: 9%
- Allow the current transportation and land use plans to guide the future growth of this district: 6%

14. I would be in favor of developing more housing options in the area around Nieman and Shawnee Mission Parkway in order to increase the population and economic base of this part of Shawnee: (Choose 1)

- Yes: 71%
- No: 26%
- I don’t know: 3%

15. As redevelopment moves forward, I can envision the following land uses in the Shawnee Mission Parkway and Nieman area: (Choose all that apply)

- Townhomes or condominiums (for sale): 52%
- Single family homes: 24%
- Senior housing: 44%
- Office: 34%
- Neighborhood retail: 62%
- Mixed-use buildings: 68%
- Light industrial / business park uses: 10%
- Junior- or big-box retail: 10%
- Hotels or motels: 23%
- Apartments (for rent): 32%
16. I would support a more “complete street” approach to transportation along Nieman Road in which the existing four lane roadway is reduced to three lanes with a center turn lane and allowing for dedicated bike lanes in both directions: (Choose 1)

17. I would support a more “complete street” approach to transportation along Shawnee Mission Parkway to replace some of the room currently dedicated to cars with bike paths: (Choose 1)

18. I would be in favor of the City of Shawnee exploring the use of the creeks along and crossing Nieman road for open space or stormwater management improvements: (Choose 1)

19. I believe the Shawnee Mission Parkway corridor between Antioch Road and Eby Street should evolve to represent the following in the Merriam Community: (Choose 1)

- Typical suburban development or whatever the market dictates: 11%
- None of the above: 15%
- Another “downtown” area for Merriam. The current downtown on Merriam Lane would...: 9%
- A “lifestyle center” that would take advantage of its location next to IKEA: 65%
20. I would be in favor of the following strategy with regard to the Antioch node around Shawnee Mission Parkway: (Choose 1)

- Revise the current zoning to allow for a wider range of land uses: 20%
- Promote higher levels of density in order to create a destination district: 39%
- Implement strategies to encourage specific place making elements: 21%
- Do not alter the existing land use regulations, improving connections / access for walking and biking: 12%
- Allow the current transportation and land use plans to guide the future growth of this district: 8%

21. I would be in favor of developing more housing options in the area around the Shawnee Mission Parkway Corridor between Antioch Road and Eby Street in order to increase the population and economic base of this part of Merriam: (Choose 1)

- Yes: 61%
- No: 34%
- I don't know: 5%
- I don't know: 5%

22. As redevelopment moves forward I can envision the following land uses in the Shawnee Mission Parkway Corridor between Antioch Road and Eby Street: (Choose all that apply)

- Townhomes or condominiums (for sale): 54%
- Single family homes: 18%
- Senior housing: 45%
- Office: 32%
- Neighborhood retail: 59%
- Mixed-use buildings: 68%
- Light industrial / business park uses: 4%
- Junior- or big-box retail: 13%
- Hotels or motels: 28%
- Apartments (for rent): 30%
Public Meeting #2 & Online Survey Results - Shawnee:

For the second round of public meetings each city hosted a separate meeting where attendees were asked to weigh in on various types of development they would like to see occur over time. In Shawnee, there were 49 participants in the keypad polling and 80 online survey participants, and the answers have been combined in the graphs and charts below.

I am a resident of the following area: (Choose One)

<table>
<thead>
<tr>
<th>Area</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shawnee</td>
<td>47%</td>
<td>33</td>
</tr>
<tr>
<td>Merriam</td>
<td>0%</td>
<td>0</td>
</tr>
<tr>
<td>Elsewhere in Johnson County</td>
<td>4%</td>
<td>3</td>
</tr>
<tr>
<td>Elsewhere in the KC Metro area</td>
<td>1%</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>47</td>
</tr>
</tbody>
</table>

My tie to the Shawnee Mission Parkway corridor is the following: (Choose all that apply)

<table>
<thead>
<tr>
<th>Tie to SMP</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>None of the above, I am just an interested citizen</td>
<td>3%</td>
<td>0</td>
</tr>
<tr>
<td>City official/staff</td>
<td>6%</td>
<td>0</td>
</tr>
<tr>
<td>Property owner on/near SMP</td>
<td>18%</td>
<td>28</td>
</tr>
<tr>
<td>Business owner on/near SMP</td>
<td>7%</td>
<td>2</td>
</tr>
<tr>
<td>Commuter on SMP</td>
<td>20%</td>
<td>11</td>
</tr>
<tr>
<td>Nearby resident</td>
<td>47%</td>
<td>55</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>92</td>
</tr>
</tbody>
</table>
1. Please indicate your degree of support/ opposition to revitalization/ redevelopment for the area generally surrounding the Nieman Road and Shawnee Mission Parkway intersection. (Choose One)

- Strongly Supported: 60%
- Somewhat Supported: 26%
- Neutral: 9%
- Somewhat Opposed: 2%
- Strongly Opposed: 4%

<table>
<thead>
<tr>
<th></th>
<th>Total Percent</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>60%</td>
<td>34</td>
<td>43</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>26%</td>
<td>5</td>
<td>28</td>
</tr>
<tr>
<td>Neutral</td>
<td>9%</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>2%</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>4%</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>49</strong></td>
<td><strong>80</strong></td>
</tr>
</tbody>
</table>

2. Survey results have indicated strong support for more housing choices. To further explore possible housing options, which of the following is most appealing to you? (Choose One)

- Rowhouses: 21%
- Senior Housing: 22%
- Apartments: 2%
- Condominiums: 26%
- Townhomes: 29%

<table>
<thead>
<tr>
<th></th>
<th>Total Percent</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhomes</td>
<td>29%</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>Condominiums</td>
<td>26%</td>
<td>12</td>
<td>20</td>
</tr>
<tr>
<td>Apartments</td>
<td>2%</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Senior Housing</td>
<td>22%</td>
<td>6</td>
<td>21</td>
</tr>
<tr>
<td>Rowhouses</td>
<td>21%</td>
<td>8</td>
<td>18</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>45</strong></td>
<td><strong>79</strong></td>
</tr>
</tbody>
</table>
3. Survey results have indicated support for mixed use redevelopment of this area. To help us further explore possible redevelopment options, which of the following development forms is most appealing to you? (Choose One)

<table>
<thead>
<tr>
<th>Picture</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>8%</td>
</tr>
<tr>
<td>B</td>
<td>19%</td>
</tr>
<tr>
<td>C</td>
<td>10%</td>
</tr>
<tr>
<td>D</td>
<td>33%</td>
</tr>
<tr>
<td>E</td>
<td>30%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Percent</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>8%</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>19%</td>
<td>7</td>
<td>16</td>
</tr>
<tr>
<td>10%</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>33%</td>
<td>14</td>
<td>27</td>
</tr>
<tr>
<td>30%</td>
<td>15</td>
<td>22</td>
</tr>
<tr>
<td>100%</td>
<td>45</td>
<td>78</td>
</tr>
</tbody>
</table>

4. Please rate your degree of support for the City of Shawnee exploring future bus / transit improvements along the Shawnee Mission Parkway corridor. (Choose One)

<table>
<thead>
<tr>
<th>Degree of Support</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Opposed</td>
<td>9%</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>7%</td>
</tr>
<tr>
<td>Neutral</td>
<td>18%</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>34%</td>
</tr>
<tr>
<td>Strongly Support</td>
<td>33%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Degree of Support</th>
<th>Total Percent</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>33%</td>
<td>16</td>
<td>26</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>34%</td>
<td>19</td>
<td>24</td>
</tr>
<tr>
<td>Neutral</td>
<td>18%</td>
<td>5</td>
<td>18</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>7%</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>9%</td>
<td>7</td>
<td>4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Degree of Support</th>
<th>Total Percent</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td>49</td>
<td>79</td>
<td></td>
</tr>
</tbody>
</table>
5. I would like to see the City join with other communities along Shawnee Mission Parkway to complete a more detailed Corridor Plan (from K-7 east to KCMO). (Choose One)

- Strongly Support: 41%
- Somewhat Support: 30%
- Neutral: 17%
- Somewhat Opposed: 2%
- Strongly Opposed: 8%
- I don’t know: 3%

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>41%</td>
<td>20</td>
<td>32</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>30%</td>
<td>14</td>
<td>24</td>
</tr>
<tr>
<td>Neutral</td>
<td>17%</td>
<td>6</td>
<td>15</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>2%</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>8%</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>I don’t know</td>
<td>3%</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100%</td>
<td>49</td>
<td>78</td>
</tr>
</tbody>
</table>

6. Survey results have indicated support for each of the following redevelopment items. Which of the following are most important to you? (Choose Three)

- Stormwater upgrades: 9%
- Additional street trees: 12%
- Improved street lighting: 7%
- Improved / updated signage: 4%
- Transit options: 5%
- Burial of utility lines: 16%
- Bicycle / trail connections to adjacent neighborhoods: 13%
- On street bicycle lanes: 6%
- Better pedestrian facilities: 14%
- New park and/or common spaces: 14%
7. I attended the first public meeting in October. (Choose One)

<table>
<thead>
<tr>
<th>Total Percent</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>New park and/or common spaces</td>
<td>14%</td>
<td>15</td>
</tr>
<tr>
<td>Better pedestrian facilities</td>
<td>14%</td>
<td>17</td>
</tr>
<tr>
<td>On street bicycle lanes</td>
<td>6%</td>
<td>11</td>
</tr>
<tr>
<td>Bicycle / trail connections to adjacent</td>
<td>13%</td>
<td>15</td>
</tr>
<tr>
<td>Burial of utility lines</td>
<td>16%</td>
<td>14</td>
</tr>
<tr>
<td>Transit options</td>
<td>5%</td>
<td>8</td>
</tr>
<tr>
<td>Improved / updated signage</td>
<td>4%</td>
<td>3</td>
</tr>
<tr>
<td>Improved street lighting</td>
<td>7%</td>
<td>11</td>
</tr>
<tr>
<td>Additional street trees</td>
<td>12%</td>
<td>10</td>
</tr>
<tr>
<td>Stormwater upgrades</td>
<td>9%</td>
<td>11</td>
</tr>
<tr>
<td>100%</td>
<td>115</td>
<td>224</td>
</tr>
</tbody>
</table>

8. I attended the meeting in October. (Choose One)

<table>
<thead>
<tr>
<th>Total Percent</th>
<th>Keypad Responses</th>
<th>Online Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>18%</td>
<td>20</td>
</tr>
<tr>
<td>No</td>
<td>58%</td>
<td>23</td>
</tr>
<tr>
<td>No (I did the online survey)</td>
<td>24%</td>
<td>5</td>
</tr>
<tr>
<td>100%</td>
<td>48</td>
<td>79</td>
</tr>
</tbody>
</table>
Public Meeting #2 & Online Survey Results - Merriam:

For the second round of public meetings each city hosted a separate meeting where attendees were asked to weigh in on various types of development they would like to see occur over time. In Merriam, there were 40 participants in the keypad polling and two online survey participants, and the answers have been combined in the graphs and charts below.

I am a resident of the following area: (Choose One)

- Elsewhere in the KC Metro area: 3%
- Elsewhere in Johnson County: 15%
- Merriam: 75%
- Shawnee: 8%

Total Percent | Total Responses
--- | ---
Shawnee | 8% | 3
Merriam | 75% | 30
Elsewhere in Johnson County | 15% | 6
Elsewhere in the KC Metro area | 3% | 1
--- | ---
100% | 40

My tie to the Shawnee Mission Parkway corridor is the following: (Choose all that apply)

- None of the above, I am just an interested citizen: 3%
- City official/staff: 8%
- Property owner on/near SMP: 23%
- Business owner on/near SMP: 8%
- Commuter on SMP: 15%
- Nearby resident: 44%

Total Percent | Total Responses
--- | ---
Nearby resident | 44% | 17
Commuter on SMP | 15% | 6
Business owner on/near SMP | 8% | 3
Property owner on/near SMP | 23% | 9
City official/staff | 8% | 3
None of the above | 3% | 1
--- | ---
100% | 39
1. Please indicate your degree of support/opposition to revitalization/redevelopment for the area generally surrounding the Antioch Road and Shawnee Mission Parkway intersection. (Choose One)

<table>
<thead>
<tr>
<th>Option</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Supported</td>
<td>83%</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>8%</td>
</tr>
<tr>
<td>Neutral</td>
<td>10%</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>0%</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Percent</th>
<th>Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>83%</td>
<td>33</td>
</tr>
<tr>
<td>8%</td>
<td>3</td>
</tr>
<tr>
<td>10%</td>
<td>4</td>
</tr>
<tr>
<td>0%</td>
<td>0</td>
</tr>
<tr>
<td>0%</td>
<td>0</td>
</tr>
<tr>
<td>100%</td>
<td>40</td>
</tr>
</tbody>
</table>

2. Survey results have indicated strong support for more housing choices. To further explore possible housing options, which of the following is most appealing to you? (Choose One)

<table>
<thead>
<tr>
<th>Option</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rowhouses</td>
<td>19%</td>
</tr>
<tr>
<td>Senior Housing</td>
<td>21%</td>
</tr>
<tr>
<td>Apartments</td>
<td>2%</td>
</tr>
<tr>
<td>Condominiums</td>
<td>33%</td>
</tr>
<tr>
<td>Townhomes</td>
<td>24%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Percent</th>
<th>Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>24%</td>
<td>10</td>
</tr>
<tr>
<td>33%</td>
<td>14</td>
</tr>
<tr>
<td>2%</td>
<td>1</td>
</tr>
<tr>
<td>21%</td>
<td>9</td>
</tr>
<tr>
<td>19%</td>
<td>8</td>
</tr>
<tr>
<td>100%</td>
<td>42</td>
</tr>
</tbody>
</table>
3. Survey results have indicated support for mixed use redevelopment of this area. To help us further explore possible redevelopment options, which of the following development forms is most appealing to you? (Choose One)

<table>
<thead>
<tr>
<th>Development Form</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Picture A</td>
<td>7%</td>
</tr>
<tr>
<td>Picture B</td>
<td>10%</td>
</tr>
<tr>
<td>Picture C</td>
<td>17%</td>
</tr>
<tr>
<td>Picture D</td>
<td>27%</td>
</tr>
<tr>
<td>Picture E</td>
<td>39%</td>
</tr>
</tbody>
</table>


4. Please rate your degree of support for the City of Merriam exploring future bus / transit improvements along the Shawnee Mission Parkway corridor. (Choose One)

<table>
<thead>
<tr>
<th>Degree of Support</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>58%</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>23%</td>
</tr>
<tr>
<td>Neutral</td>
<td>10%</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>3%</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>8%</td>
</tr>
</tbody>
</table>


Participants in the Keypad Polling and Online Survey Results

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Percent</th>
<th>Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>58%</td>
<td>23</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>23%</td>
<td>9</td>
</tr>
<tr>
<td>Neutral</td>
<td>10%</td>
<td>4</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>3%</td>
<td>1</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>8%</td>
<td>3</td>
</tr>
<tr>
<td>I don't know</td>
<td>5%</td>
<td>2</td>
</tr>
</tbody>
</table>

5. I would like to see the City join with other communities along Shawnee Mission Parkway to complete a more detailed Corridor Plan (from K-7 east to KCMO). (Choose One)

<table>
<thead>
<tr>
<th>Corridor Plan Support</th>
<th>Total Percent</th>
<th>Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>60%</td>
<td>25</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>21%</td>
<td>9</td>
</tr>
<tr>
<td>Neutral</td>
<td>10%</td>
<td>4</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>2%</td>
<td>1</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>2%</td>
<td>1</td>
</tr>
<tr>
<td>I don't know</td>
<td>5%</td>
<td>2</td>
</tr>
</tbody>
</table>

Total Percent | Total Responses
100% | 40
5. I would like to see the City join with other communities along Shawnee Mission Parkway to complete a more detailed Corridor Plan (from K-7 east to KCMO). (Choose One)

<table>
<thead>
<tr>
<th>Response</th>
<th>Total Percent</th>
<th>Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>60%</td>
<td>25</td>
</tr>
<tr>
<td>Somewhat Support</td>
<td>21%</td>
<td>9</td>
</tr>
<tr>
<td>Neutral</td>
<td>10%</td>
<td>4</td>
</tr>
<tr>
<td>Somewhat Opposed</td>
<td>2%</td>
<td>1</td>
</tr>
<tr>
<td>Strongly Opposed</td>
<td>2%</td>
<td>1</td>
</tr>
<tr>
<td>I don’t know</td>
<td>5%</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>42</strong></td>
</tr>
</tbody>
</table>
6. Survey results have indicated support for each of the following redevelopment items. Which of the following are most important to you? (Choose Three)

- Stormwater upgrades: 4%
- Additional street trees: 13%
- Improved street lighting: 3%
- Improved / updated signage: 1%
- Transit options: 16%
- Burial of utility lines: 17%
- Bicycle / trail connections to adjacent neighborhoods: 13%
- On street bicycle lanes: 4%
- Better pedestrian facilities: 14%
- New park and/or common spaces: 15%

7. I attended the first public meeting in October. (Choose One)

- No (I did the online survey): 7%
- No: 63%
- Yes: 29%

<table>
<thead>
<tr>
<th>Total Percent</th>
<th>Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>29%</td>
</tr>
<tr>
<td>No</td>
<td>63%</td>
</tr>
<tr>
<td>No (I did the online survey)</td>
<td>7%</td>
</tr>
<tr>
<td>100%</td>
<td>41</td>
</tr>
</tbody>
</table>
Appendix B
Local Project Examples - Scale Comparison
Local Project Examples and Scale Comparisons

**TOWNHOMES AT BUCKLEY COURT**
OVERLAND PARK, KANSAS

**DEVELOPMENT DATA:**
- TOTAL ACRES: 1.5
- RESIDENTIAL DENSITY: 14.67 UNITS / ACRE
- PARKING: GARAGE / SURFACE
- # OF BUILDINGS: 5
- # OF STORIES: 2.5
- # OF UNITS: 22

*NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.*
39 RAINBOW PHASE 1
KANSAS CITY, KANSAS

DEVELOPMENT DATA:

- **TOTAL ACRES:**
  - 2.0
- **COMMERCIAL F.A.R.:**
  - 0.78
- **PARKING:**
  - STRUCTURE / SURFACE
- **TOTAL BUILDING SF:**
  - 68,000 +/-
- **TOTAL RETAIL SF:**
  - 10,675 +/-
- **# OF BUILDINGS:**
  - 1
- **# OF STORIES**
  - 4
- **# OF UNITS:**
  - 83 (HOTEL ROOMS)

NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.
MISSION FARMS - SITE 1
LEAWOOD, KANSAS

DEVELOPMENT DATA:

- TOTAL ACRES: 4.8
- RESIDENTIAL DENSITY: 12.50 UNITS / ACRE
- COMMERCIAL F.A.R.: 0.19
- PARKING: SURFACE / STRUCTURE
- TOTAL BUILDING SF: 125,250 +/-
- TOTAL RETAIL SF: 41,400 +/-
- # OF BUILDINGS: 2
- # OF STORIES: 3
- # OF UNITS: 60

NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.
THE VILLAGE AT MISSION FARMS  
LEAWOOD, KANSAS

DEVELOPMENT DATA:

- TOTAL ACRES: 3.5
- RESIDENTIAL DENSITY: 60.57 UNITS / ACRE
- COMMERCIAL F.A.R.: 0.06
- PARKING: STRUCTURE / SURFACE
- TOTAL BUILDING SF: 258,850 +/-
- TOTAL RETAIL SF: 9,580 +/-
- # OF BUILDINGS: 1
- # OF STORIES: 4
- # OF UNITS: 212

NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.
NORTHGATE VILLAGE
NORTH KANSAS CITY, MISSOURI

DEVELOPMENT DATA:
• TOTAL ACRES: 0.8
• RESIDENTIAL DENSITY: 20.00 UNITS / ACRE
• PARKING: GARAGE
• # OF BUILDINGS: 4
• # OF STORIES: 2
• # OF UNITS: 16

NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.
MISSION SQUARE
MISSION, KANSAS

DEVELOPMENT DATA:

- TOTAL ACRES: 1.8
- RESIDENTIAL DENSITY: 31.11 UNITS / ACRE
- PARKING: STRUCTURE / SURFACE
- # OF BUILDINGS: 1
- # OF STORIES: 3
- # OF UNITS: 56

NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.
ALTAMIRA CONDOMINIUMS
OLATHE, KANSAS

DEVELOPMENT DATA:

• TOTAL ACRES: 2.7
• RESIDENTIAL DENSITY: 12.96 UNITS / ACRE
• PARKING:
  STRUCTURE / SURFACE
• # OF BUILDINGS: 3
• # OF STORIES: 3
• # OF UNITS: 35

NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.
COURTYARD MARRIOTT
BRIARCLIFF, KANSAS CITY, MISSOURI

DEVELOPMENT DATA:

- TOTAL ACRES: 2.1
- PARKING: SURFACE
- # OF BUILDINGS: 1
- # OF STORIES: 5
- # OF UNITS: 123 (HOTEL ROOMS)

NOTE: This illustration is provided for project area scale comparison purposes only and does not represent a specific planning or development proposal.