



ROE BOULEVARD AND JOHNSON DRIVE CORRIDOR PLAN

Roeland Park, Kansas

ACKNOWLEDGMENTS

This plan would not be possible without the involvement and input from City officials, representatives, agencies and volunteers. The planning team appreciates their contributions and input provided throughout the planning process.

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This plan was partly funded by a grant from the Mid-America Regional Council’s (MARC) Planning Sustainable Places Program. Planning Sustainable Places is a regional initiative funded by a Surface Transportation Program grant from the Kansas and U.S. Departments of Transportation.



Roe Boulevard and Johnson Drive Corridor Plan

BACKGROUND + HISTORY

Named after John Roe who established a large farm in the area in 1882, Roeland Park was officially incorporated as a city in July of 1951 following a separation from Mission Township and had an initial population of 1,875. The city is one of several post-World War II suburbs that formed as close-in suburban neighborhoods to both Kansas City, Missouri and Kansas City, Kansas. Spurred by a prominent developer at the time, Charles E. Vawter, the City’s incorporation coincided with Mr. Vawter’s plans for a shopping district near 51st Street and Roe Avenue. Following several annexations, the population of Roeland Park reached 8,992, with continued increase until 1964. Since that time, the population of Roeland Park has decreased slightly to its current level of around 6,700 residents.

Roeland Park is located in the northeast corner of Johnson County with Kansas City, Kansas (Wyandotte County) bordering to the north, the City of Westwood bordering to the east, the cities of Fairway and Mission to the south, and Mission on the west. Roe Boulevard is the major north-south arterial corridor through Roeland Park, providing easy vehicular connections to Interstate 35 on the north and Shawnee Mission Parkway on the south. Johnson Drive is the major east-west arterial corridor running along the southern boundary of the City.

Roeland Park shares similar demographics as nearby surrounding suburban communities, with the largest demographic groups being white (86.2%), Hispanic (12%), and African-American (4.3%). Roeland Park has a slightly higher Hispanic population than nearby Overland Park (6.1%), which is indicative of its proximity to the more diverse populations of Wyandotte County, KS to the north and Jackson County, MO to the east.

OVERVIEW

As one of numerous inner-ring suburbs in the Kansas City metropolitan area, the City of Roeland Park has experienced the dynamics of an evolving commercial retail market, aging residential neighborhoods, limited housing choices, and pockets of targeted redevelopment and revitalization activity. While there are several challenges associated with these issues, there are also many opportunities for the community to be engaged in helping to craft solutions with an eye towards a unifying vision of the future.

This study effort represents two areas of opportunity – and the community assisted in identifying challenges and issues associated with two specific sites. They helped to create and evaluate several alternatives for transforming these sites and provided meaningful insight and input to help shape the future desired outcome for revitalizing these areas. This plan can be considered as the next step in guiding the City’s efforts to position these areas for long-term success, and to take citizen comments and desires into account when considering the future role these sites will play in serving the changing needs of the community.

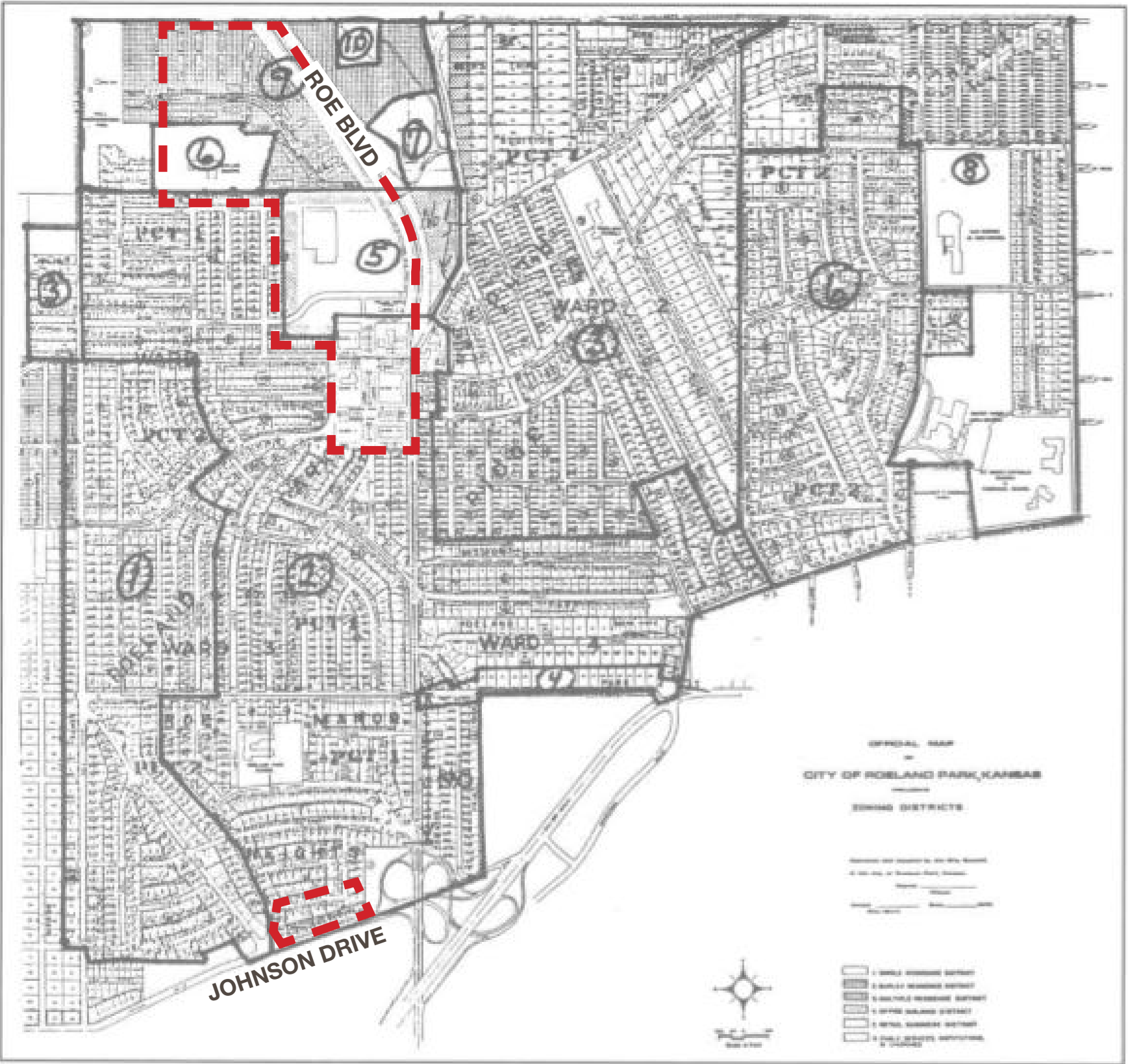


Figure 1.1 - Historic Zoning Districts Map of Roeland Park

PLANNING SUSTAINABLE PLACES

This project is supported through a grant from the Mid-America Regional Council’s (MARC) Planning Sustainable Places Initiative - a regional program funded by the state-allocated Surface Transportation Program (Livable Communities Pilot) and intended to assist communities in exploring transportation network improvements that enhance the quality of life and support long-term community growth. The City of Roeland Park received this grant funding as a result of a competitive selection process with other communities throughout the Kansas City metropolitan area and provided a portion of the funding for this project as a local match.

Since October 2010 when MARC received an initial \$4.2 million planning grant from the U.S. Department of Housing and Urban Development (HUD) to fund the Planning Sustainable Places (PSP) program, it has become one of the strongest regionally led planning efforts in the country. It has coordinated and funded several dozen successful community planning projects that have pursued and implemented strategies that have served as a guide for how the metropolitan area should grow and share resources to conscientiously build a greener, more vibrant, connected and sustainable community.

The PSP program is not only a regional vision and plan for guiding growth and development, it is also serves as a strategy for moving our communities from planning into action. This strategy includes the following steps:

- Organizing for Success – Building on the region’s strong track record of collaboration to provide leadership, coordinate outreach and education activities, broaden public understanding of and involvement in sustainability issues, and strengthen stakeholder capacity to address them.
- Enhancing Decision Making – Developing new tools, policies and practices necessary to make sound investments and accelerate sustainable development.
- Demonstrating New Models – Applying these new tools to key corridors and activity centers through demonstration projects that can help transform the ways neighborhoods and communities grow and develop.

The City of Roeland Park was successful in this study being selected to move forward with a specific focus on sites along two key community corridors of activity that play significant roles in the City’s economic development base. In addition, the City has partnered with the Kansas City Area Transportation Authority (KCATA) to coordinate the siting of a future mobility hub along the Roe Boulevard corridor to provide improved access to bus transit and related mobility services and amenities in proximity to existing residential areas and the City’s primary commercial retail area.



Figure 1.2 - Character images of Roeland Park

Roe Boulevard and Johnson Drive Corridor Plan

STUDY AREA

NORTH SITE:

This approximately 77-acre site is located along the northern edge of the City and on the west side of the Roe Boulevard corridor. Roe Boulevard connects the City with the Interstate 35 corridor interchange located in adjacent Kansas City, Kansas (KCK) / Wyandotte County. This interchange is adjacent to a sizable undeveloped tract of land located in KCK directly north of the north study area site.

Roe Boulevard between West 48th Street and West 52nd Terrace has become the primary location for Roeland Park's significant commercial retail tax base. Over the years as suburban retail centers changed and grew, both sides of Roe Boulevard developed into a common suburban retail orientation with multiple access points, large surface parking lots, a mixture of large and medium format retail stores, and many smaller retail pad sites oriented away from the street. The location and ease of access has attracted major retailers including Wal-Mart, Price Chopper, Lowe's, CVS, Walgreens, Aldi, and three fast food restaurants (Burger King, McDonald's, and Taco Bell). The north site includes the area from the existing Wal-Mart and CVS development northward to include the Lowe's and Price Chopper development, the existing Community Center site and the existing Boulevard Apartment community.

SOUTH SITE:

This approximately 2-acre site is located along the northern side of Johnson Drive, which is a corridor that defines the southern boundary of Roeland Park. It is positioned between the newly developed Commerce Bank and St. Luke's Hospital Facilities and Ash Drive on the west. It is also located along the southern edge of the existing Roe Manor Heights residential neighborhood.

Johnson Drive is one of the main east-west connectors in this part of Johnson County, and serves the City of Mission's smaller retail tax base and "downtown" area located several blocks west of the study area site. This site currently contains nine residential houses that face Johnson Drive. These homes have been rezoned and adapted over the years to allow for commercial uses. These parcels were originally part of the Roe Manor Heights residential neighborhood that directly abuts them on the north. As Johnson Drive changed over the years into a retail corridor with significant recent improvements, this "stranded" row of structures has generally remained architecturally unchanged while also serving as a highly visible entrance along Johnson Drive.

Across the street to the south in the City of Mission, a large development parcel is under construction and is located where the original Mission Shopping Center indoor mall was torn down to make way for this new mixed-use development. This project, referred to as "The Gateway", has been delayed multiple times and the design of the development has also been modified numerous times over the years. It appears the development is likely to retain a much larger scale of buildings located directly across the street from Roeland Park's existing row of commercially used houses.

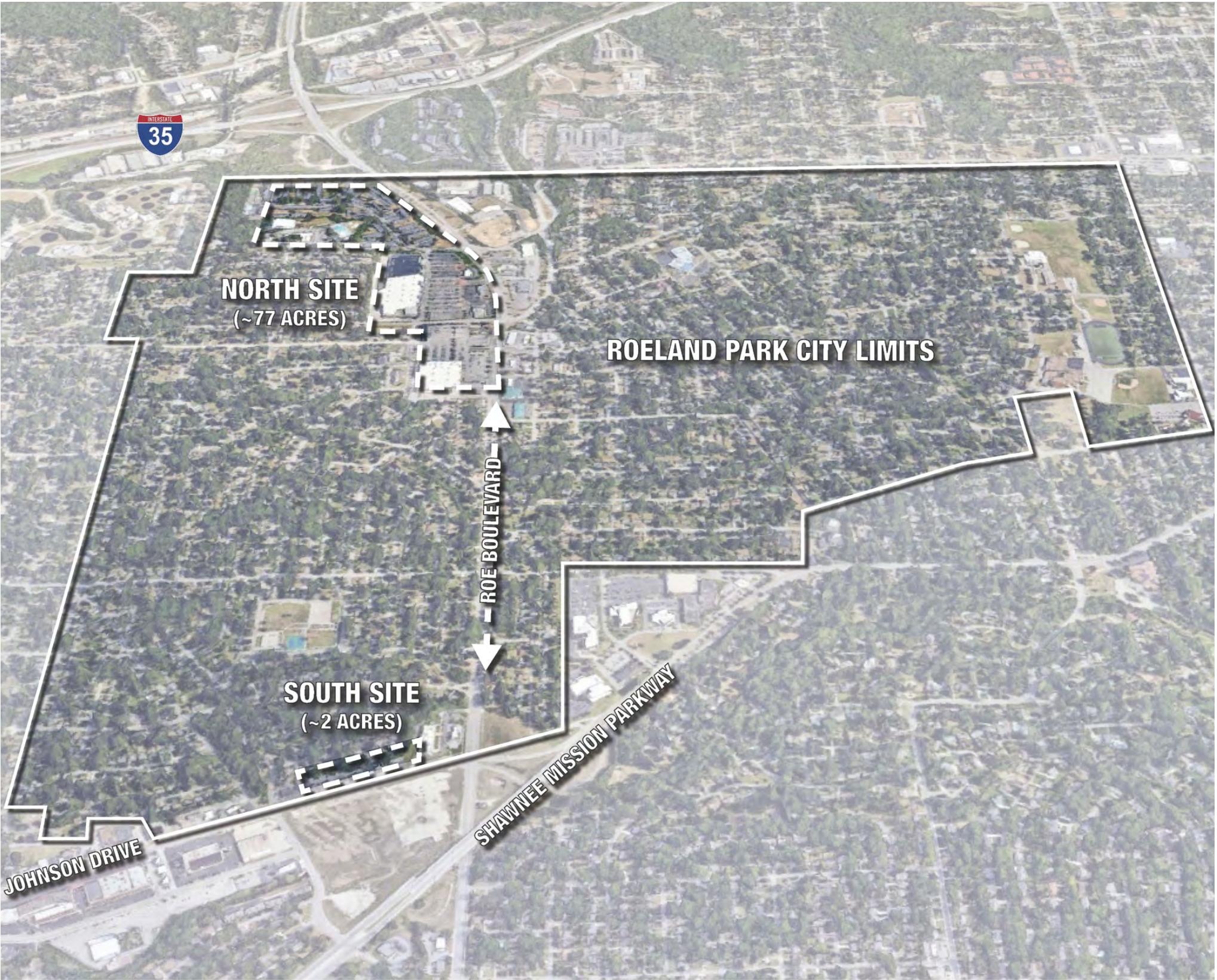


Figure 1.3 - Project Study Area

STUDY PURPOSE + ANTICIPATED OUTCOMES

This project represents an opportunity for Roeland Park to proactively position these two specific study areas for future successful revitalization. This will, in all likelihood, involve exploring opportunities to partner with the private sector to take advantage of unique market-driven demands while also addressing the desires of the community. Commercial retail markets are shifting across the country, and residents have expressed interest in having the center of their communities more accurately reflect who they are today and what they aspire to be in the future. They also want their personal investment in improving their properties and neighborhoods to be complimented by civic investment and attention to creating well-planned mixed-use and walkable town centers that support the creation of new jobs, provide more housing choices and opportunities, and enhance the physical and visual character of the area.

Successful revitalization and redevelopment of these study areas will not happen easily, especially due to both sites containing multiple land parcels and property owners – many encumbered with existing on-going uses that may continue as-is for the foreseeable future. In some cases, properties within these study areas have explored tenant relocations to nearby communities – and the City found itself in the unenviable position of trying to quickly ascertain potential solutions to address the anticipated loss of sales tax revenues this change would create.

Anticipated study outcomes include proactively exploring a variety of ideas for redeveloping these identified properties long-term, which serves multiple purposes. The City could potentially determine that one of these concepts is an ideal fit with the community’s existing or emerging needs and could proactively explore potential public-private partnerships with the private sector to redevelop certain sites to address these needs. On the other hand, the City could use this plan to be prepared in case a major anchor tenant(s) within these commercial areas decides to relocate outside the City limits or elects to close their business altogether. In this case, the City and the community are better equipped to respond to this change by exploring opportunities to revitalize and/or redevelop the site(s) in conjunction with new private-sector development partnerships and emerging market opportunities while using the plan as an initial guide for the type and scale of development that reflects the input received from the community during this planning process.

This plan can also serve as a guide for the City of Roeland Park to provide potential redevelopment and revitalization strategies that can serve as a blueprint for maximizing benefits from economic development without sacrificing the quality of the environment that its citizens have demanded. The included plan alternatives, redevelopment recommendations and development strategies are intended to be conceptual and could be utilized to stimulate interest from potential developer partners who may choose to further explore the unique potential within these two study area sites.

The City also partnered with the KCATA as part of this study to explore and coordinate opportunities for locating a future mobility hub on the north site. This improvement is intended to provide Roeland Park residents with more options to utilize convenient bus trips to access jobs, retail shopping areas, and to participate in community activities throughout the metropolitan area. Coordinating future infrastructure improvements with reconfigured land uses are complex, but important to implement in an integrated way to gain the most benefit.

It’s important for the City to be as proactive in these strategic planning efforts as possible – by anticipating what form this new development could or should take, how it should be integrated with and connected to the surrounding community, and how it is anticipated to perform from an economic development perspective. This planning effort requires a balanced and pragmatic approach to guiding future redevelopment activities, one that is inspired by emerging trends in planning and real estate development – yet provides some degree of flexibility to consider unique future community revitalization opportunities.

The study team’s approach includes developing and analyzing several development scenarios for both the north and the south sites to compare and review with the public. This study is anticipated to be reviewed and adopted by the City of Roeland Park in order to guide redevelopment of the two study sites in a manner consistent with the surrounding community’s shared input, direction, and support expressed throughout this planning process.

Projects such as those anticipated in this study will likely take many years of coordination, communication, and commitment to ultimately become successfully realized. This plan is intended to assist the City of Roeland Park in eventually achieving a new shared vision for redevelopment within these study areas, and to effectively take the next step in establishing and achieving the area’s potential.



Figure 1.4 - Community discussion regarding proposals along Johnson Drive and Roe Blvd

PLAN GOALS

One of the primary objectives for this planning effort was to engage the community and key stakeholders in exploring options and concepts for potentially redeveloping two key areas of the City, and to gauge initial public opinions about opportunities for changing the development pattern, character, and connectivity with their surroundings. This plan can provide the City of Roeland Park with a creative and practical blueprint to assist future decision-making regarding the redevelopment of these parcels and other related new development opportunities that may arise in the near or long term.

The benefits of this plan are anticipated to include:

- Providing future City Council members, Mayors and City Administrators with a citizen-supported plan of action to maximize these commercial areas while providing better connections to adjacent neighborhoods and other important local destinations.
- Creating a plan that provides a degree of flexibility to be able to adapt to the future evolving needs of the community and potential development partners – while still addressing the underlying goals of this planning effort and anticipated results.
- Identifying unique needs, issues, and opportunities in each of these study areas through the creation of several hypothetical development scenarios, which can assist in determine the level of initial community support and related concerns arising from considering these concepts.
- Balancing the anticipated needs of current and future commercial property owners, neighborhoods, and potential private-sector development partners with the City’s stated objective of retaining a strong retail tax base while investing in infrastructure improvements to improve community connectivity.

Specific goals for each site were developed by the Steering Committee and affirmed during the planning process:

North Site Goals:

- Improve Access to Community Center
- Enhance Transit and Multi-Modal Opportunities
- Envision Future Development Potential

South Site Goals:

- Envision Future Redevelopment Potential
- Enhance Transit and Multi-Modal Opportunities
- Johnson Drive Streetscape Integration

EXISTING CONDITIONS

2.0

STUDY AREA REVIEW

Prior to preparing any alternative concepts for redevelopment, the planning team performed a concept-level analysis of existing site conditions and the surrounding context for each study area. Areas of focus included general site grading and topography conditions, pavement conditions, street and sidewalk connectivity, existing vegetation, and corridor aesthetics.

The north site is a much larger study area with a broad variety of existing conditions. The study area includes the existing Wal-Mart and CVS commercial center on the southern edge of the study area, the Lowe's and Price Chopper commercial center in the central portion of the study area, and the Boulevard Apartments (412 units) and the City's existing Community Center.

The Community Center is an adaptive re-use of an elementary school and is utilized by the community for a variety of activities including hosting numerous events, meetings, and social programs throughout the year. Adjacent to the Community Center is the City's pool complex. This complex is also adjacent to the existing Nall Park on the western edge of the study area. The Community Center complex can only be accessed through the existing neighborhood – which can create traffic concerns within the neighborhood and can also be difficult to find for those not familiar with this facility. The community could benefit from a solution to improve the access to and from this facility.

The south site is a much smaller study area that contains 9 existing residential houses located on the north side of Johnson Drive. These structures have been converted to commercial uses and the property surrounding each has generally been converted to pavement for automobile parking and circulation – with little to no public sidewalks or defined streetscape “edge”. The rear of these properties abuts the existing Roe Manor Heights neighborhood. A new hospital and bank facility was recently constructed to the east of these properties, and an existing office building is being renovated to the west of these properties.

A brief summary of specific site conditions for each of these study area is provided as follows:

Roe Boulevard and Johnson Drive Corridor Plan

NORTH SITE - ROE BOULEVARD SITE CONDITIONS

Site Topography – The northern edge of this study area is positioned along a fairly steep, wooded bluff overlooking the I-35 Corridor and the Turkey Creek watershed (with an elevation of approximately 875 feet at its lowest point near I-35). The site generally rises up gradually along Roe Boulevard to approximately 980 feet in elevation, and much of the edge condition along Roe Boulevard is heavily treed and contains limestone outcroppings – which is a feature that helps to define the entrance into Roeland Park. The overall site predominantly drains east towards Roe Boulevard and north towards Turkey Creek.

General Pavement Conditions - The southern and central portions of the site contain a very large amount of pavement due to existing commercial uses. Most of the pavement is utilized for large surface parking lots with some pedestrian sidewalks, and generally shows signs of aging and the need for repairs and maintenance. In fact, the Wal-Mart and CVS sites were being resurfaced during this study effort.

Site Connectivity – The commercial areas of the site are readily accessible for vehicular circulation from Roe Boulevard, however the newer Lowe's and Price Chopper development have disconnected a portion of the street system that once connected with the neighborhoods to the west. There only way to access the existing Community Center is from the south through the existing neighborhoods. There is also only one access into the existing Boulevard Apartments site utilizing 48th Street/Skyline Avenue from Roe Boulevard. And there is only one access into Nall Park utilizing Nall Avenue from the south.

Existing Vegetation – The northern areas of the site contain several existing heavily treed areas – especially along the edges, the natural drainage areas, and in Nall Park. Most of the commercial areas contain street trees and plantings commensurate with suburban shopping districts, with some provision of landscape buffers along the neighborhood edges.

Corridor Aesthetics – The overall appearance of the study area from Roe Boulevard is that of a suburban shopping center with out-parcel “pad sites” along the edge of the development. The northern residential apartment portion of the site is primarily screened from view by existing trees. Overhead powerlines run the entire length of Roe Boulevard along the edge of the site. Roe Boulevard is planned to be reconstructed in the near future with new pavement, lighting and streetscape amenities.



Figure 2.1 - Roe Blvd. Steep Limestone Bluff (entering from I-35)



Figure 2.2- Roe Blvd. Street Crossing Condition (Roe and 48th St.)



Figure 2.3 - Overhead Power Lines along Roe Boulevard

SOUTH SITE - JOHNSON DRIVE SITE CONDITIONS

Site Topography – This site contains little to no elevation change and is relatively flat in appearance with properties generally draining towards the Johnson Drive corridor. There is a gradual elevation change of approximately 10’ from Roe Boulevard to Ash Drive/Roeland Drive along Johnson Drive.

General Pavement Conditions – Each of these sites generally have different paving conditions of primarily asphalt parking lots in varying degrees of age and usage – and several paved areas are cracked and in need of repair. There is little to no definition of the paved areas surrounding these existing structures, save for a few pavement markings on certain properties. Almost the entire frontage along Johnson Drive is paved with asphalt from the back of curb to the buildings – and in most cases surrounds the buildings – with little to no landscape or pedestrian sidewalks within each site.

Site Connectivity – Each of these sites are easily accessible by vehicles from Johnson Drive, but pedestrian accessibility is difficult due to the lack of sidewalks or a defined street edge. The existing developments to the east and west of these sites have self-contained parking areas that do not currently connect to these sites. There are no existing connections to the north into the existing neighborhood.

Existing Vegetation – There are no street trees and little to no shrub or groundcover vegetation in the front of these structures along the Johnson Drive frontage, which creates a rather stark and inhospitable environment for pedestrians. There are larger more mature trees located in the neighborhood adjacent to the northern edge of this site.

Corridor Aesthetics – Due to the commercial use and appearance of these once residential structures surrounded by asphalt pavement, the physical appearance of this portion of the corridor is unattractive and does not promote a welcoming environment nor a positive first impression of Roeland Park. The lack of streetscape amenities also contributes to this poor appearance, especially when compared to the urban streetscape investments made further west along the Johnson Drive Corridor by the City of Mission. Across the street to the south lies the Mission Gateway project site, a large mixed-use commercial development currently under construction.



Figure 2.4 - Storm Sewer condition along Johnson Drive



Figure 2.5 - Aerial View of existing conditions along Johnson Drive



Figure 2.6 - Street Light condition along Johnson Drive

PLANNING PROCESS

It was important to engage the community in this planning process, as their thoughts and opinions were key to identifying relevant issues, concerns, and opportunities associated with both of these study areas. They’ve seen these areas evolve over the years, and they have a vested interest in having these sites achieve their true potential to serve the needs of the community while appropriately “fitting in” with the adjacent neighborhoods and commercial districts.

This planning process integrated opportunities for meaningful input from Roeland Park residents, property owners, key stakeholders, elected and appointed officials, City staff and local agencies. Gathering public input and developing conceptual design ideas is a very integrated process and strengthens both the quality of planning as well as the community’s understanding of the range of issues involved.

A series of interactive meetings were coordinated with a Steering Committee and the public. These were scheduled at the outset of the project to assist the community in planning ahead for their involvement crafting and reviewing various aspects of the plan. The planning team established and adhered to this schedule and completed the plan for City adoption at the end of July 2019.

Steering Committee Involvement

The planning team worked collaboratively with a City-appointed Steering Committee comprised of volunteers from various backgrounds and neighborhoods. The committee met four times between March 20th and June 19th, 2019 to review data and existing conditions and identify the key issues and goals for each of the sites within the study area. They helped to identify issues that this plan needed to address and provided important insight into various components of the project. This group also reviewed the input from three public meetings, including comment cards and online questionnaires, and related these responses to a series of conceptual design alternatives for each site. Their acquired knowledge throughout the planning process guided the recommendations outlined in this plan.

Public Involvement and Outreach

Public participation was essential in identifying issues associated with each site and to developing the proposed alternative design concepts for the study area. Citizens were notified of public meetings through the City’s database of e-mail correspondence and website posts in an effort to achieve well-attended public meetings and input. A series of three community meetings were held as follows:

- Community Meeting #1 / April 24, 2019: Project Overview and Planning Workshop
- Community Meeting #2 / June 6, 2019: Review Initial Concept Alternatives
- Community Meeting #3 / July 10, 2019: Review Draft Plan Recommendations

These meetings were well-attended and provided attendees with opportunities to actively participate in the planning process. This included comment cards, questionnaires, and dot-polling to determine preferences for various planning concepts and development character examples. In order to include citizens who were unable to attend the public meetings, the City also posted information about the planning process on their website, and all meeting information and input opportunities were also provided online in this fashion to ensure the community was provided adequate opportunities to remain informed and to participate in this planning process.

All public comments and input provided valuable insight to the Steering Committee and the Planning Team and helped to shape the final plan recommendations. A brief summary of each of these milestone meetings is provided for reference.



Figure 3.1 - Gathering public input on design considerations

PLANNING PROCESS

PUBLIC INPUT

At the first public meeting, attendees were invited to provide input on a series of character images representing different types of development and were also organized into smaller groups to generate initial ideas for each of the north and south sites. These groups were asked to provide ideas related to each of the three focus areas outlined below:

- **Mixed-Use Commercial Focus** – These ideas and concepts were intended to be focused on maintaining and/or expanding the City’s tax base through quality commercial retail and office redevelopment that could also include new residential redevelopment opportunities. Some of these concepts also anticipated new opportunities for larger commercial “big box” redevelopment in response to recent experiences with Wal-Mart exploring potential relocation to another nearby community.
- **Residential Focus** – These ideas and concept were intended to be focused on expanding the housing choices and residential offerings available to Roeland Park residents, including quality senior housing and other types of housing not currently available.
- **Community Destinations Focus** – These ideas and concepts were intended to be focused on integrating new parks, pedestrian plazas and amenities, trail connections and community gathering areas throughout these study areas as a means of placemaking – creating quality community places that can benefit new development and existing neighborhoods.

The groups used provided colored “puzzle pieces” representing different land uses on an area base map for each of the sites. Facilitate discussion and creation of a variety of initial alternative concepts were undertaken to begin exploring “what if” scenarios and redevelopment opportunities within each study area. The results of these initial drawings are shown on the next two pages.



NORTH SITE
Mixed-Use Focus Group Concept A

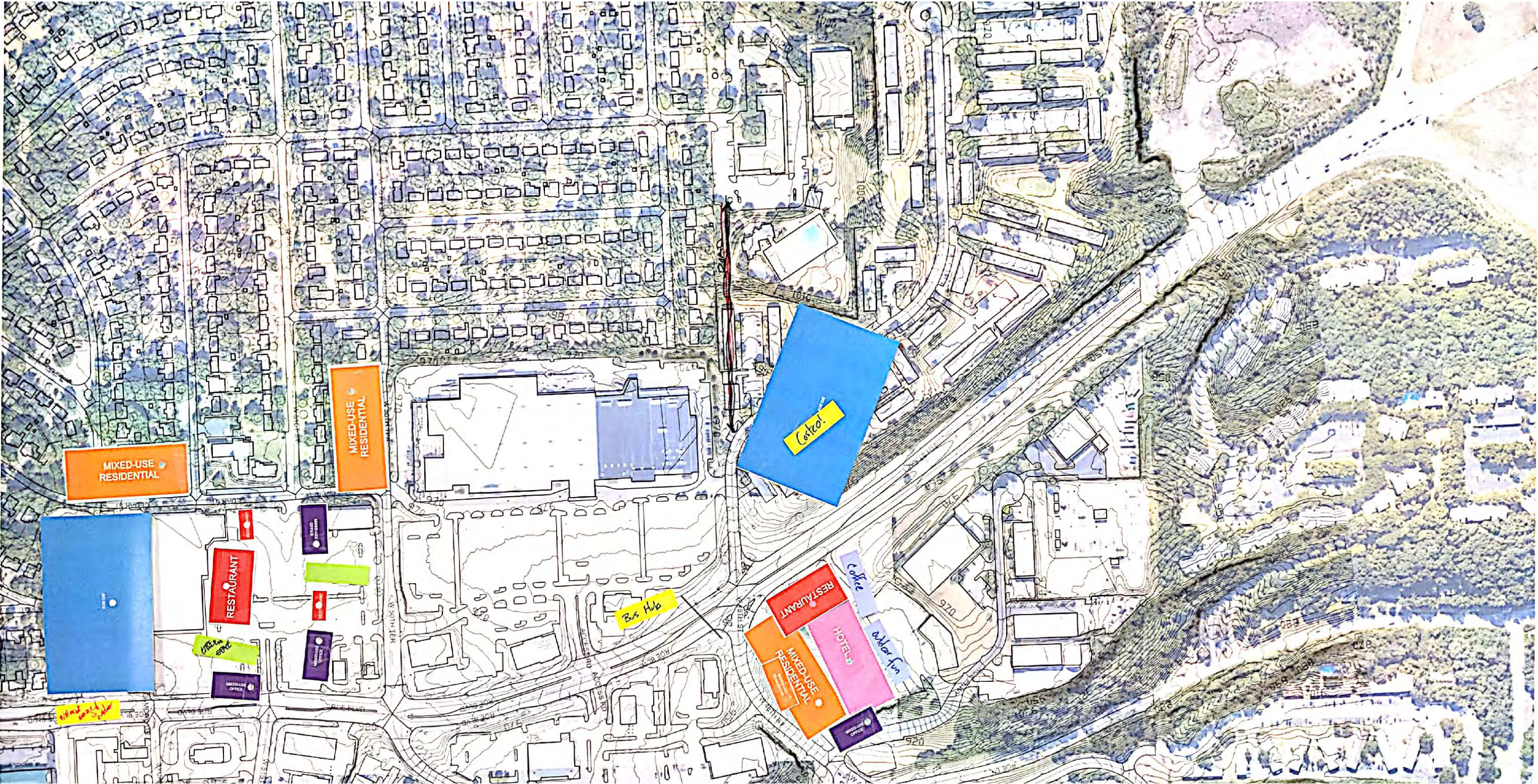


Figure 3.2 - North Site Mixed-Use Concept A

Mixed-Use Focus Group Concept B

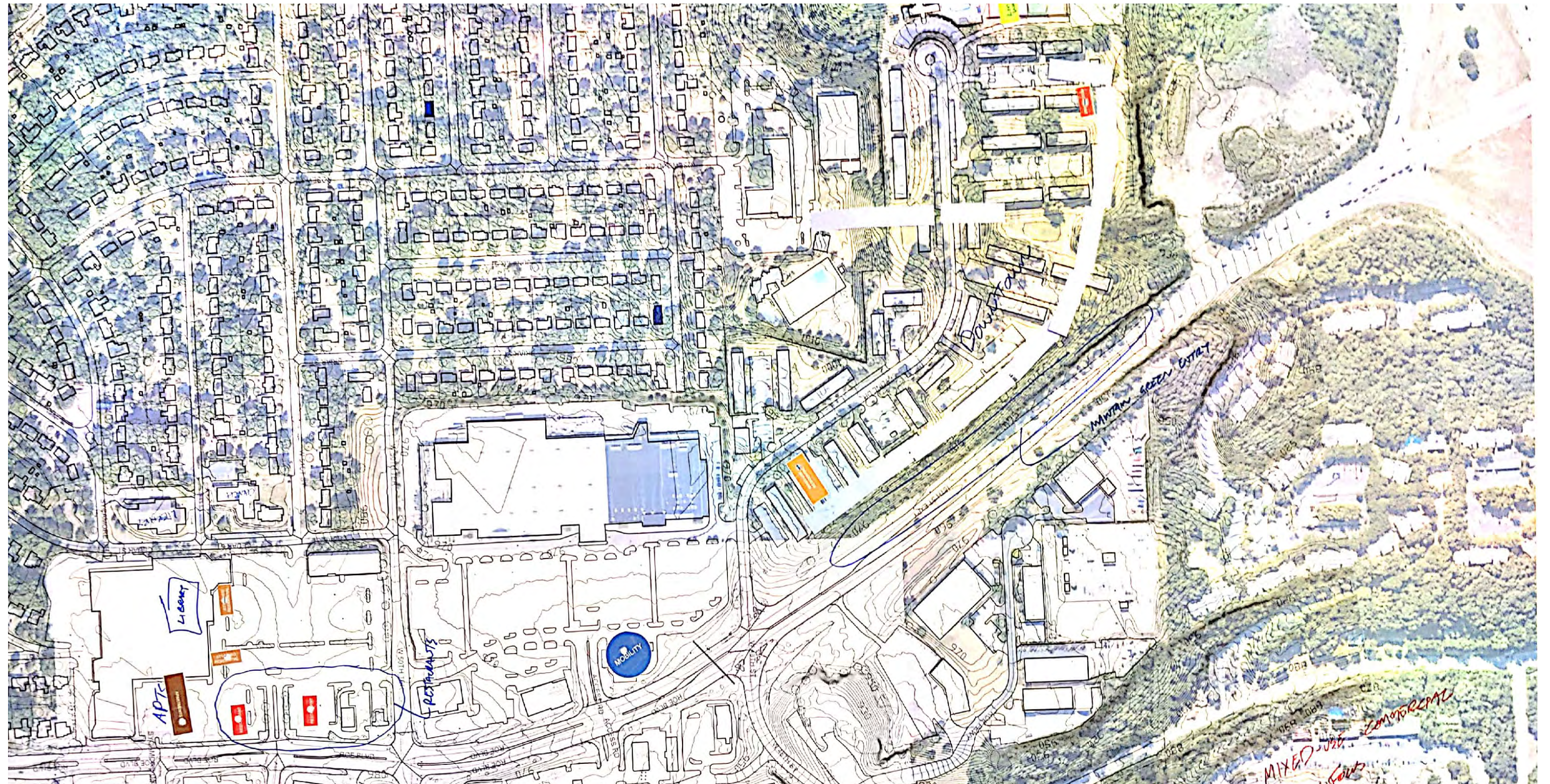


Figure 3.3 - North Site Mixed-Use Concept B

NORTH SITE

Residential Focus Group A

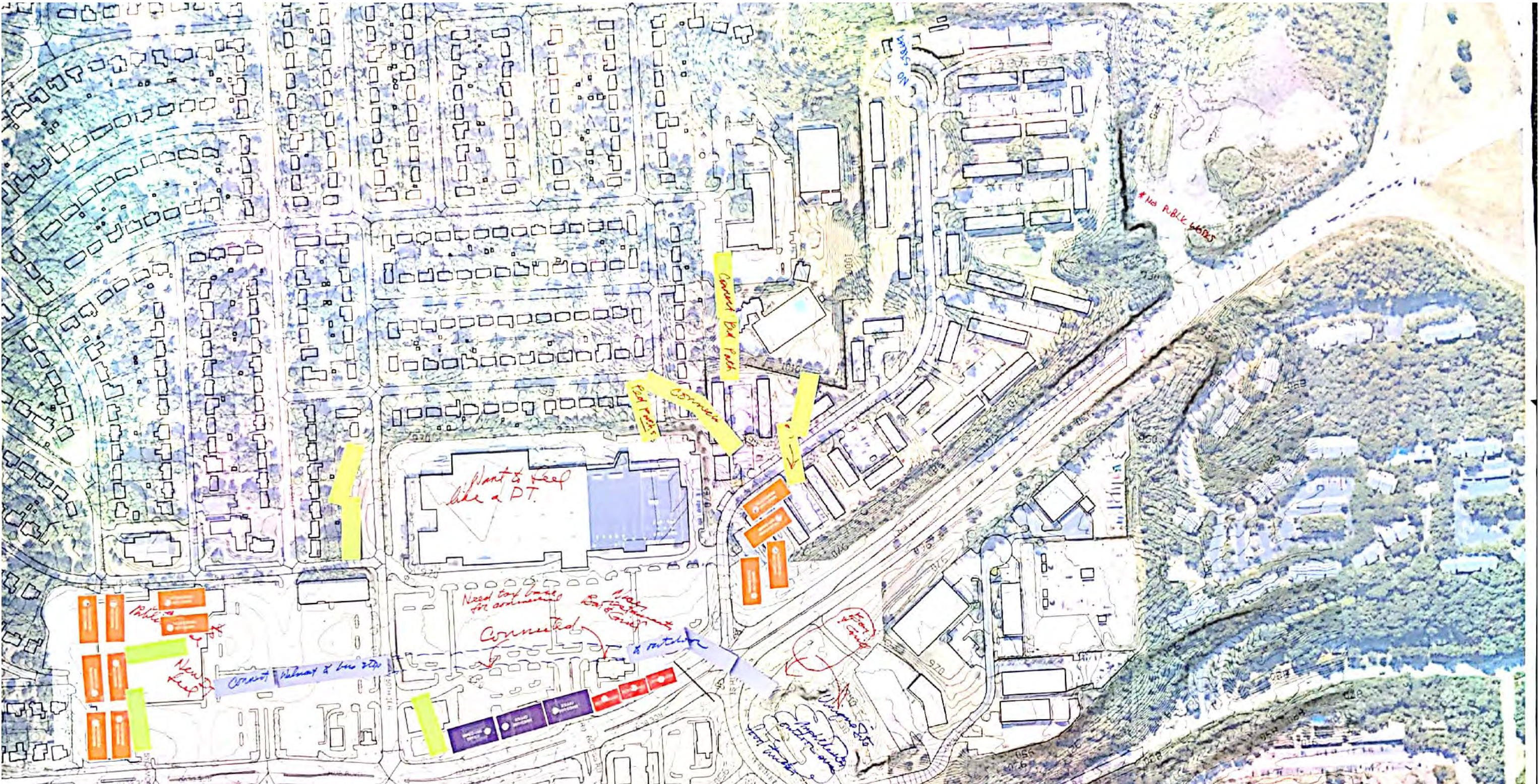


Figure 3.4 - North Site Residential Concept A

NORTH SITE
Residential Focus Group B

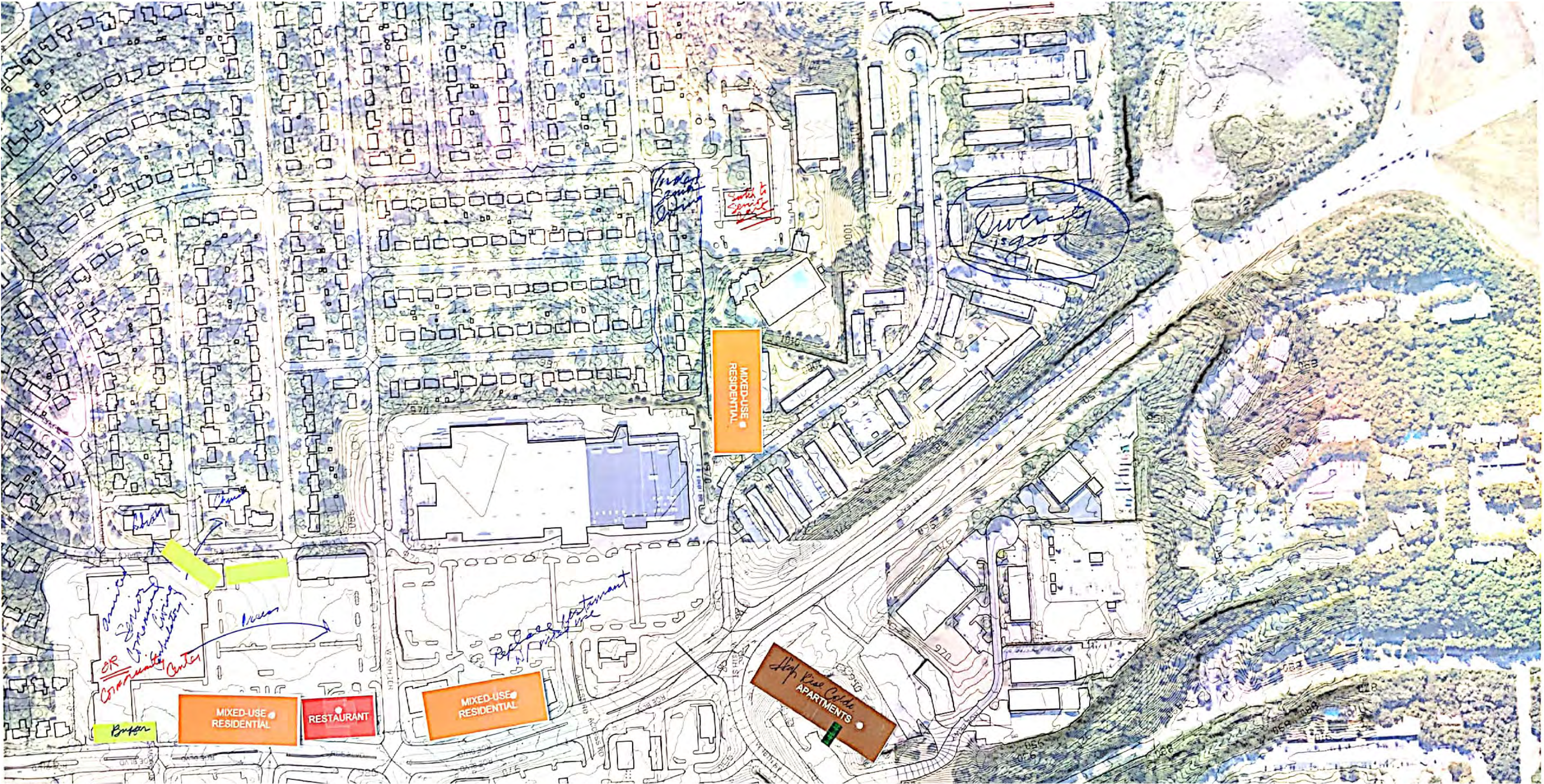


Figure 3.5 -North Site Residential Concept B

NORTH SITE

Community Destinations Focus Group A

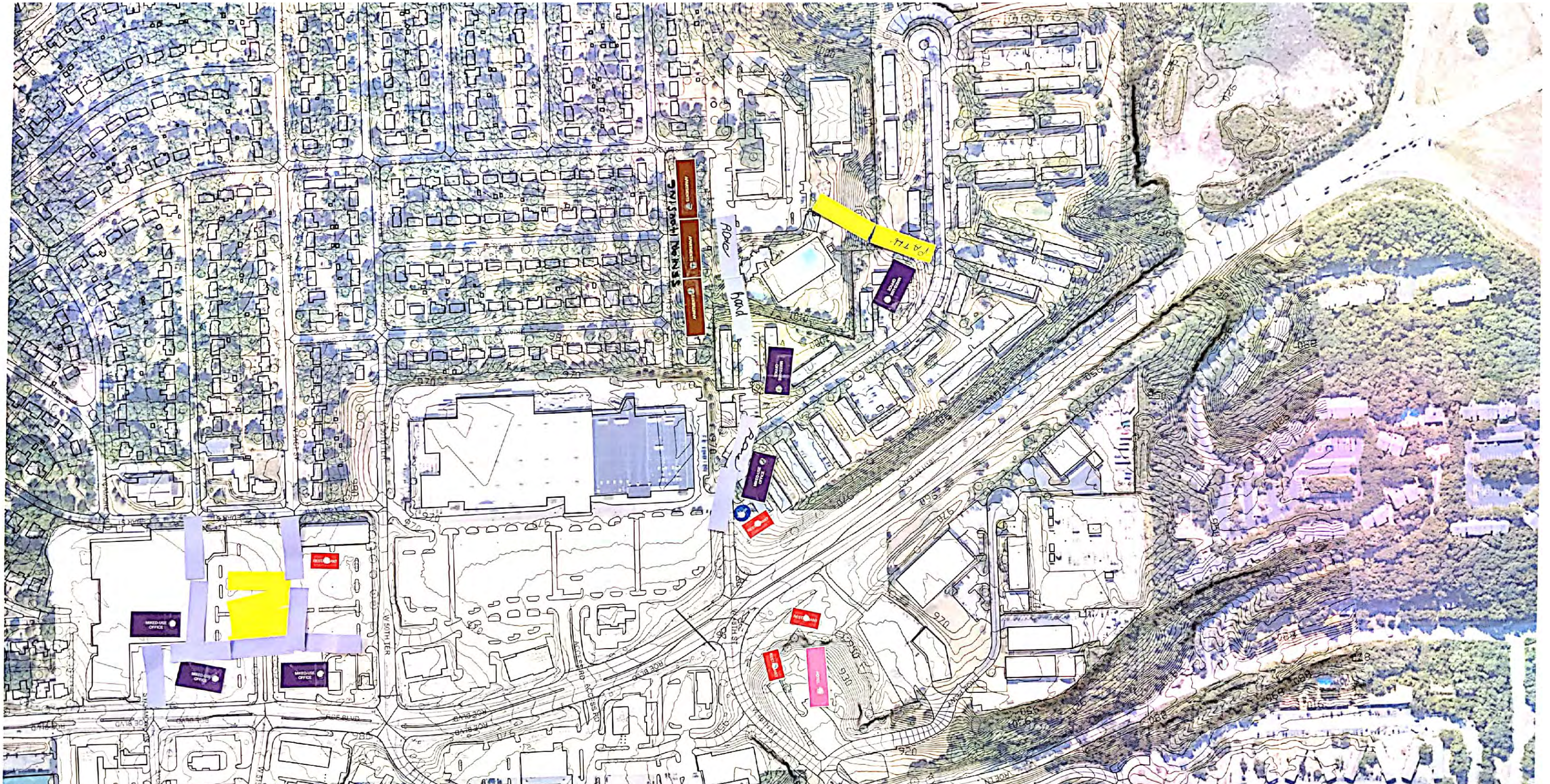


Figure 3.6 - North Site Community Destinations Concept A

NORTH SITE
Community Destinations Focus Group B

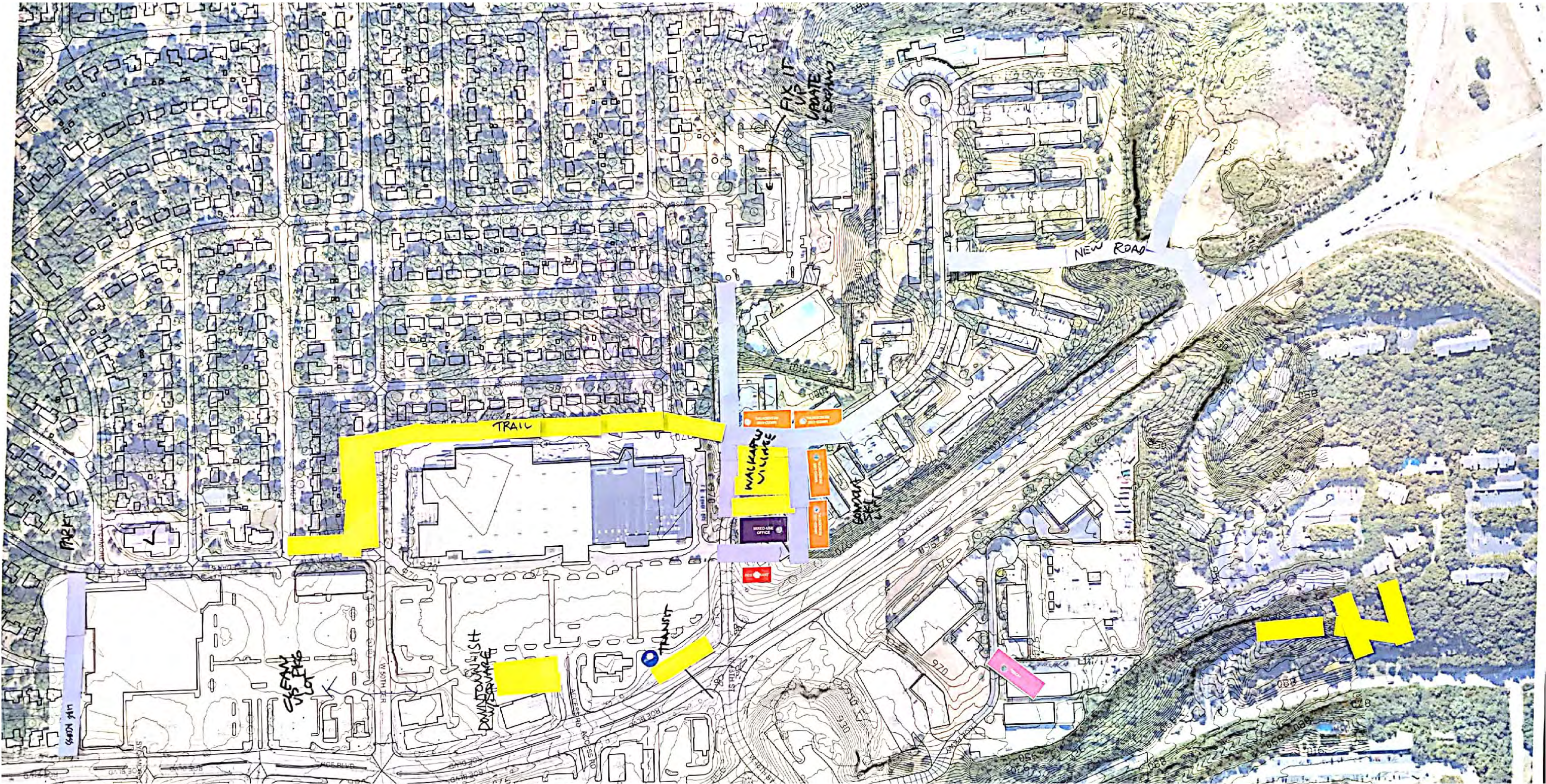


Figure 3.7 - North Site Community Destinations Concept B

SOUTH SITE
Mixed-Use Focus Group A



Figure 3.8 - South Site Mixed-Use Concept A

SOUTH SITE
Mixed-Use Focus Group B

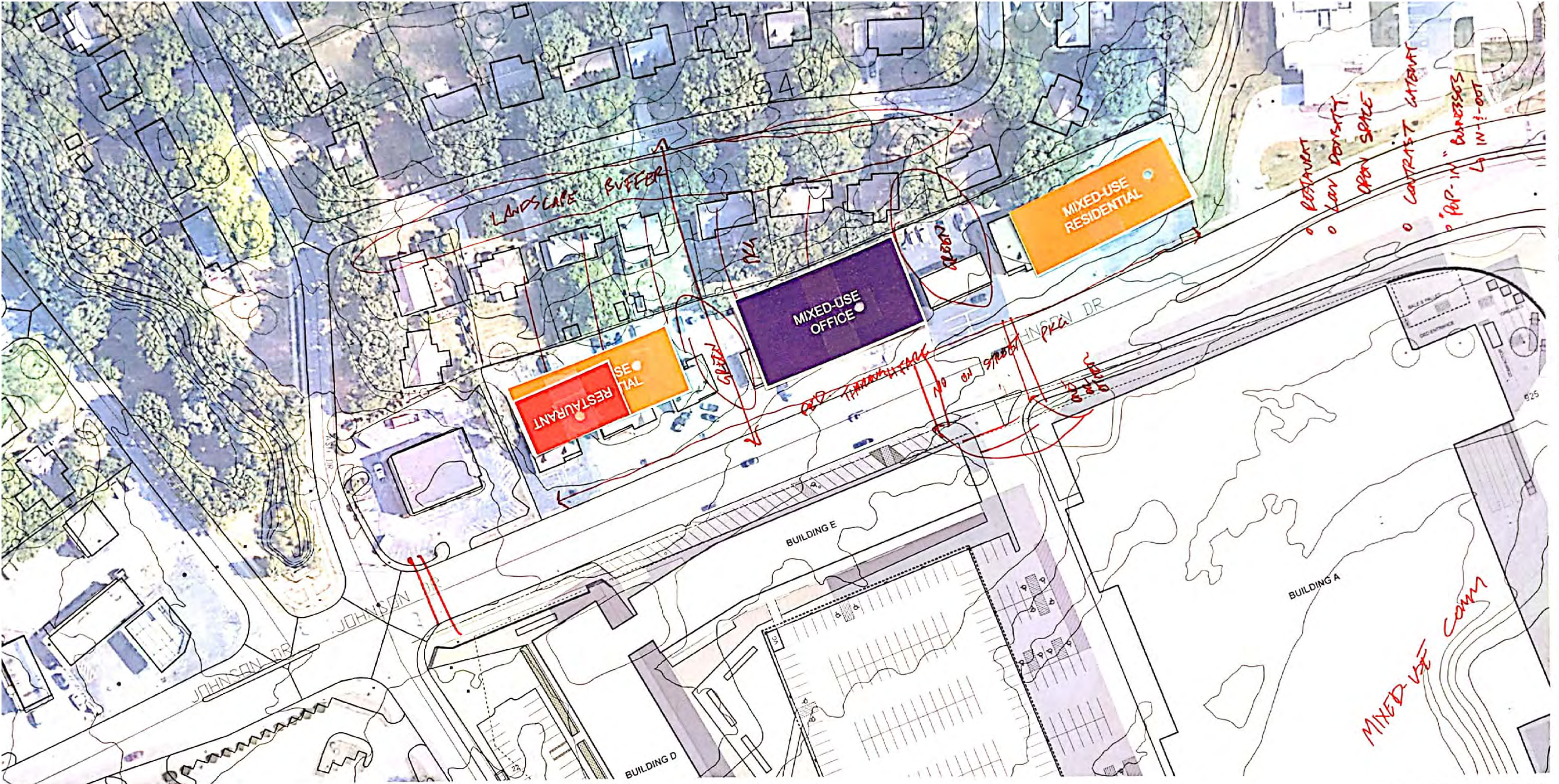


Figure 3.9 - South Site Mixed-Use Concept B

SOUTH SITE

Residential Focus Group A



Figure 3.10 - South Site Residential Concept A

SOUTH SITE
Residential Focus Group B



Figure 3.11 - South Site - South Site Residential Concept B

SOUTH SITE

Community Destinations Focus Group A

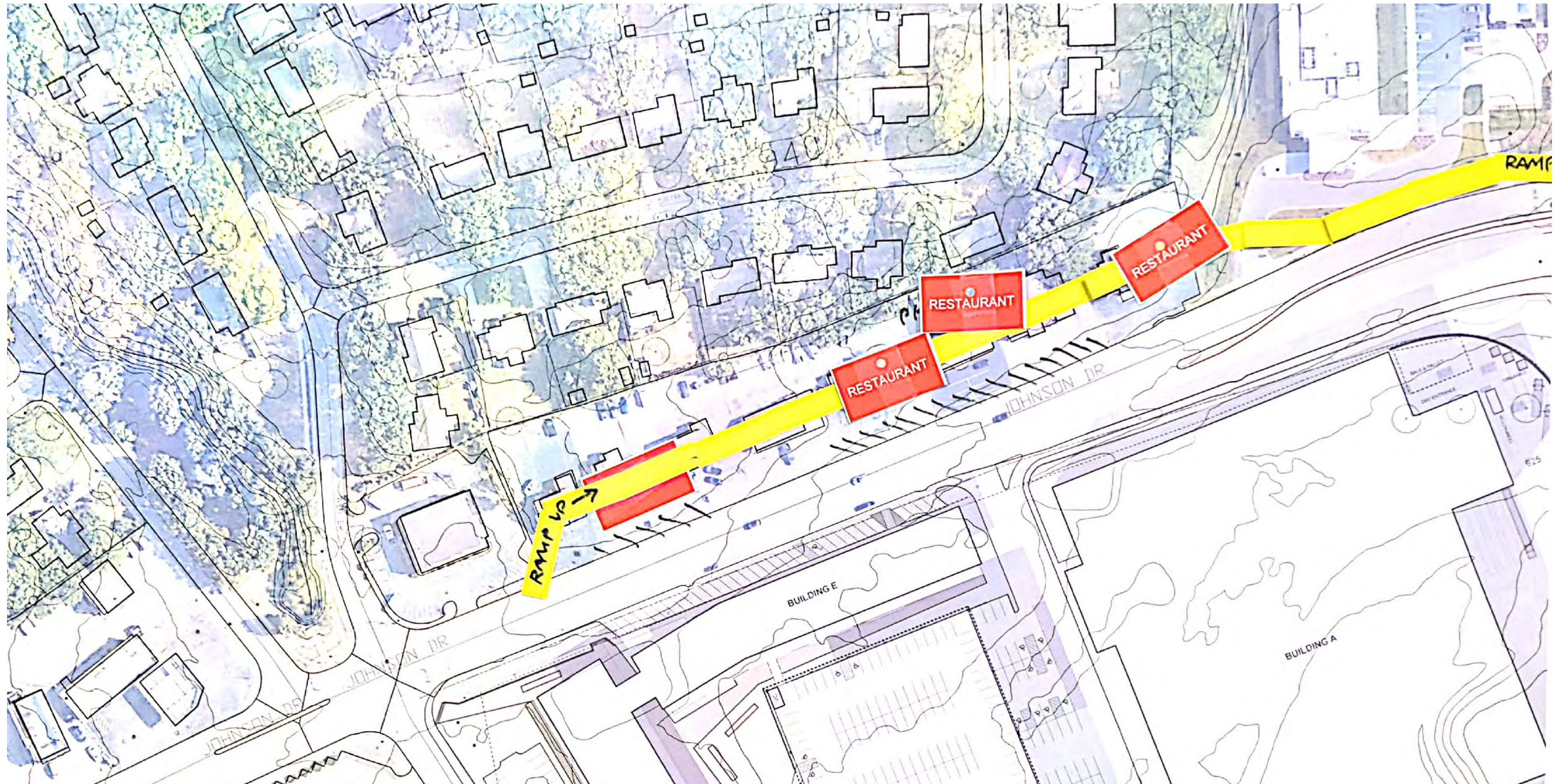


Figure 3.12- South Site Community Destinations Concept A

SOUTH SITE
Community Destinations Focus Group B

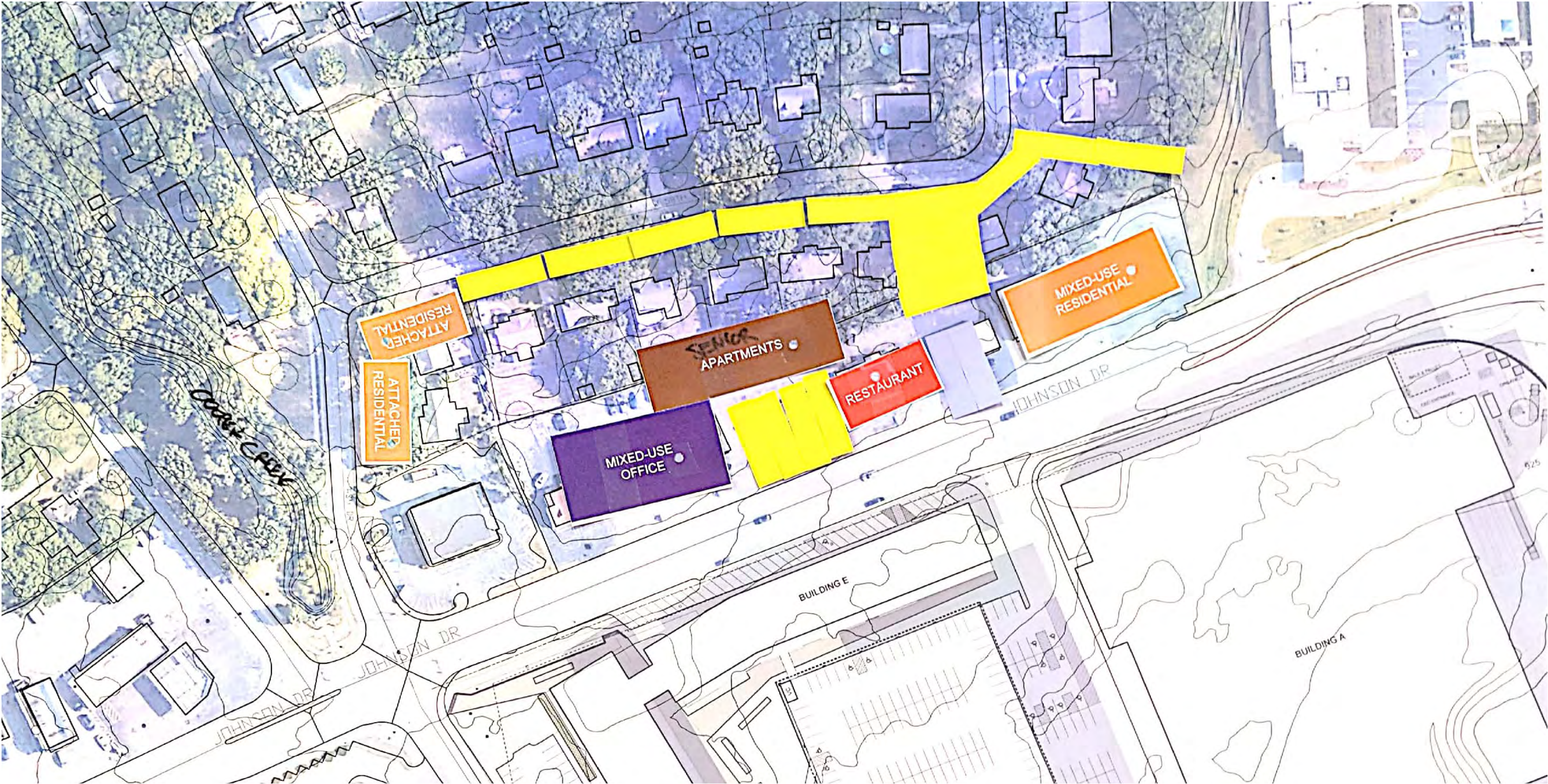


Figure 3.13 - South Site Community Destinations Concept A

PLANNING WORKSHOP - CHARACTER IMAGES

Members of the community who attended the initial public meeting reviewed over 100 sample pictures of a variety of development types and visual character images that could be considered to guide future redevelopment opportunities in the study area. Through a dot-polling exercise, attendees were asked to select pictures they felt reflected their desired architectural and visual character for the area, as well as those examples pictures that should not be considered for new development. The top preferences are located on the following page.



Figure 3.14 - Community members viewing / voting on preferred character images

MIXED-USE



COMMERCIAL



RESIDENTIAL



COMMUNITY AMENITIES



STREETSCAPE



CURRENT AND FUTURE SITE DESCRIPTIONS

During the steering committee and public meetings, attendees were asked to share words that describe the north and south sites as they exist today, and words that describe these sites as they would like them to be in the future. The collection of descriptive words are listed on this page.

The existing descriptions of both sites are not flattering and present the community and the City with a significant opportunity to address these deficiencies. It is obvious from this exercise that the existing conditions of these sites do not meet the community's expectations. The future descriptions provide some unique insights into the type of place the community would like to see each area become as a result of redevelopment and revitalization activities.

ROE BOULEVARD SITE(S)

QUESTIONS:

1. List 5 words that describe this area today:

2. List 5 words that describe how you'd like this area to be in the future:

Figure 3.15 - Public Meeting Questionnaire



Figure 3.16 - North Site / Current Area Description



Figure 3.18 - South Site / Current Area Description

Roe Boulevard and Johnson Drive Corridor Plan



Figure 3.17 - North Site / Future Area Description



Figure 3.19 - South Site / Future Area Description

COMMUNITY QUESTIONNAIRE

The second public meeting involved reviewing a series of refined alternative concepts and responding to a series of questions intended to gauge the community’s interest in a variety of future land use and economic development issues. The same questions were provided to the Steering Committee, to attendees of Public Meeting #2, and were provided online (with all meeting presentation materials) for community members who were unable to attend the public meeting. The results and average responses for each group are summarized accordingly for comparison purposes. These responses are generally consistent, which is an indication of community alignment on these issues.

ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

ROE BOULEVARD SITE(S) QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Suburban

Strip Mall

0

1

2

3

4

5

6

7

8

9

10

Mixed-Use

Town Center

Comments

2. If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority?

a) Affordable Housing

low

1

2

3

4

5

6

7

8

9

10

high

b) Senior Housing

low

1

2

3

4

5

6

7

8

9

10

high

c) Residential Above Commercial

low

1

2

3

4

5

6

7

8

9

10

high

3. If **civic facilities** (community center, parks, gathering places, etc.) were to be improved or constructed in the future, what would you like to see?

Comments

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low

1

2

3

4

5

6

7

8

9

10

high

5. To what extent should future redevelopment in the study area be driven by **market demand**?

low

1

2

3

4

5

6

7

8

9

10

high

6. To what extent should future redevelopment in the study area be driven by **public policy**?

low

1

2

3

4

5

6

7

8

9

10

high

7. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low

1

2

3

4

5

6

7

8

9

10

high

8. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low

1

2

3

4

5

6

7

8

9

10

high

9. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low

1

2

3

4

5

6

7

8

9

10

high

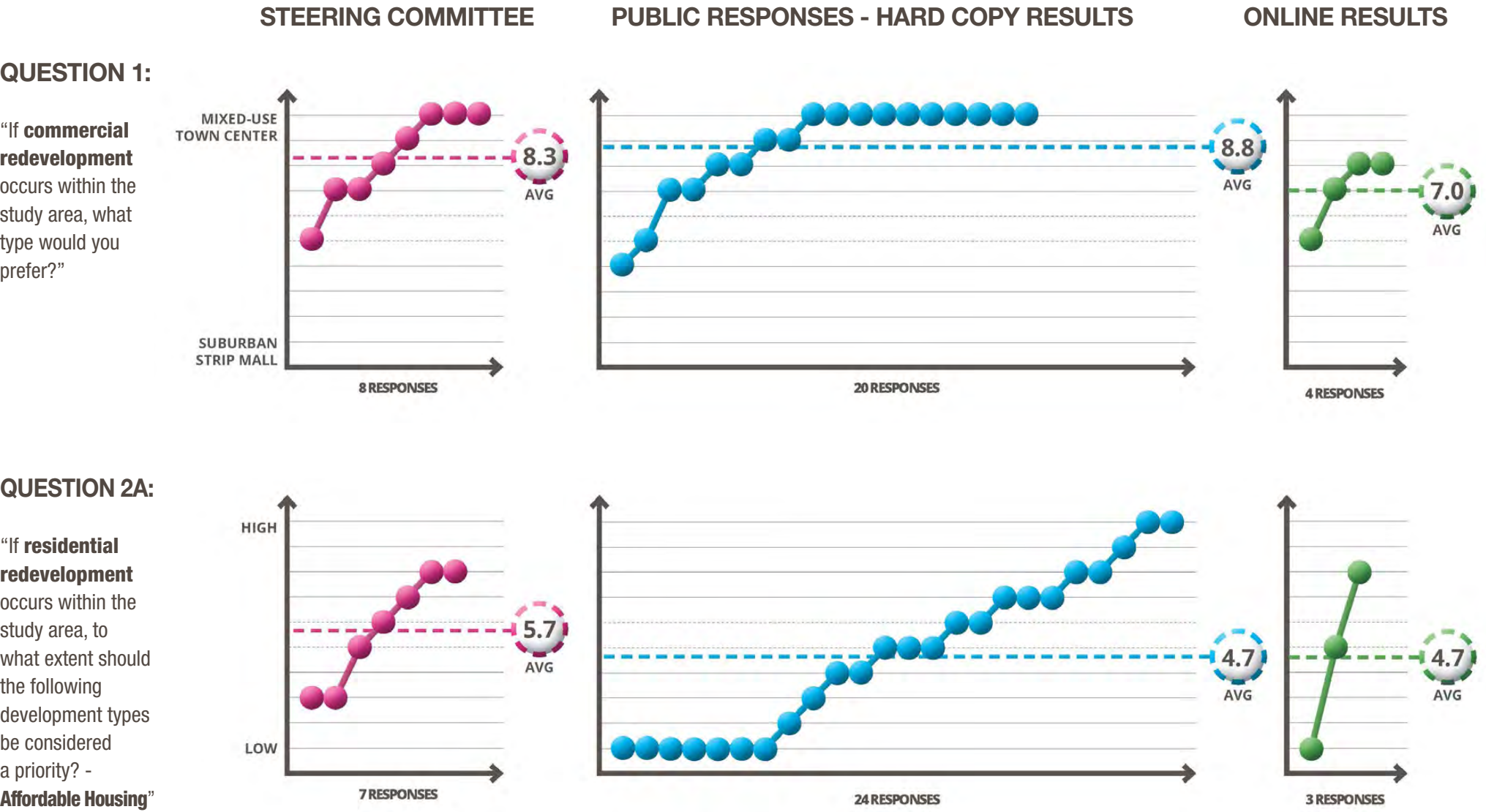
Figure 3.20 - North Site - Roe Boulevard Questionnaire

Responses to this questionnaire provides insight into better understanding the types of development and civic improvements the community wishes to see explored in both study areas. These responses also are anticipated to assist the City in defining policy decisions regarding attracting, reviewing, and the evaluating the potential for incentivizing new developments that meet the needs and goals outlined in this study.

There are several questions that are similar for both the north and south sites, provided to gauge similarities or differences in the anticipated results and/or redevelopment approaches between these two sites. There are also several questions that are specifically tailored to each site, provided to gain a deeper understanding of unique issues needing to be addressed in these study areas.

NORTH SITE - COMMUNITY INPUT

A series of 9 questions were provided, and the results for each question are summarized and displayed below. The number of responses does not provide a scientific survey of the community, but there was good participation overall and these responses provide insight into the desires of those community members who took the time to participate in this planning process as an investment in helping to shape the study area’s future.



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

ROE BOULEVARD SITE(S) QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Suburban

Strip Mall

0

1

2

3

4

5

6

7

8

9

10

Mixed-Use

Town Center

Comments:

2. If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority?

a) Affordable Housing

low

1

2

3

4

5

6

7

8

9

10

high

b) Senior Housing

low

1

2

3

4

5

6

7

8

9

10

high

c) Residential Above Commercial

low

1

2

3

4

5

6

7

8

9

10

high

3. If **civic facilities** (community center, parks, gathering places, etc.) were to be improved or constructed in the future, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low

1

2

3

4

5

6

7

8

9

10

high

5. To what extent should future redevelopment in the study area be driven by **market demand**?

low

1

2

3

4

5

6

7

8

9

10

high

6. To what extent should future redevelopment in the study area be driven by **public policy**?

low

1

2

3

4

5

6

7

8

9

10

high

7. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low

1

2

3

4

5

6

7

8

9

10

high

8. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low

1

2

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4

5

6

7

8

9

10

high

9. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low

1

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8

9

10

high

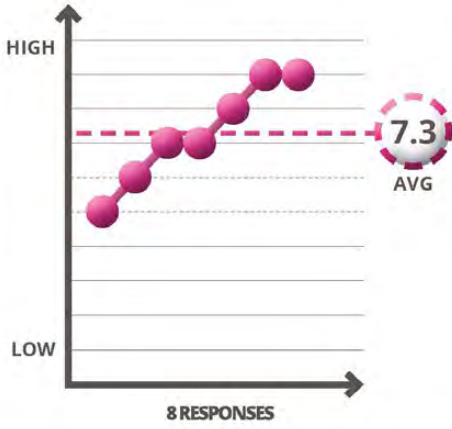
QUESTION 2B:

“If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority? - **Senior Housing**”

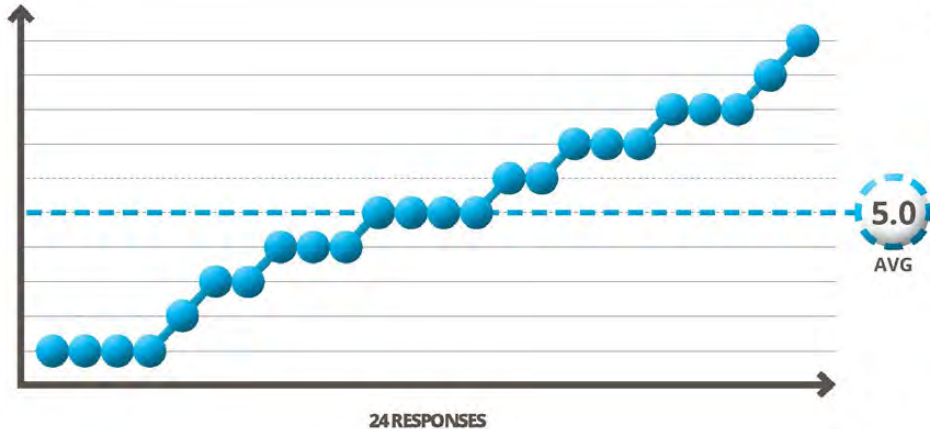
QUESTION 2C:

“If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority? - **Residential above Commercial**”

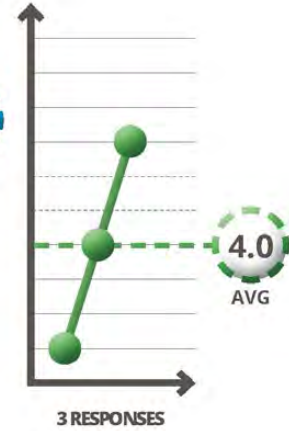
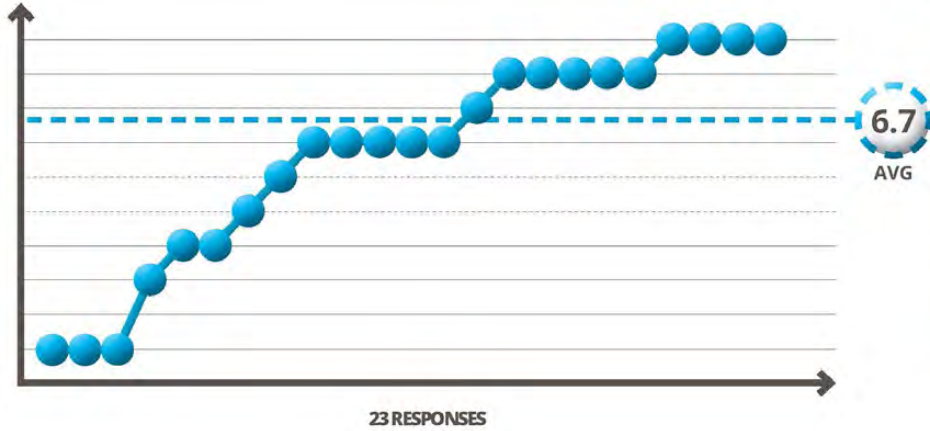
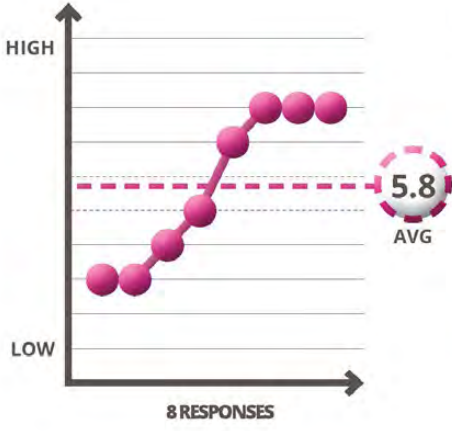
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PUBLIC RESPONSES - HARD COPY RESULTS



ONLINE RESULTS



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

ROE BOULEVARD SITE(S) QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Suburban Strip Mall

012345678910

Mixed-Use Town Center

Comments:

2. If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority?

a) Affordable Housing

low

12345678910

high

b) Senior Housing

low

12345678910

high

c) Residential Above Commercial

low

12345678910

high

3. If **civic facilities** (community center, parks, gathering places, etc.) were to be improved or constructed in the future, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low

12345678910

high

5. To what extent should future redevelopment in the study area be driven by **market demand**?

low

12345678910

high

6. To what extent should future redevelopment in the study area be driven by **public policy**?

low

12345678910

high

7. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low

12345678910

high

8. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low

12345678910

high

9. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low

12345678910

high

QUESTION 3:

“If **Civic Facilities** (community center, parks, gathering places, etc.) were to be improved or constructed in the future, what would you like to see?”

QUESTION 4:

“To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?”

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PUBLIC RESPONSES - HARD COPY RESULTS

ONLINE RESULTS

City of Roeland Park

Page 31

ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

ROE BOULEVARD SITE(S) QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Suburban

Strip Mall

0

1

2

3

4

5

6

7

8

9

10

Mixed-Use

Town Center

Comments

2. If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority?

a) Affordable Housing

low

1

2

3

4

5

6

7

8

9

10

high

b) Senior Housing

low

1

2

3

4

5

6

7

8

9

10

high

c) Residential Above Commercial

low

1

2

3

4

5

6

7

8

9

10

high

3. If **civic facilities** (community center, parks, gathering places, etc.) were to be improved or constructed in the future, what would you like to see?

Comments

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low

1

2

3

4

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9

10

high

5. To what extent should future redevelopment in the study area be driven by **market demand**?

low

1

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high

6. To what extent should future redevelopment in the study area be driven by **public policy**?

low

1

2

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high

7. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low

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high

8. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low

1

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high

9. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low

1

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6

7

8

9

10

high

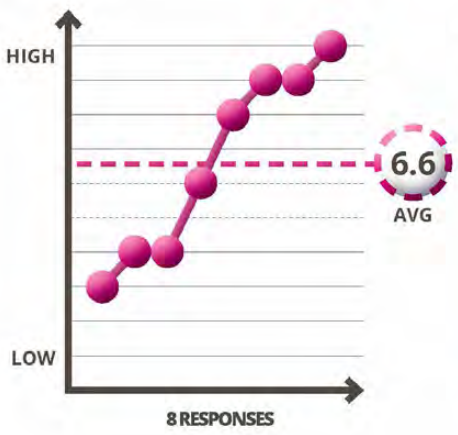
QUESTION 5:

“To what extent should future redevelopment in the study area be driven by **market demand**?”

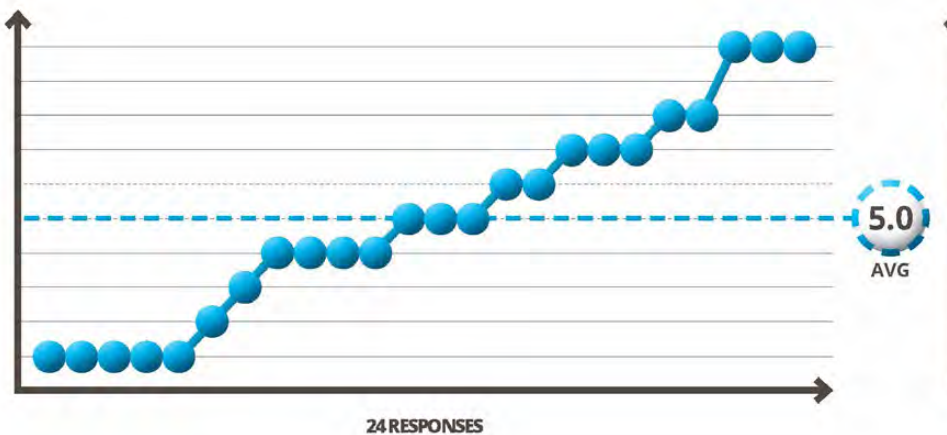
QUESTION 6:

“To what extent should future redevelopment in the study area be driven by **public policy**?”

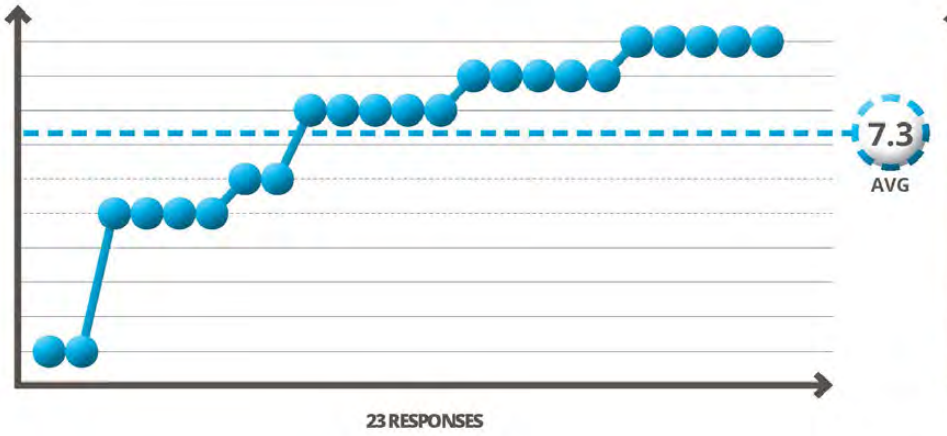
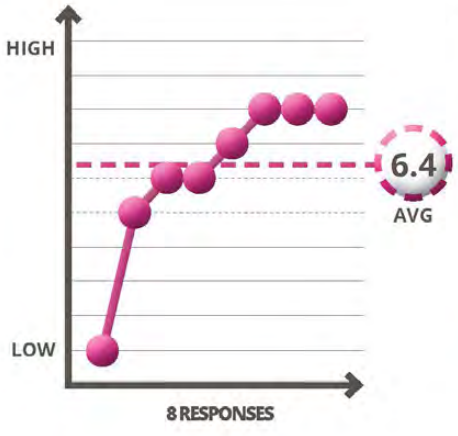
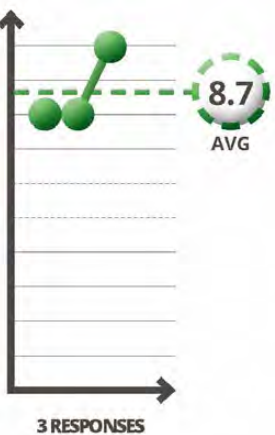
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ONLINE RESULTS



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

ROE BOULEVARD SITE(S) QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Suburban Strip Mall012345678910Mixed-Use Town Center

Comments:

2. If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority?

a) Affordable Housing

low12345678910high

b) Senior Housing

low12345678910high

c) Residential Above Commercial

low12345678910high

3. If **civic facilities** (community center, parks, gathering places, etc.) were to be improved or constructed in the future, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low12345678910high

5. To what extent should future redevelopment in the study area be driven by **market demand**?

low12345678910high

6. To what extent should future redevelopment in the study area be driven by **public policy**?

low12345678910high

7. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low12345678910high

8. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low12345678910high

9. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low12345678910high

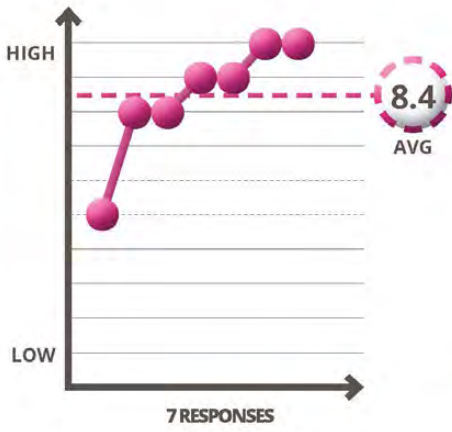
QUESTION 7:

“To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?”

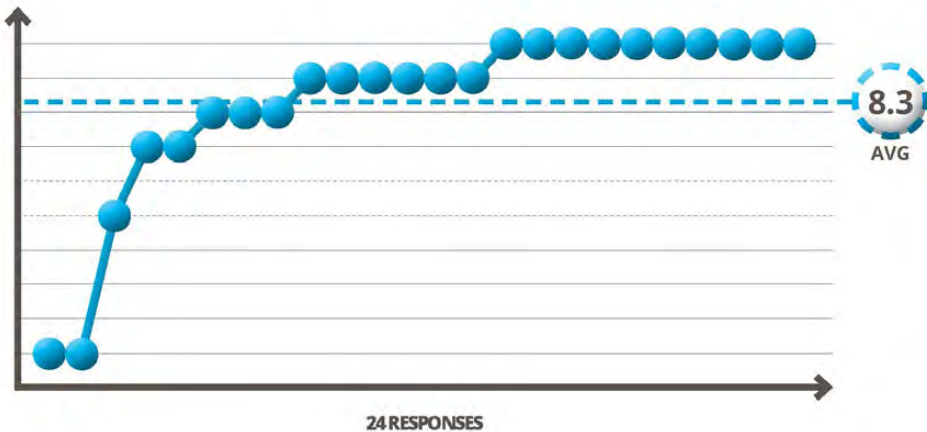
QUESTION 8:

“To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?”

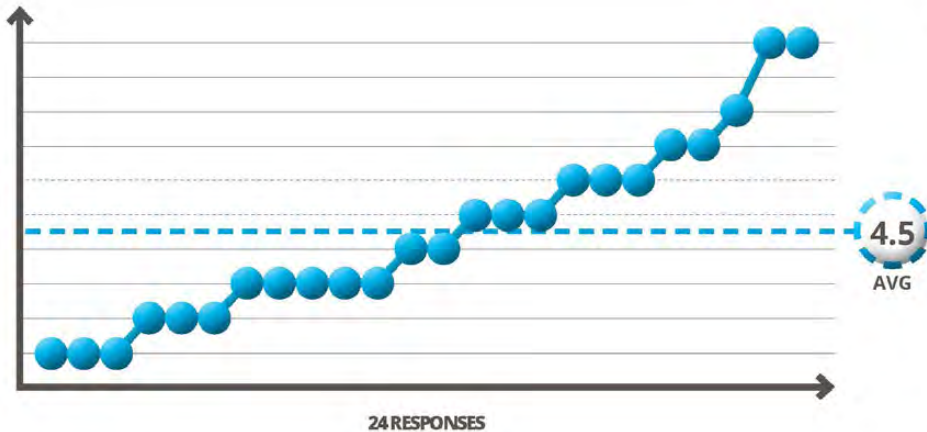
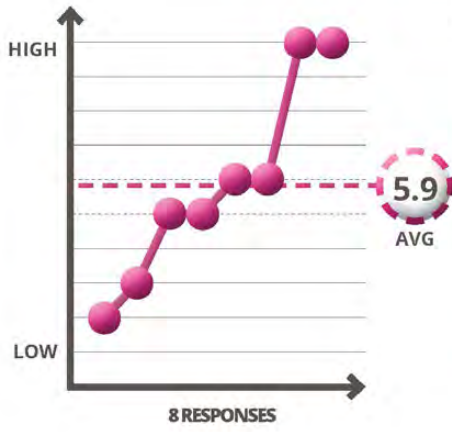
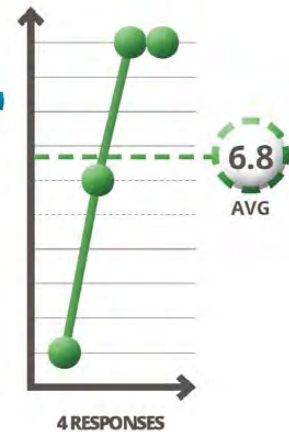
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PUBLIC RESPONSES - HARD COPY RESULTS



ONLINE RESULTS



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

ROE BOULEVARD SITE(S) QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Suburban Strip Mall

012345678910

Mixed-Use Town Center

Comments:

2. If **residential redevelopment** occurs within the study area, to what extent should the following development types be considered a priority?

a) Affordable Housing

low12345678910high

b) Senior Housing

low12345678910high

c) Residential Above Commercial

low12345678910high

3. If **civic facilities** (community center, parks, gathering places, etc.) were to be improved or constructed in the future, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low12345678910high

5. To what extent should future redevelopment in the study area be driven by **market demand**?

low12345678910high

6. To what extent should future redevelopment in the study area be driven by **public policy**?

low12345678910high

7. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low12345678910high

8. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low12345678910high

9. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low12345678910high

QUESTION 9:

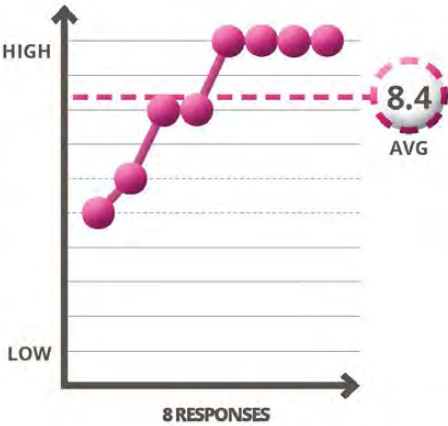
“To what extent should **sustainability** be considered a priority for redevelopment in the study area?”

NORTH SITE- INPUT SUMMARY

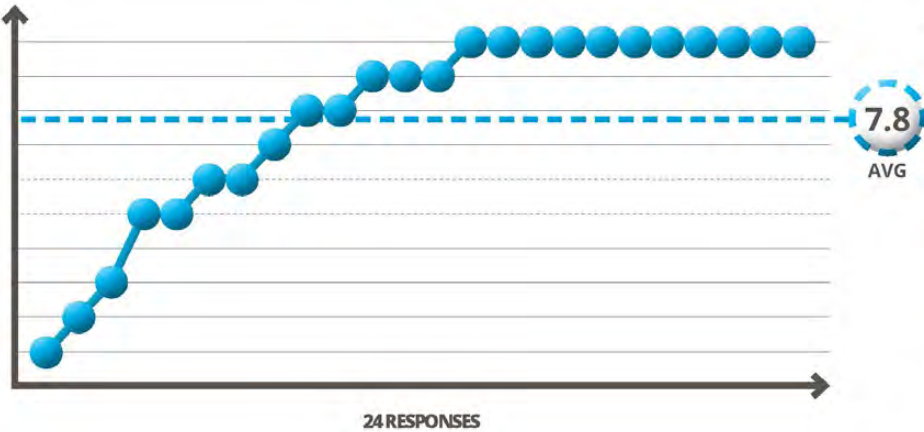
The general summary of these responses indicates a strong preference for new commercial development to resemble a mixed-use town center character rather than a typical suburban strip mall. There is support for exploring new senior housing and residential units over commercial space in mixed-use developments, which could provide more diversity of housing choices available in the community. There is an opportunity to explore a modest component of affordable housing as a part of new residential redevelopment, primarily associated with any significant replacement of existing older apartment units within this study area. This consideration could also be commensurate with incentive requests and public-private partnerships associated with future redevelopment proposals.

There is strong support for new pedestrian-oriented gathering places, parks or green spaces with new development proposals – including the provision of stronger trails and street connectivity. Several comments were shared during the planning process regarding the “lost opportunity” resulting from the City’s implementation of the Lowe’s and Price Chopper development proposal. While these uses address market needs of the community, provide strong revenues, and broaden the tax base for the City as a whole – there is a real desire to create an urban mixed-use area that can provide a welcoming sense of place for citizens of Roeland Park.

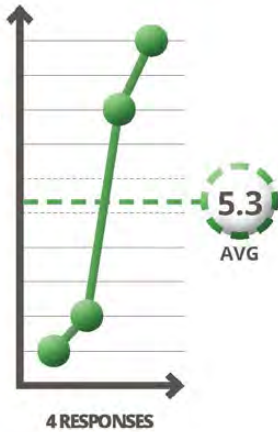
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To that end, the responses indicate relatively strong support for public policy serving as a driver of future redevelopment in this study area. There is also a recognition that market demand will be a strong factor in determining future redevelopment proposals. This will require a balancing act by the City when considering how strongly to prescribe certain types of redevelopment, as consideration should also be given to how market forces can impact the final makeup of various types of land uses and project types.

Development character and quality was identified as the community’s top priority for new development here. Integrating sustainable development and features into future projects was also a significant desire of the community. The plan recommendations and community responses outlined herein should provide some guidance and flexibility for the City to appropriately consider a variety of quality development types meeting the desired goals of those participating in this plan.

SOUTH SITE - COMMUNITY INPUT

A series of 10 questions were provided, and the results for each question are summarized and displayed below. The number of responses does not provide a scientific survey of the community, but there was good participation overall and these responses provide insight into the desires of those community members who took the time to participate in this planning process as an investment in helping to shape the study area's future.

ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

JOHNSON DRIVE SITE QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Single Story Retail / Office	0	1	2	3	4	5	6	7	8	9	10	Multi-Story Mixed-Use
Comments: _____												
2. If **residential redevelopment** occurs within the study area, what type would you prefer?

Lower Density Housing	0	1	2	3	4	5	6	7	8	9	10	Higher Density Housing
Comments: _____												
3. If **civic facilities** (plazas, trails, parks, gathering places, etc.) were to be constructed in the area, what would you like to see?
 Comments: _____
4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low	1	2	3	4	5	6	7	8	9	10	high
-----	---	---	---	---	---	---	---	---	---	----	------
5. To what extent should future redevelopment in the study area be **limited to existing properties adjacent to Johnson Drive**?

Maintain Existing Property Depth	0	1	2	3	4	5	6	7	8	9	10	Expand Site(s) with Appropriate Buffer
----------------------------------	---	---	---	---	---	---	---	---	---	---	----	--
6. To what extent should future redevelopment in the study area be driven by **market demand**?

low	1	2	3	4	5	6	7	8	9	10	high
-----	---	---	---	---	---	---	---	---	---	----	------
7. To what extent should future redevelopment in the study area be driven by **public policy**?

low	1	2	3	4	5	6	7	8	9	10	high
-----	---	---	---	---	---	---	---	---	---	----	------
8. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low	1	2	3	4	5	6	7	8	9	10	high
-----	---	---	---	---	---	---	---	---	---	----	------
9. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

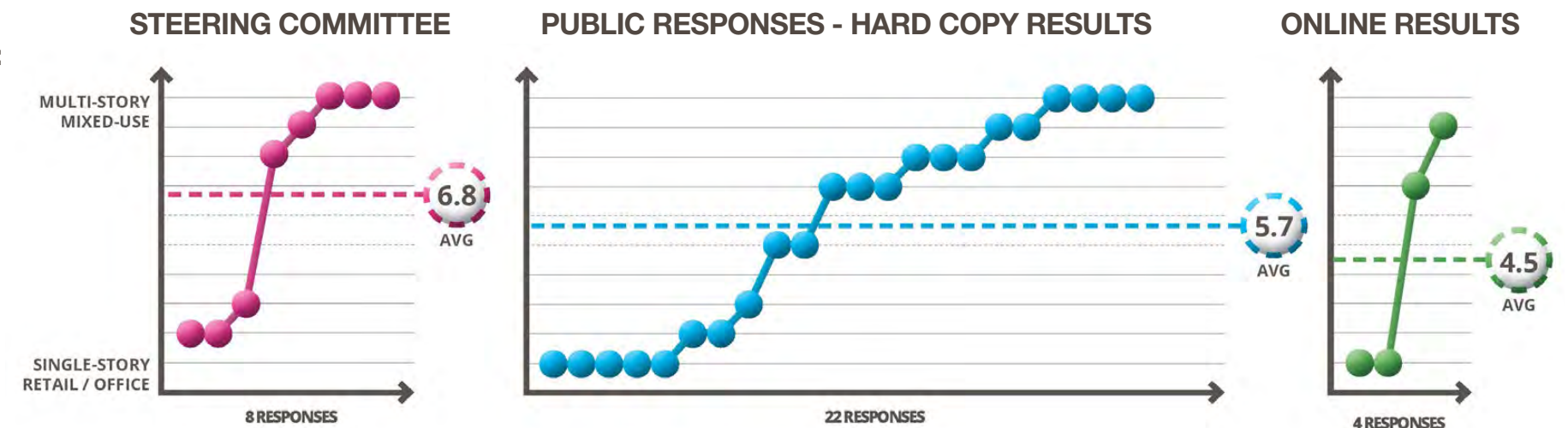
low	1	2	3	4	5	6	7	8	9	10	high
-----	---	---	---	---	---	---	---	---	---	----	------
10. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low	1	2	3	4	5	6	7	8	9	10	high
-----	---	---	---	---	---	---	---	---	---	----	------

Figure 3.21 - South Site - Johnson Drive Questionnaire

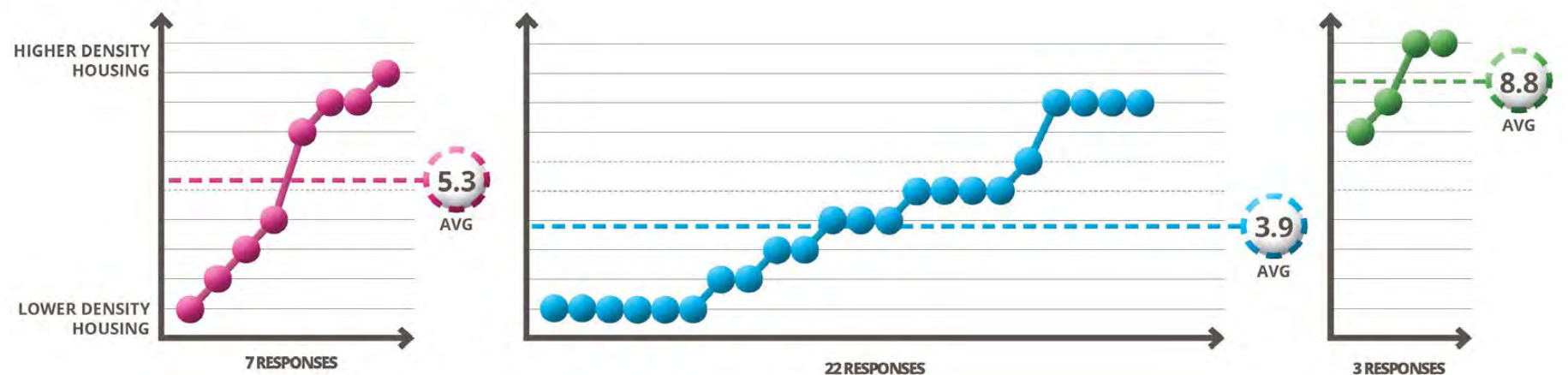
QUESTION 1:

“If commercial redevelopment occurs within the study area, what type would you prefer?”



QUESTION 2:

“If residential redevelopment occurs within the study area, what type would you prefer?”



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

JOHNSON DRIVE SITE QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Single Story
Retail / Office

012345678910

Multi-Story
Mixed-Use

Comments:

2. If **residential redevelopment** occurs within the study area, what type would you prefer?

Lower Density
Housing

012345678910

Higher Density
Housing

Comments:

3. If **civic facilities** (plazas, trails, parks, gathering places, etc.) were to be constructed in the area, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low12345678910high

5. To what extent should future redevelopment in the study area be **limited to existing properties adjacent to Johnson Drive**?

Maintain Existing
Property Depth

012345678910

Expand Site(s) with
Appropriate Buffer

6. To what extent should future redevelopment in the study area be driven by **market demand**?

low12345678910high

7. To what extent should future redevelopment in the study area be driven by **public policy**?

low12345678910high

8. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low12345678910high

9. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low12345678910high

10. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low12345678910high

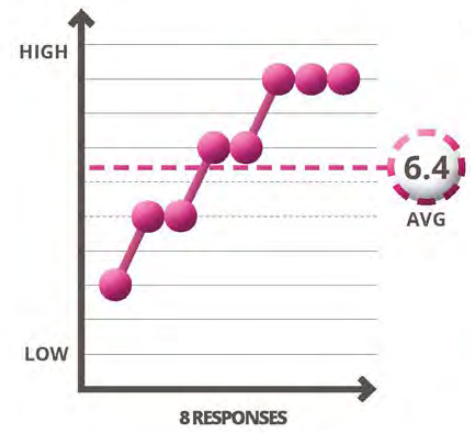
QUESTION 3:

“If **civic facilities** (plazas, trails, parks, gathering places, etc.) were to be constructed in the area, what would you like to see?”

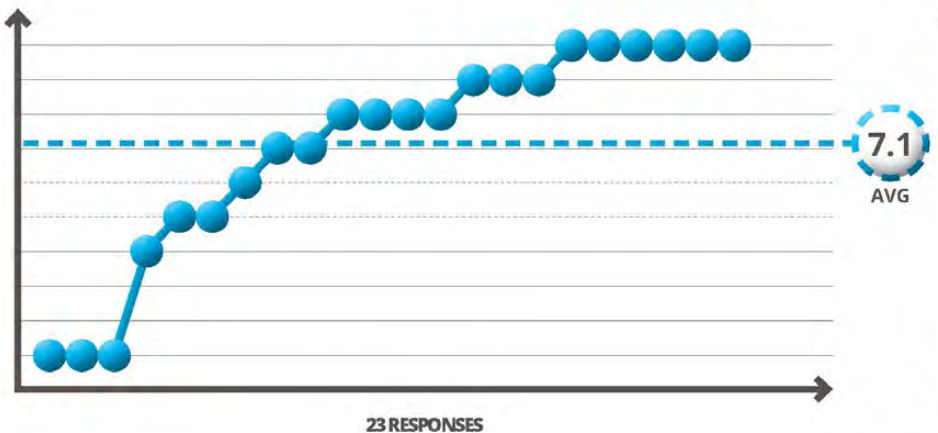
QUESTION 4:

“To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?”

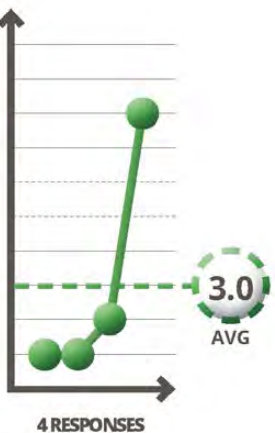
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ONLINE RESULTS



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

JOHNSON DRIVE SITE QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Single Story Retail / Office

012345678910

Multi-Story Mixed-Use

Comments:

2. If **residential redevelopment** occurs within the study area, what type would you prefer?

Lower Density Housing

012345678910

Higher Density Housing

Comments:

3. If **civic facilities** (plazas, trails, parks, gathering places, etc.) were to be constructed in the area, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low12345678910high

5. To what extent should future redevelopment in the study area be **limited to existing properties adjacent to Johnson Drive**?

Maintain Existing Property Depth

012345678910

Expand Site(s) with Appropriate Buffer

6. To what extent should future redevelopment in the study area be driven by **market demand**?

low12345678910high

7. To what extent should future redevelopment in the study area be driven by **public policy**?

low12345678910high

8. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low12345678910high

9. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

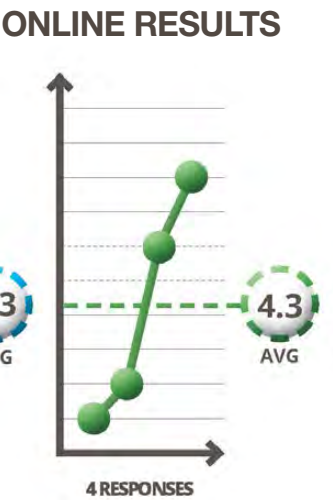
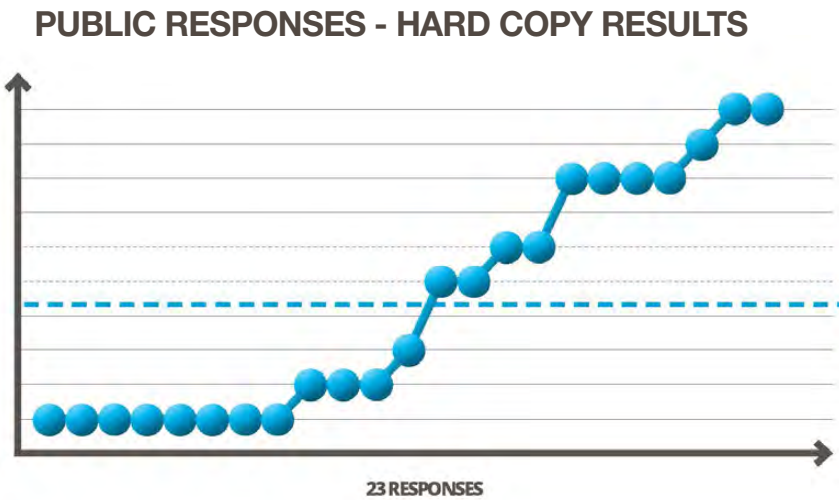
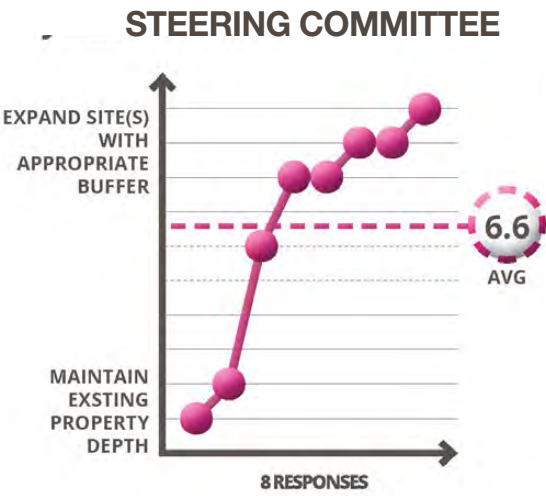
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10. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low12345678910high

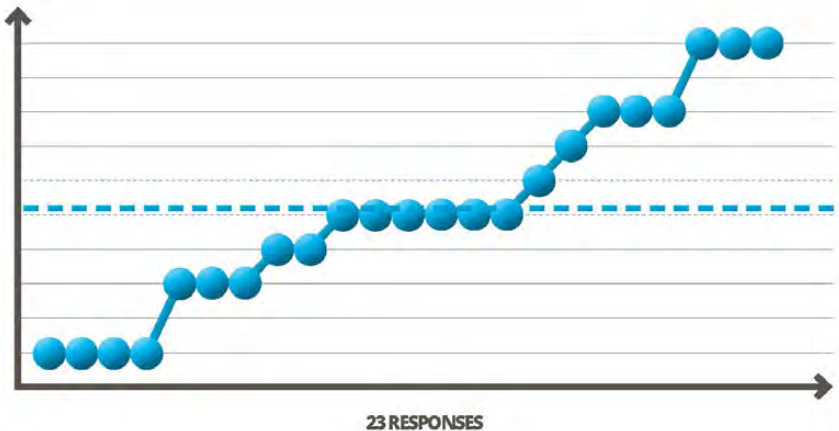
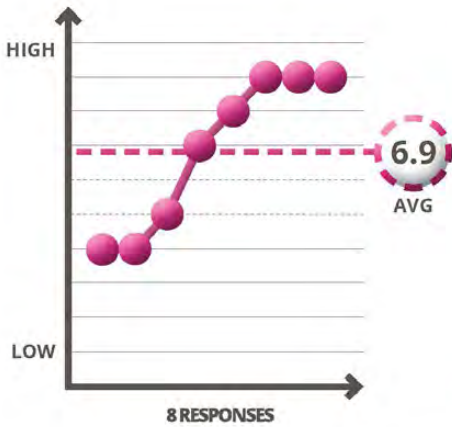
QUESTION 5:

“To what extent should future redevelopment in the study area be **limited to existing properties adjacent to Johnson Drive**?”



QUESTION 6:

“To what extent should future redevelopment in the study area be driven by **market demand**?”



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

JOHNSON DRIVE SITE QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Single Story
Retail / Office

012345678910

Multi-Story
Mixed-Use

Comments:

2. If **residential redevelopment** occurs within the study area, what type would you prefer?

Lower Density
Housing

012345678910

Higher Density
Housing

Comments:

3. If **civic facilities** (plazas, trails, parks, gathering places, etc.) were to be constructed in the area, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low12345678910high

5. To what extent should future redevelopment in the study area be **limited to existing properties adjacent to Johnson Drive**?

Maintain Existing
Property Depth

012345678910

Expand Site(s) with
Appropriate Buffer

6. To what extent should future redevelopment in the study area be driven by **market demand**?

low12345678910high

7. To what extent should future redevelopment in the study area be driven by **public policy**?

low12345678910high

8. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low12345678910high

9. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

low12345678910high

10. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low12345678910high

QUESTION 7:

“To what extent should future redevelopment in the study area be driven by **public policy**?”

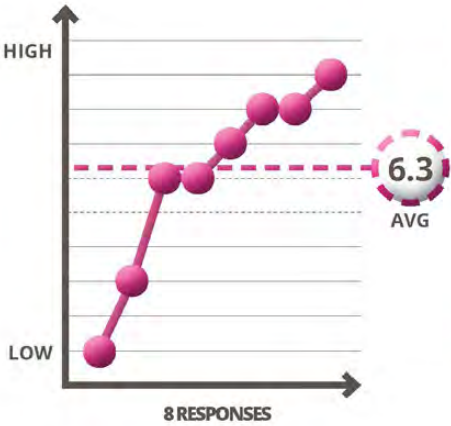
QUESTION 8:

“To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?”

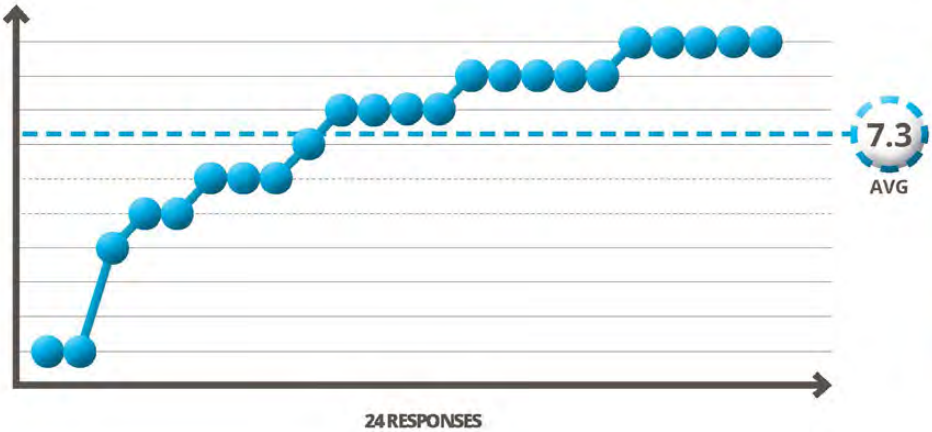
QUESTION 9:

“To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?”

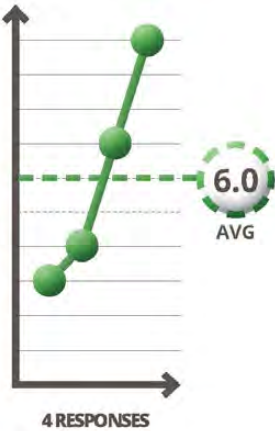
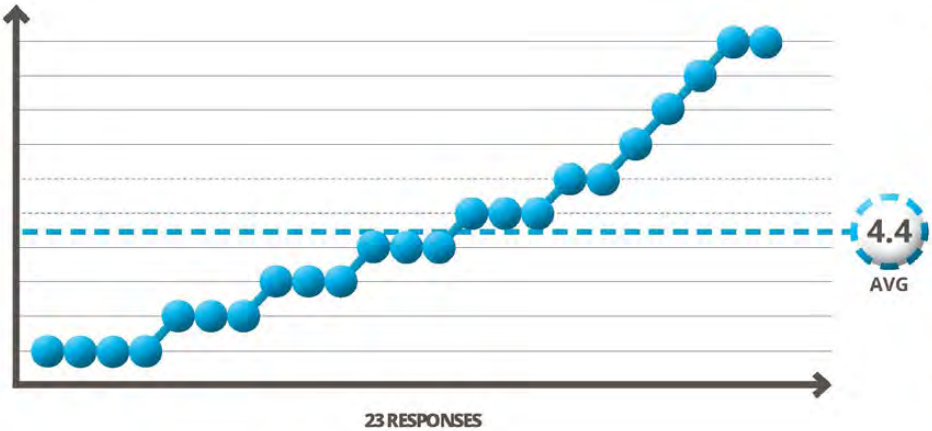
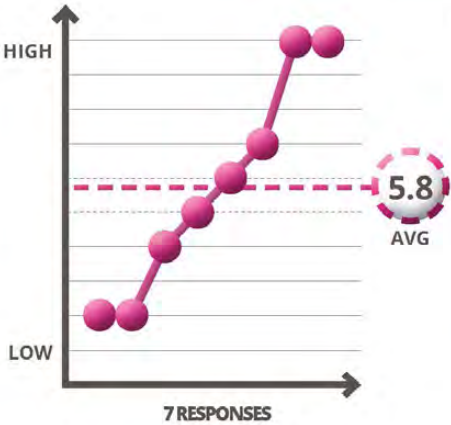
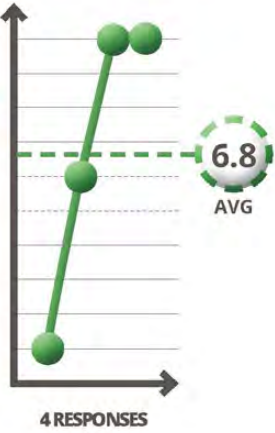
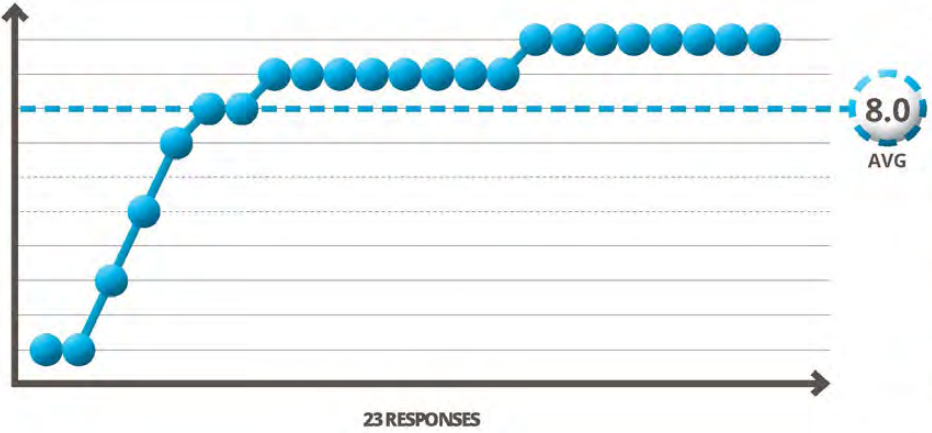
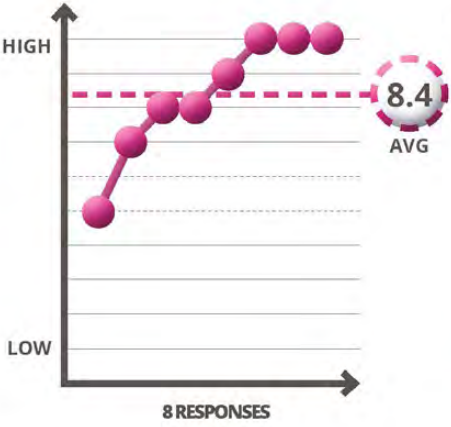
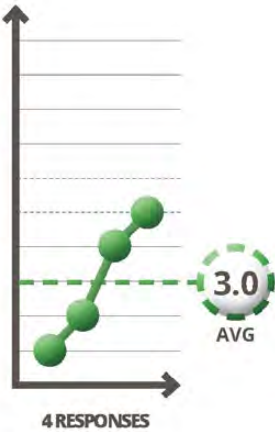
STEERING COMMITTEE



PUBLIC RESPONSES - HARD COPY RESULTS



ONLINE RESULTS



ROE BLVD + JOHNSON DRIVE CORRIDOR PLAN

Steering Committee Meeting #3

JOHNSON DRIVE SITE QUESTIONS:

1. If **commercial redevelopment** occurs within the study area, what type would you prefer?

Single Story
Retail / Office

012345678910

Multi-Story
Mixed-Use

Comments:

2. If **residential redevelopment** occurs within the study area, what type would you prefer?

Lower Density
Housing

012345678910

Higher Density
Housing

Comments:

3. If **civic facilities** (plazas, trails, parks, gathering places, etc.) were to be constructed in the area, what would you like to see?

Comments:

4. To what extent should **trail and street connectivity** be considered a priority for redevelopment in the study area?

low12345678910high

5. To what extent should future redevelopment in the study area be **limited to existing properties adjacent to Johnson Drive**?

Maintain Existing
Property Depth

012345678910

Expand Site(s) with
Appropriate Buffer

6. To what extent should future redevelopment in the study area be driven by **market demand**?

low12345678910high

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low12345678910high

8. To what extent should future **development character and quality** be considered a priority for redevelopment in the study area?

low12345678910high

9. To what extent should the City consider **development incentives** as a priority to support redevelopment in the study area?

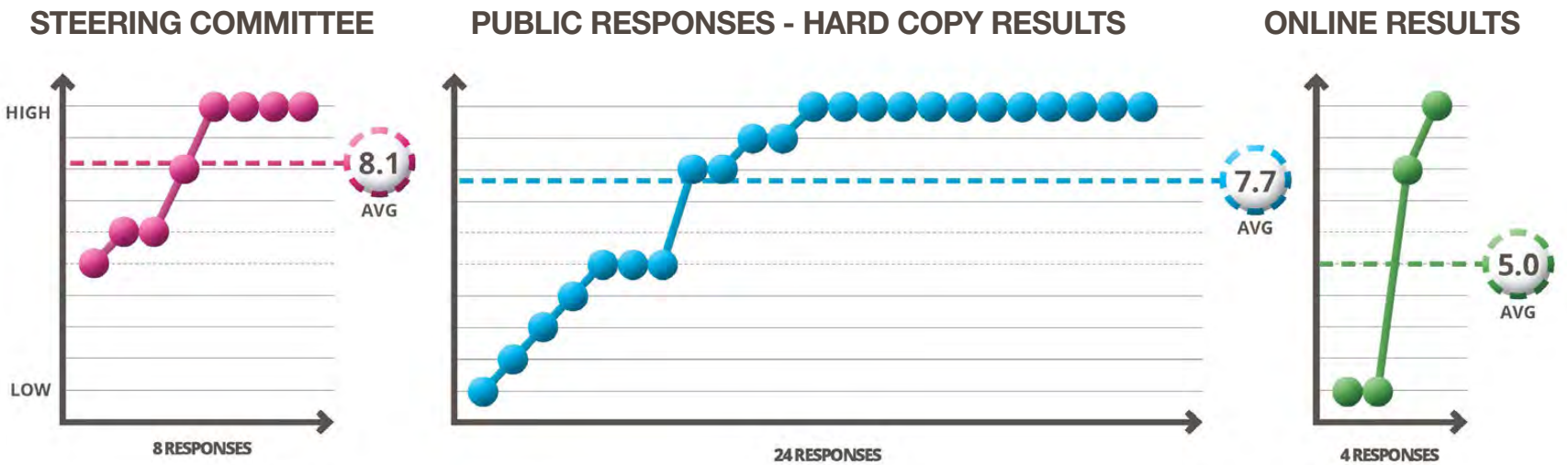
low12345678910high

10. To what extent should **sustainability** be considered a priority for redevelopment in the study area?

low12345678910high

QUESTION 10:

“To what extent should **sustainability** be considered a priority for redevelopment in the study area?”



SOUTH SITE - INPUT SUMMARY

The general summary of these responses indicates a slight preference for any new commercial redevelopment to incorporate a multi-story mixed-use character rather than single-story commercial buildings. There is also support for exploring medium density residential housing as part of future redevelopment proposals, with some trepidation to taller buildings located on this site. This approach can provide an appropriate transition in building height from the existing homes in the Roe Manor Heights neighborhood to the proposed higher density Mission Gateway project across Johnson Drive to the south.

To that end, one of the limiting factors of these sites is the relatively shallow depth of the existing properties facing Johnson Drive. There is support for exploring the potential acquisition and integration of adjacent single-family residential properties (located directly north) as part of future redevelopment proposals, but there were some concerns expressed during the planning process about how this new neighborhood “edge condition” would be treated and integrated into any new redevelopment proposal.

There is strong support for new pedestrian-oriented gathering places, parks and green spaces with new development proposals – including the provision of stronger trails, wider sidewalks along Johnson Drive and street connectivity.

Responses indicate relatively strong support for public policy serving as a driver of future redevelopment in this study area. The use of incentives as a driver of future redevelopment appears to have some degree of support, yet will likely be dependent upon the type and density of development and the ability to provide appropriate buffering/ edge conditions along the northern edge of the development adjacent to the Roe Manor Heights neighborhood. There is also a recognition that market demand will be a strong factor in determining future redevelopment proposals. This will again require a balancing act by the City when considering how strongly to prescribe certain types of redevelopment, as consideration should also be given to how market forces can impact the final makeup of various types of land uses and project types.

Development character and quality was also identified as the community’s top priority for new development here. Integrating sustainable development and features into future projects was also a significant desire of the community. The plan recommendations and

INITIAL CONCEPTS

As part of Community Meeting #2, the planning team prepared three alternative redevelopment concepts for each site to obtain community review and comment. These concepts were hypothetical in nature and did not represent any specific development proposals. They were created utilizing several of the ideas generated during the first public meeting, and represent alternative land uses and redevelopment densities as a means to explore how the study area could accommodate a variety of proposals – and to spark community discussion and identification of issues and opportunities associated with each. Descriptive notes outlining the primary components of each concept is provided for reference.

NORTH SITE - CONCEPT N1

- New connection to the Community Center from Roe Boulevard is provided through the parking lot between two existing buildings in The Boulevard apartment community. Parking lot reconstruction and regrading are needed to make this connection, and consideration given for designating this as a public or private street.
- Restaurant / retail pad sites provided along Skyline Drive to replace a modest portion of The Boulevard apartment site - could assist in mitigating impacts of new Community Center access.
- Enhance existing retail parking lots to improve aesthetic character and pedestrian circulation in order to better serve the retail tenants.



Figure 3.22 - Concept N1 Restaurant Precedent Imagery

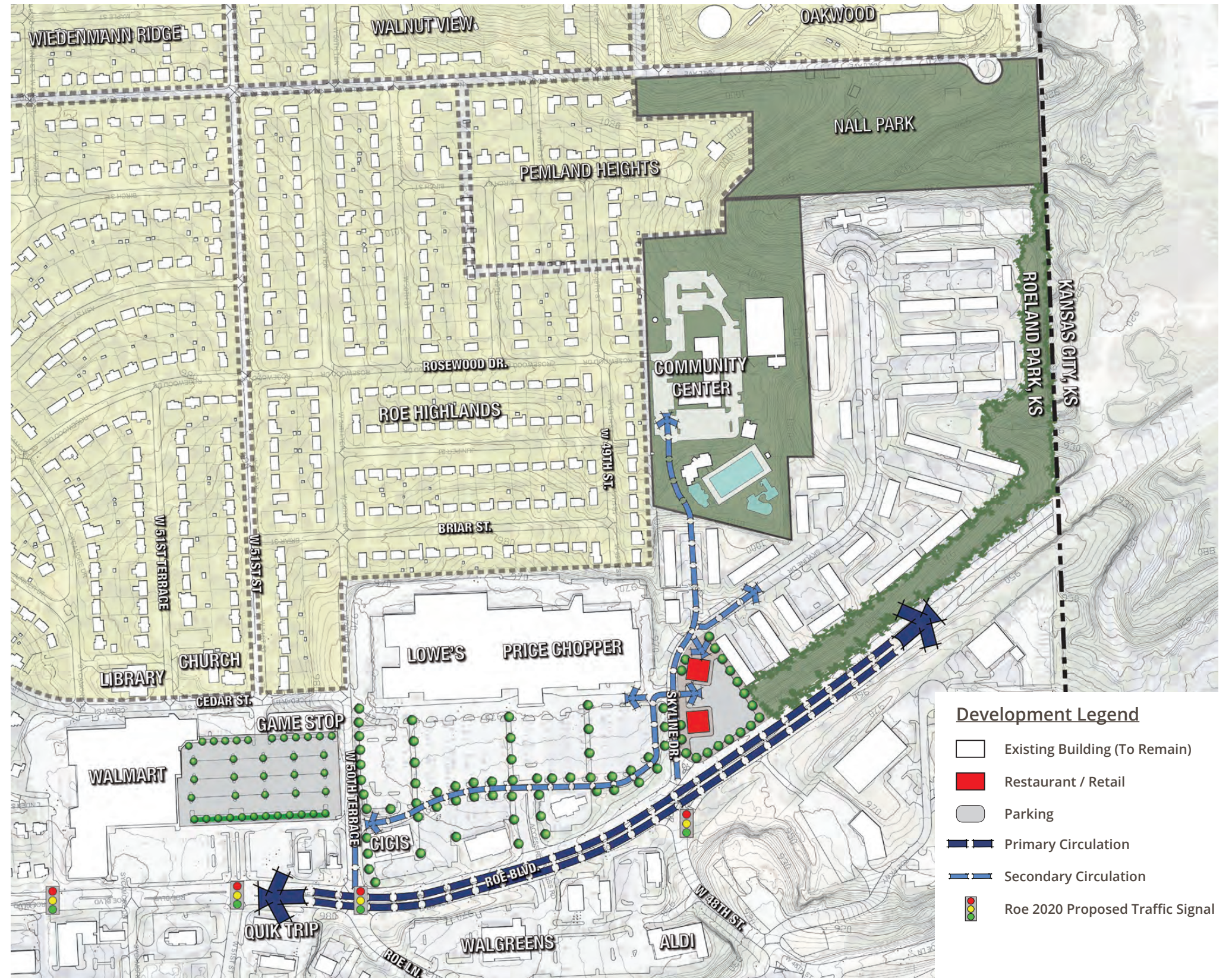


Figure 3.23 - Concept N1 Site Plan

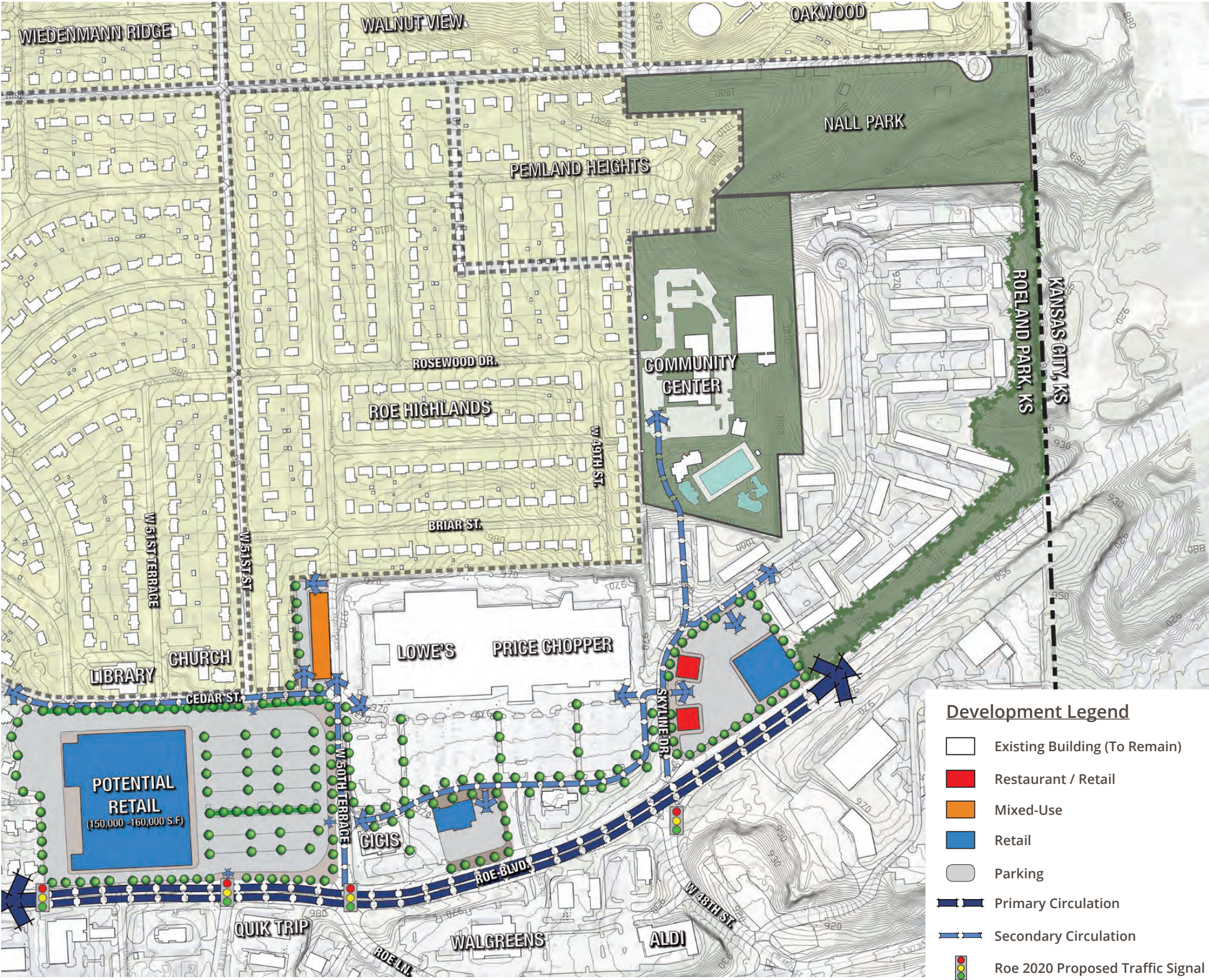


Figure 3.24 - Concept N2 Site Plan

NORTH SITE - CONCEPT N2

- New public or private street connection to the Community Center from Roe Boulevard is provided through the parking lot between two existing buildings in The Boulevard apartment community. Parking lot reconstruction and regrading are needed to make this connection.
- Existing Wal-Mart building rebuilt/expanded to maximize size on-site.
- Relocate other displaced commercial buildings to replace a portion of The Boulevard apartment site – could assist in mitigating impacts of new Community Center access.
- Commercial building in front of Lowe's / Price Chopper is eventually rebuilt to face internal vehicular corridor with sidewalks to improve pedestrian circulation and aesthetics.
- New attached single-family residential units located on West 50th Terrace as a transitional land use and to assist in visually buffering views from neighborhood to Lowe's Garden Center area.
- Enhance existing retail parking lots to improve aesthetic character and pedestrian circulation in order to better serve the retail tenants.



Figure 3.25 - Concept N2 Precedent Imagery

NORTH SITE - CONCEPT N3

- New public or private street connection to the Community Center from Roe Boulevard is provided along the southern edge of The Boulevard apartment site as part of a larger redevelopment opportunity.
- Existing Wal-Mart site is replaced with a new multi-story mixed-use urban town center development, with smaller commercial buildings/restaurants surrounding a central civic green space.
- Wal-Mart (or other large format retail) is relocated and expanded to a new site with I-35 visibility and connectivity to Roe Boulevard on the northern edge of The Boulevard site – as part of a larger redevelopment opportunity.
- New multi-story mixed-use redevelopment of The Boulevard apartment site with green space and pedestrian-friendly amenities.
- Commercial building in front of Lowe's / Price Chopper is eventually rebuilt to face internal vehicular corridor with sidewalks to improve pedestrian circulation and aesthetics, with additional parking lot enhancements.
- New attached single-family residential units located on West 50th Terrace as a transitional land use and to assist in visually buffering views from neighborhood to Lowe's Garden Center area.



Figure 3.26 - Concept N3 Precedent Imagery

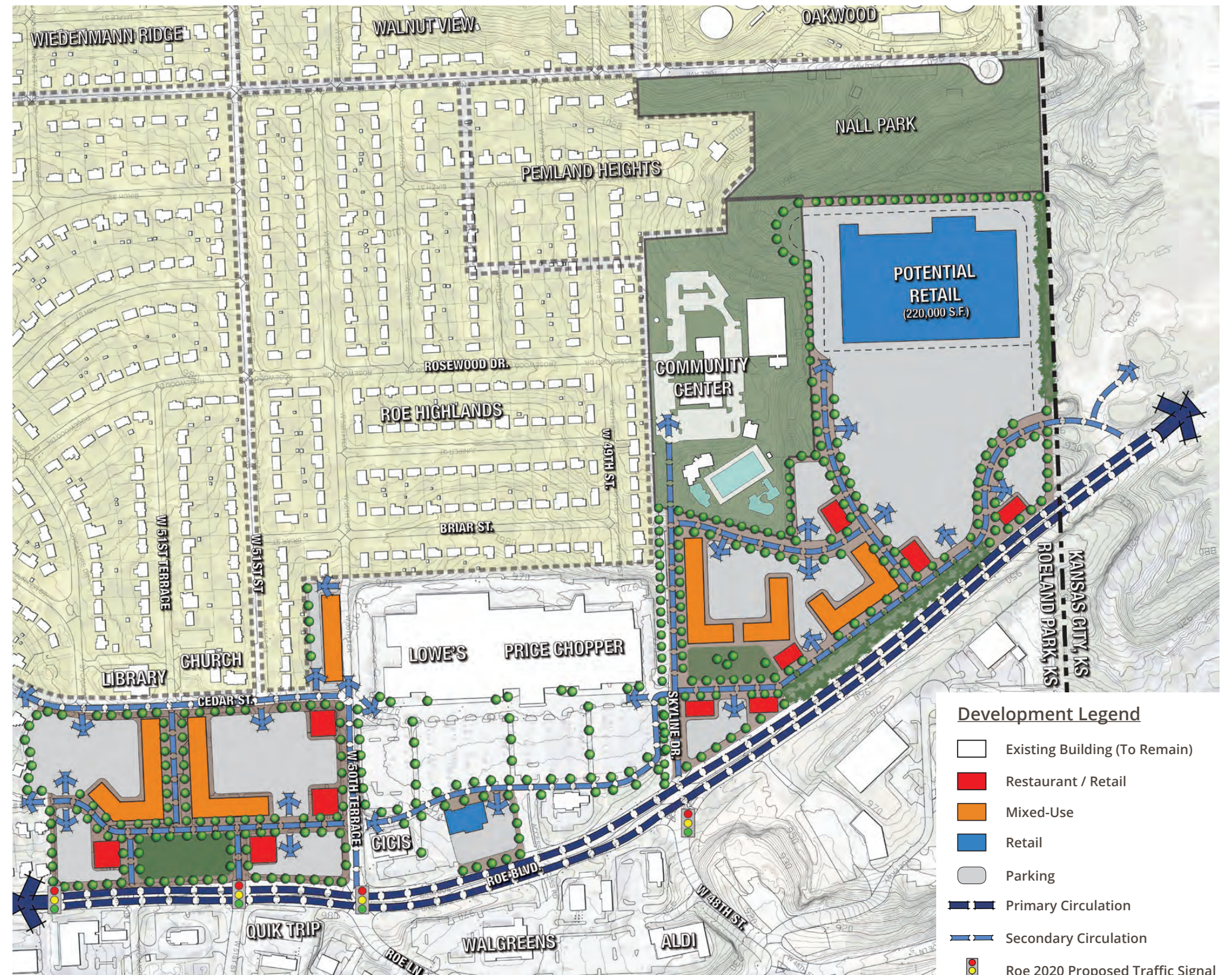


Figure 3.27 - Concept N3 Site Plan

SOUTH SITE - CONCEPT S1

- On-street angled parking and streetscape improvements along Johnson Drive.
- Three single-story restaurant/commercial buildings with surface parking lots.
- Modest park space adjacent to a shared connection with St. Luke's Hospital to the east.
- New fencing or landscape buffer along north property line adjacent to Roe Manor Heights neighborhood.
- Explore shared vehicular connection through existing office building site to the west.



Figure 3.28 - Concept S1 Site Plan



Figure 3.29 - Concept S1 Precedent Imagery

SOUTH SITE - CONCEPT S2

- On-street angled parking and streetscape improvements along Johnson Drive.
- Two-story mixed-use building with surface parking on the west side of the site.
- Single-story restaurant/commercial with surface parking on the east side of the site.
- Modest park space adjacent to a shared connection with St. Luke's Hospital to the east.
- New fencing or landscape buffer along north property line adjacent to Roe Manor Heights neighborhood.
- Explore shared vehicular connection through existing office building site to the west.



Figure 3.30 - Concept S2 Precedent Imagery



Figure 3.31 - Concept S2 Site Plan

SOUTH SITE - CONCEPT S3

- Expanded redevelopment site incorporates several existing residential properties located on the south side of West 58th Street.
- On-street angled parking and streetscape improvements along Johnson Drive.
- Three-story mixed-use building on the west side of the site with adjacent surface/structured parking.
- Single-story restaurant/commercial with surface parking on the east side of the site.
- Attached single-family residential facing Ash Drive to the west.
- Substantial green space and buffer opportunities along West 58th Street with opportunities for walking trail connections.
- Explore shared vehicular connection through existing office building site to the west.

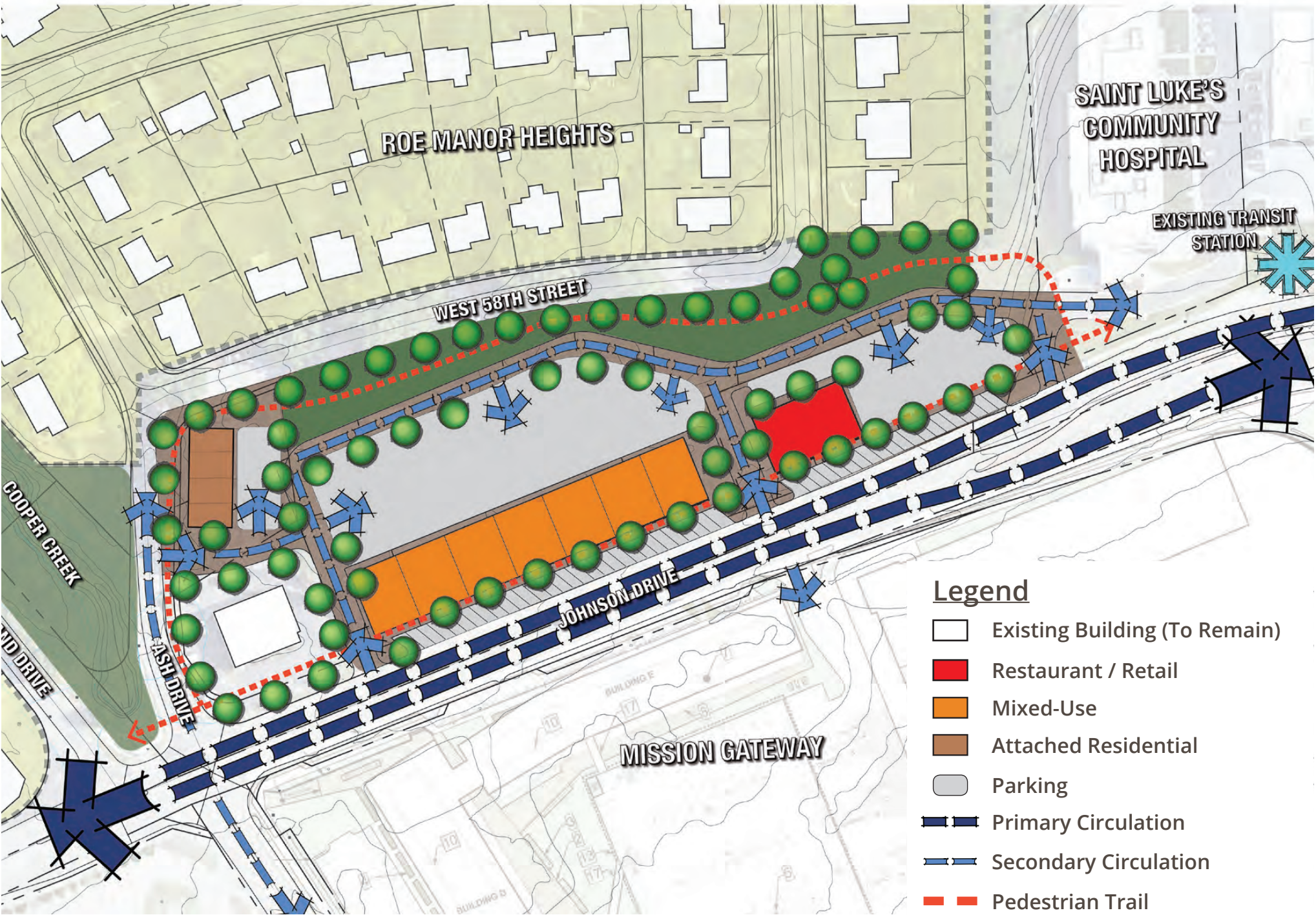


Figure 3.32 - Concept S3 Site Plan



Figure 3.33 - Concept S3 Precedent Imagery

NORTH SITE - INITIAL CONCEPT PREFERENCES

During the second public meeting to review these initial concepts, meeting participants were provided with a large green dot to place on their favorite overall concept for this site (totals seen below in the lower right of each concept). A collection of small green dots was provided to indicate specific site features or elements they preferred, and small red dots were provided to indicate specific site features or elements they did not prefer. These smaller dots could be placed on any of the concepts. The results of this interactive exercise are provided and summarized below:

Concept N1

Community members provided positive feedback to the idea of providing a new vehicular connection to the Community Center through The Boulevard apartment community, and for providing additional commercial building opportunities at the corner of Skyline Drive and Roe Boulevard. The most negative feedback centered around the existing Wal-Mart and Game Stop/Liquor Store buildings remaining unchanged. Residents clearly wish to see significant improvements to these properties.

Two participants selected this concept as their overall preference.

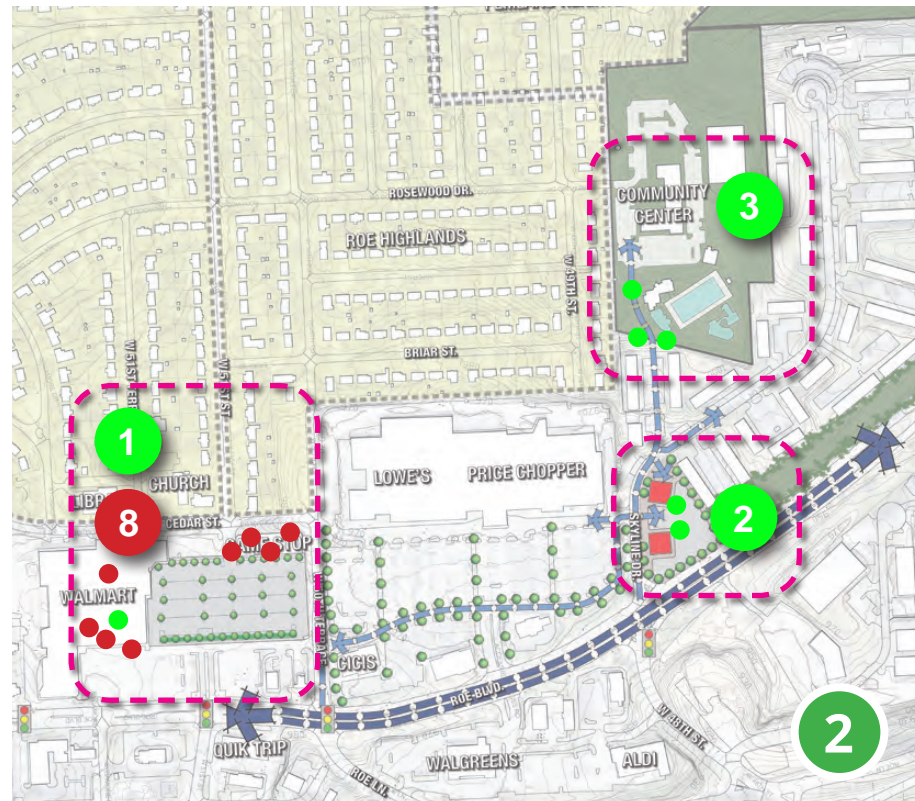


Figure 3.34 - Concept N1 Initial Preference

Concept N2

Elements preferred in this concept included providing a new Community Center connection, enhancing parking lot circulation corridors, expanding commercial opportunities at the corner of Skyline Drive and Roe Boulevard, developing attached single-family residential across from Lowe's Garden Center, and expanding the existing Wal-Mart.

In contrast, there were many negative reactions to two specific elements in this concept. Several attendees were concerned about the new attached single-family residential, and a significant number disliked the idea of expanding the existing Wal-Mart retail building/use in its current location.

Three participants selected this concept as their overall preference.

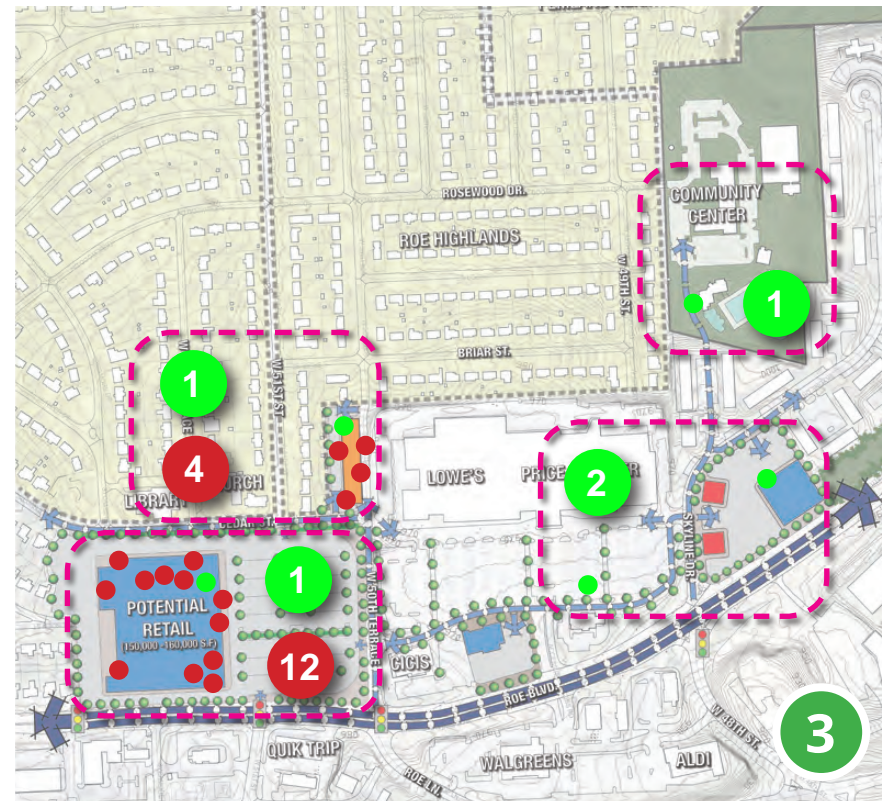


Figure 3.35 - Concept N2 Initial Preference

Concept N3

This concept garnered the most community support as well as the most specific feature responses as compared with either of the other two concepts. Elements that received the most positive feedback included the town center and civic green space, with an overwhelming 38 green dots. Providing a new connection to the community center from Roe Boulevard remained popular, while the proposed attached single-family residential along West 50th Terrace remained a concern.

The potential for higher density mixed-use development within The Boulevard apartment site along Skyline Drive also received a very significant number of positive votes. The potential for relocating the Wal-Mart (or other large format retail use) to a new larger location along the northern edge of the study area received more positive than negative votes – while the new access drive connecting northward to Roe Boulevard also garnered similar results.

Twelve participants selected this concept as their overall preference.

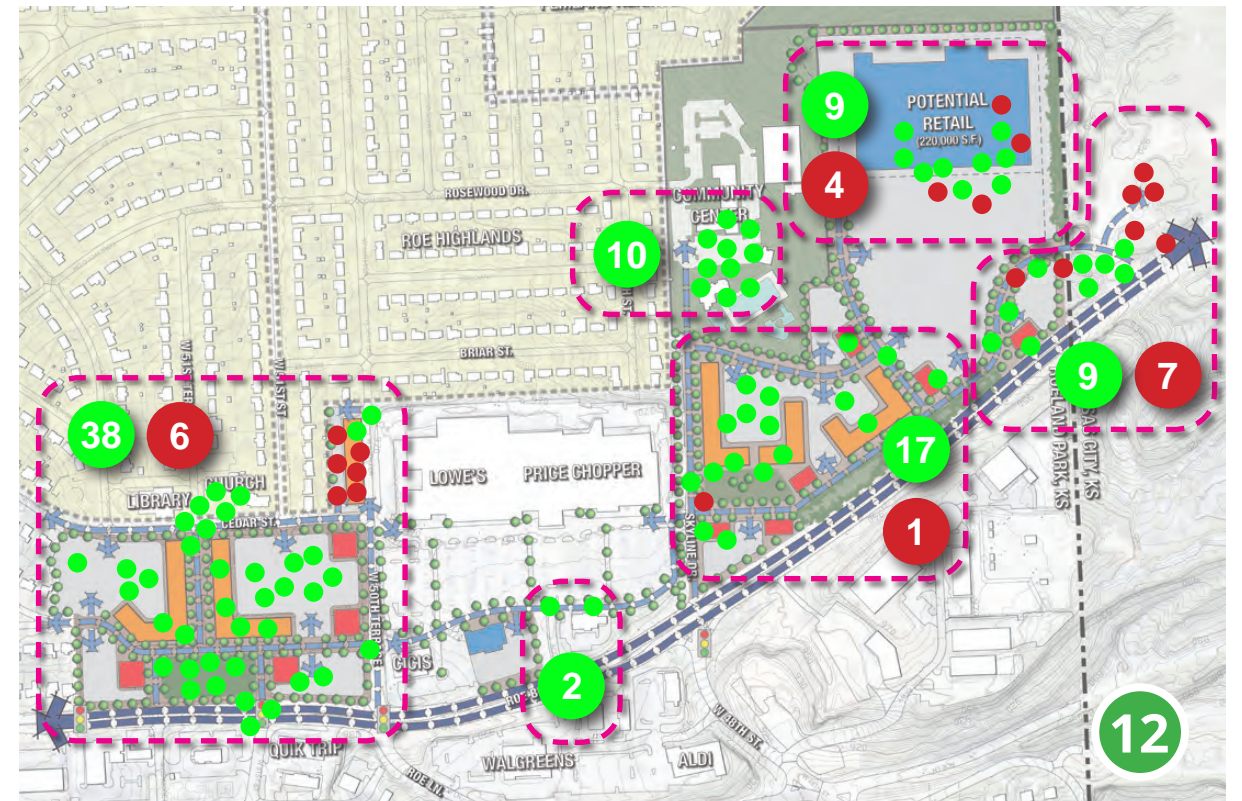


Figure 3.36 - Concept N3 Initial Preference

SOUTH SITE - INITIAL CONCEPT PREFERENCES

During the second public meeting to review these initial concepts, meeting participants were provided with a large green dot to place on their favorite overall concept for this site (totals seen below in the lower right of each concept). A collection of small green dots was provided to indicate specific site features or elements they preferred, and small red dots were provided to indicate specific site features or elements they did not prefer. These smaller dots could be placed on any of the concepts. The results of this interactive exercise are provided and summarized below:

Concept S1

This concept was well-received and garnered only positive feedback, with four positive votes placed on each of the three proposed buildings.

Seven participants selected this concept as their overall preference.



Figure 3.37 - Concept S1 Initial Preference

Concept S2

This concept received mostly positive feedback, with an equal number of votes for both the proposed two-story and one-story buildings. Positive feedback was also received for the proposed on-street parking and streetscape improvements along the Johnson Drive corridor. Two red dots were placed on the two-story mixed-use building, and one red dot was placed on the buffer space located between this building and the existing homes to the north in the Roe Manor Heights neighborhood.

Six participants selected this concept as their overall preference.



Figure 3.38 - Concept S2 Initial Preference

Concept S3

This concept received the most feedback compared with the other two concepts, with almost the same number of positive and negative votes. The most popular feature of this concept (the multi-story building fronting on Johnson Drive) garnered six positive votes. Other popular features included the proposed attached single-family residential facing Ash Drive on the west and the large green space located along West 58th Street.

There were several concerns about the parking area located behind the proposed mixed-use building, as well as the potential loss of the existing residential homes located along West 58th Street. The mixture of positive votes and concerns about this area of the plan provided an indication that further exploration of how this green space buffer could be designed, and whether alternative approaches could appropriately knit a larger proposed redevelopment into the existing fabric of the neighborhood.

Even with the mixture of positive feedback and the concerns expressed, this concept tied with S1 as the community's favorite of the three concepts – with seven participants selecting it as their overall preference.

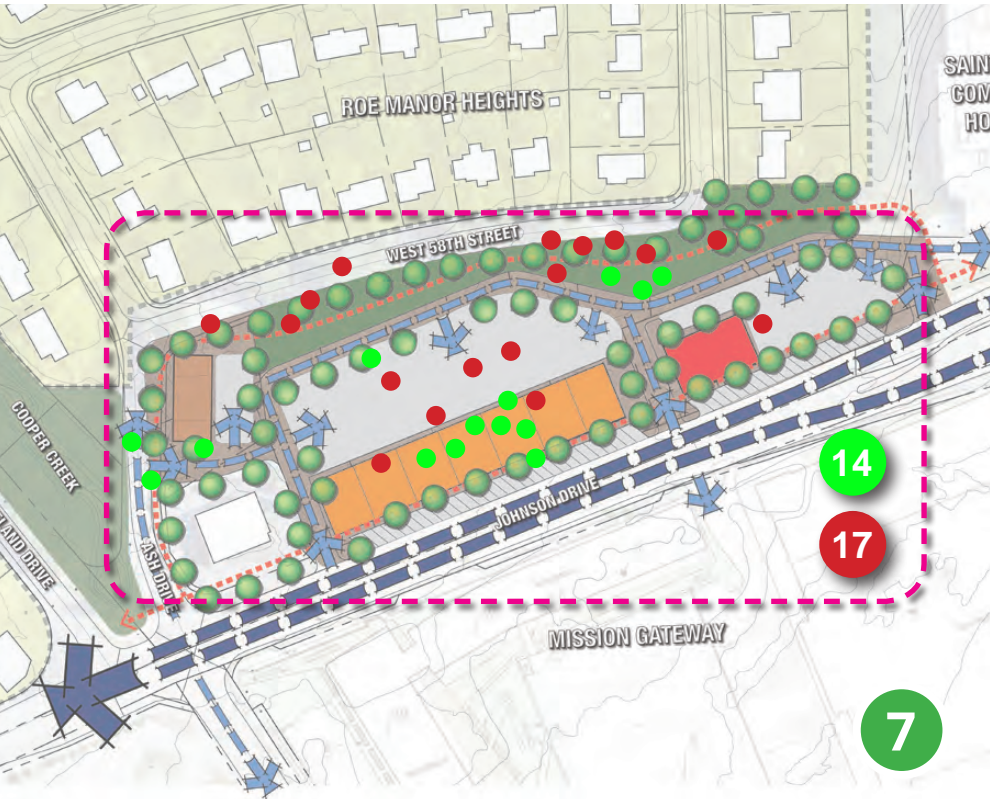


Figure 3.39 - Concept S3 Initial Preference

MOBILITY HUB CONCEPTS

An integral part of the Roe Boulevard and Johnson Drive Corridor Plan was the integration of a mobility hub into the north site along Roe Boulevard. This mobility hub could function as more than just a bus stop and could potentially serve as a modest park and ride facility while integrating other rider amenities including shelters, bicycle racks, an interactive kiosk with real-time arrival display, and other pedestrian-friendly amenities.

A partnership and agreement between the Kansas City Area Transportation Authority (KCATA) and local property owner(s) will be necessary to allow these improvements to move forward. The intent behind creating these concepts is to provide the KCATA and the local community to evaluate several alternatives and provide initial input and preferences for further exploration. The following describes each of the four initial mobility hub concept locations.

T1 - Located on the edge of the Price Chopper parking lot adjacent to the existing US Bank, southbound transit would stop at a shelter located directly on Roe Boulevard with northbound transit accessing this hub by entering the retail center parking lot to stop at another shelter and then exiting to Roe Boulevard via Skyline Drive. These improvements could include construction of some additional parking spaces along the perimeter of the northeast corner of the Price Chopper parking lot.

T2 - Located in an underutilized parking lot adjacent to Taco Bell, southbound transit would stop at a shelter located directly on Roe Boulevard – in similar fashion as option T1. Northbound transit accessing this hub would enter the Wal-Mart parking lot to an internally located bus shelter and then exit to Roe Boulevard via West 50th Terrace. These improvements could include construction of some reconfigured parking spaces within the existing parking area in an area that creates the least potential conflict with existing retail/restaurant patrons.

T3 - This option would be located on the east side of Roe Boulevard within the Walgreen's parking lot. This configuration would allow northbound transit to stop directly on Roe Boulevard while southbound transit would access a new shelter by driving through the Walgreens parking lot. Southbound transit would exit via Roe Lane and eventually out to Roe Boulevard. The existing parking existing in this corner of the current Walgreen's lot and would likely minimize potential conflicts with retail shoppers.

T4 - This option would be located on the east side of Roe Boulevard between the Walgreen's and Aldi parking lots. Both southbound and northbound transit would have to divert from Roe Boulevard and enter the parking lot to access this transit hub location. This option creates the most disruption to transit routes by requiring both directions to divert from Roe Boulevard. Adjacent existing parking in the lots between Walgreens and Aldi would support transit ridership.

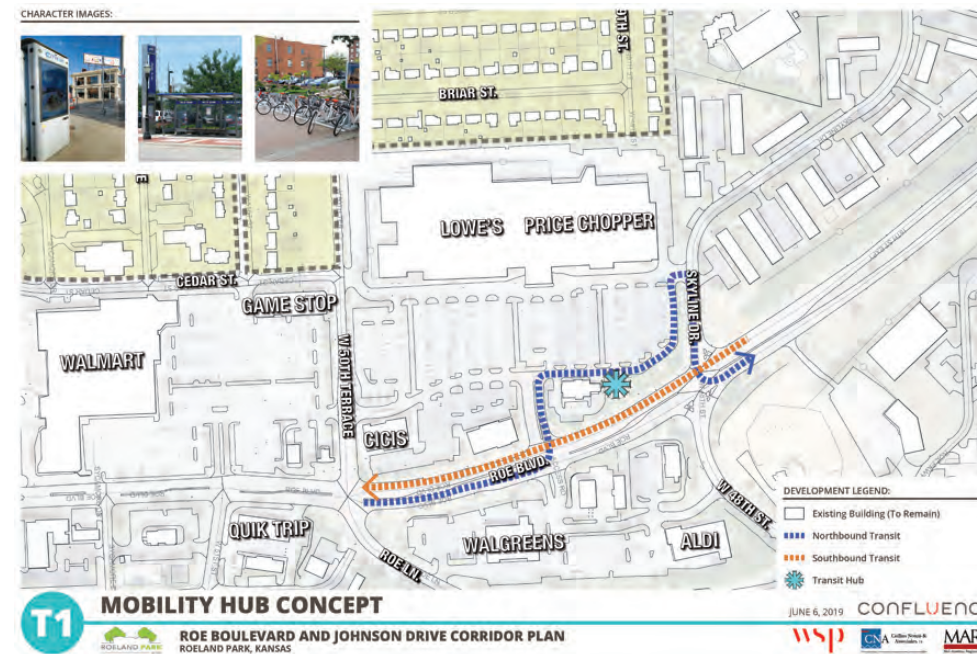


Figure 3.40 - Concept T1 Initial Concept

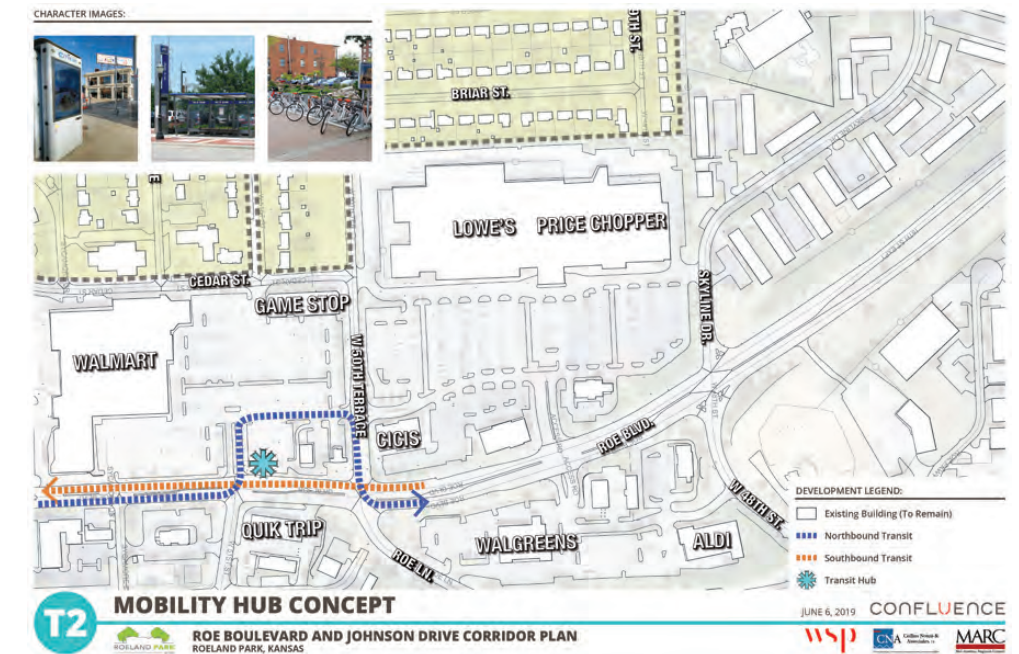


Figure 3.41 - Concept T2 Initial Concept

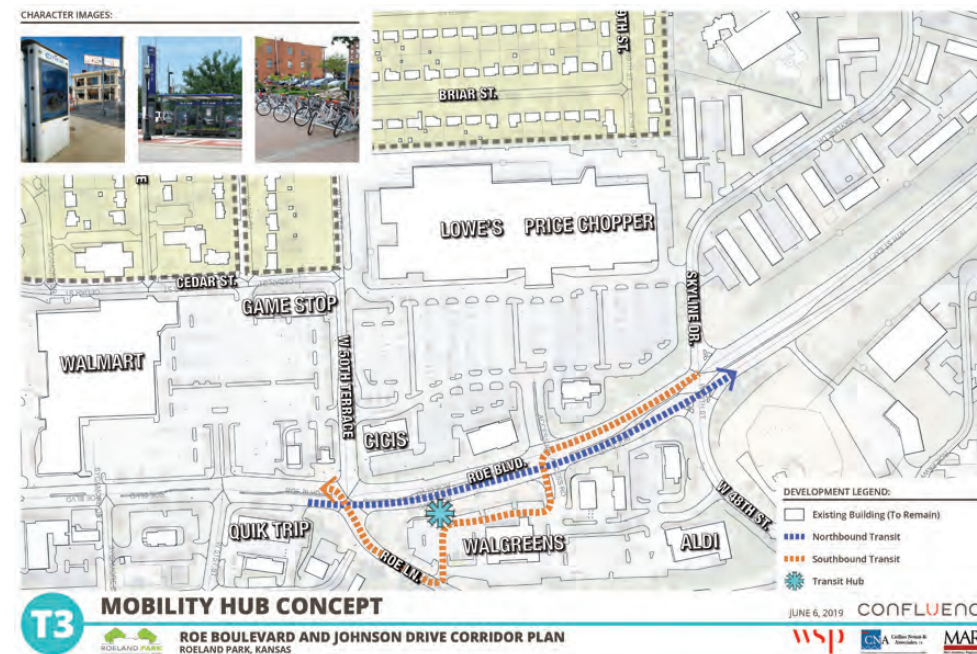


Figure 3.42 - Concept T3 Initial Concept

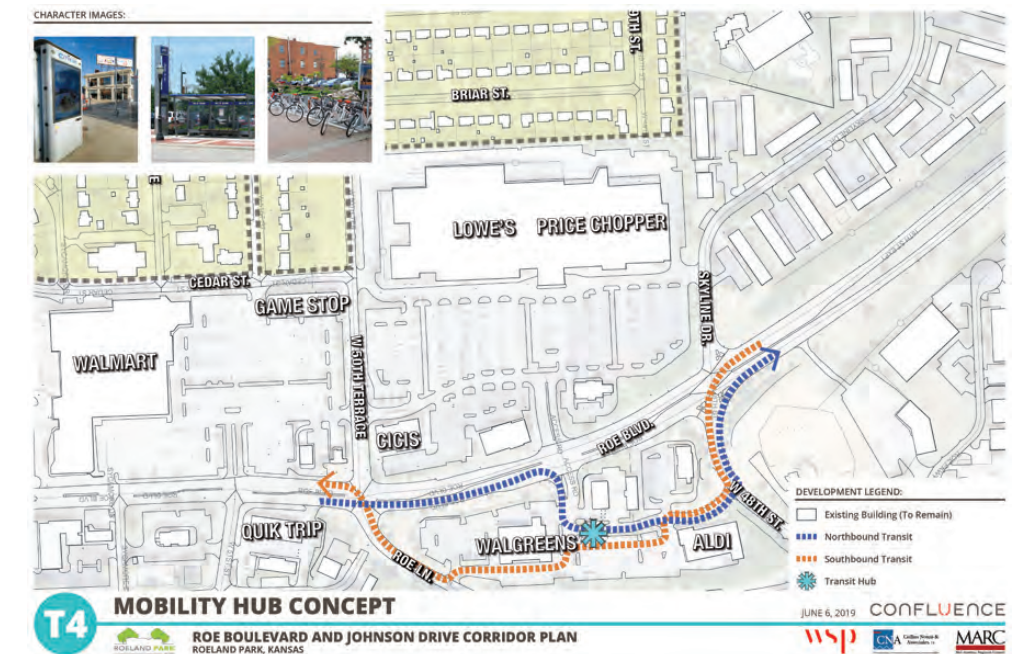


Figure 3.43 - Concept T4 Initial Concept

MOBILITY HUB - INITIAL CONCEPT PREFERENCES

The steering committee and community members were asked to review these four concepts and vote on their favorite option. Option T1 garnered the most support with 12 votes, followed by T2 with three votes and T3 with two votes. T4 did not receive any supportive votes.

T2 was the only option to receive any comments of concern, with the primary focus being anticipated morning traffic within the Wal-Mart parking lot onto West 50th Terrace potentially conflicting with neighborhood and commercial traffic already using West 50th Terrace.

PLANNING PROCESS



Figure 3.44 - Concept T1 Initial Concept Preference



Figure 3.45 - Concept T2 Initial Concept Preference

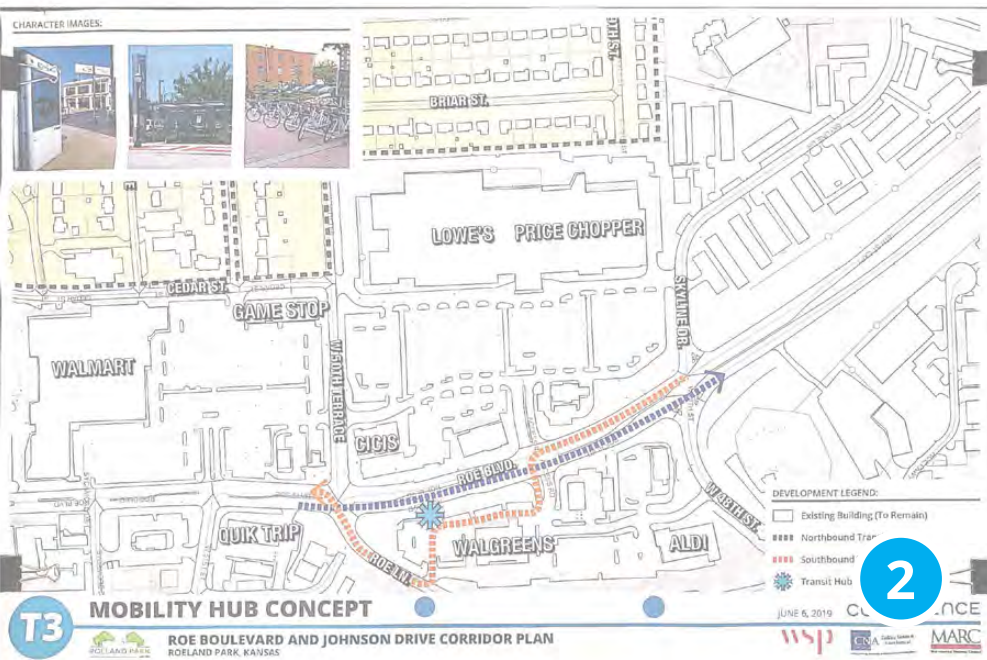


Figure 3.46 - Concept T3 Initial Concept Preference

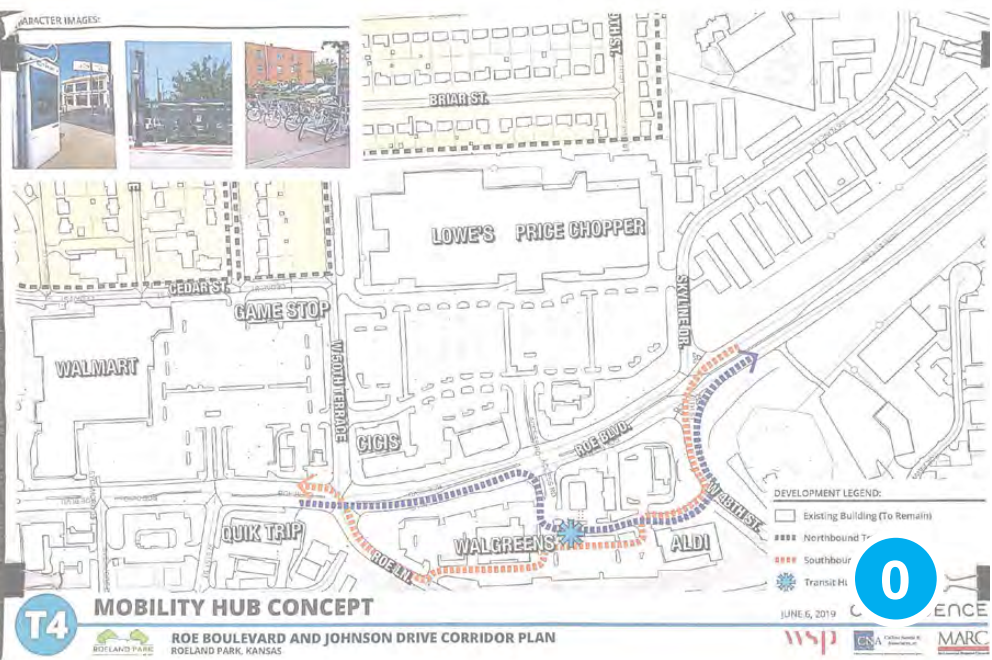


Figure 3.47 - Concept T4 Initial Concept Preference

PLAN RECOMMENDATIONS

4.0

FINAL PLAN RECOMMENDATIONS

Upon reviewing the communities comments and preferences for the range of concepts and alternatives presented for each study area, the steering committee and the planning team collaborated, discussed, and agreed to keep each of the conceptual options created for each site included as part of the final plan recommendations. The intent behind their inclusion is to provide the City of Roeland Park with a range of redevelopment options that could provide a degree of flexibility while helping to shape a shared vision for guiding future revitalization efforts in these study areas.

The planning team was requested to prepare minor refinements to the layout of each of these concepts, and to prepare several conceptual illustrations to assist in conveying the transformation that could be realized through the implementation of any of these concepts. While these illustrations do not reflect a specific development proposal for any of these sites, they provided participants with concepts that assisted in highlighting relevant issues that need to be factored into the future consideration of any of these plans. In this way, these concepts helped to illustrate the potential building massing and scale of these alternative redevelopment scenarios – including how they could be integrated into the surrounding context to compliment adjacent neighborhoods and commercial properties.

These concepts and illustrations can also assist the City in promoting quality development through discussions with potential development partners who may be interested in exploring economic development and investment opportunities within the City of Roeland Park. Many meeting attendees expressed comments related to their interest in seeing these or similar development ideas implemented in the future – and were appreciative of being able to better visualize the potential difference this future redevelopment could make in the appearance and functionality of these areas of the community.

Based on the input received at the public meetings related to these concepts, the community appears to be supportive of a variety of different redevelopment scenarios so long as each proposal is crafted to minimize impacts to the surrounding neighborhoods, and that care is undertaken in areas that are impacted by the development proposals through the use of creative design solutions to appropriately buffer and integrate new development into the existing fabric of the community.

While there will likely never be 100% agreement on any development proposal or design solution created in the future, the benefit of reviewing hypothetical scenarios like these is that it allows the community to consider various density concepts and revitalization approaches well in advance of specific development proposals. It is beneficial to be able to identify important issues, concerns and opportunities that should be factored into the eventual configuration and evaluation of future development concepts. Both of the study area sites are located in prime locations within the community and the metropolitan area, and are likely to garner interest from developers in the near future.

NORTH SITE - REDEVELOPMENT POTENTIAL

The north site is adjacent to a large undeveloped tract of land located directly north of the existing The Boulevard apartment community, and this property is likely to generate significant development interest in the very near future. There could be an opportunity to coordinate the planning of that development property in concert with future redevelopment opportunities of The Boulevard apartment site, and to take future roadway and utility infrastructure connectivity into account as part of that development. Unique redevelopment concepts and opportunities beyond those outlined in these initial concepts could also be explored in collaboration with the property owners to the north as they explore how their site adjacent to the I-35 interchange will eventually be developed. This is a unique opportunity for collaboration and coordination – and could achieve shared benefits both for the City of Roeland Park and the Unified Government of Kansas City, Kansas / Wyandotte County.

SOUTH SITE - REDEVELOPMENT POTENTIAL

The south site is directly across Johnson Drive from the proposed Mission Gateway mixed-use project. As that project continues to take shape and eventually is realized, it will likely generate significant new traffic and development interest in the area that can take advantage of being adjacent to this unique planned destination project. There is flexibility provide for a variety of development densities and uses on the subject property while still integrating it into a vibrant pedestrian-friendly corridor along Johnson Drive. This study area site is also adjacent to recent improvements by St. Luke’s Hospital and Commerce Bank located directly east, and can capitalize on the momentum created by these and other redevelopment and revitalization projects underway in close proximity to this site. This area has the potential for a bright future, and can become a solid contributor to broadening the City’s tax base through additional commercial revenues and increase property values along the Johnson Drive Corridor.

CONCEPT SUMMARIES

A brief summary of the primary components of each concept are provided on the following pages in conjunction with the refined site plans and illustrative graphics. Please also reference the bullet points for each concept as described in the initial concept summaries, as these comments are still relevant with each concept.

CONCEPTUAL DESIGN GUIDELINES

Utilizing the preferences and community input received from the character image interactive exercises, a conceptual set of design guidelines was also prepared to assist the City in evaluating the proposed character and quality of future redevelopment proposals within each study area. These guidelines are general in nature, and provide flexibility to achieve aesthetic results consistent with the community’s quality expectations.

PLAN RECOMMENDATIONS



Figure 4.1 - Final Concepts being presented and discussed during public meeting

NORTH SITE - REFINED CONCEPT N1

This concept represents the least change of all concepts for the north site and involves providing a new public/private street connection to the community center through The Boulevard apartment community.

To assist in mitigating these impacts, the potential for removing a small portion of the apartment community near the Skyline Drive and Roe Intersection is contemplated – replacing it with new commercial retail/restaurant opportunities that can increase property values and assist in a small incremental improvement in the City’s commercial tax base.

Additional aesthetic improvements and landscaping are also proposed to be added to the existing Wal-Mart and Lowe’s/Price Chopper developments to enhance the aesthetic appearance and increase pedestrian connectivity. Consideration should be given to providing a more direct connection through the Wal-Mart parking lot - linking West 51st Street to Roe Boulevard. This will require traffic-calming measures to balance pedestrian safety with a need for improved vehicular connectivity.



Figure 4.2 - Concept N1 Precedent Imagery



Figure 4.3 - Refined Concept N1 Site Plan



Figure 4.4 - Refined Concept N1 Overall Aerial View

NORTH SITE - REFINED CONCEPT N2

This concept explores the potential to maximize the size of the existing Wal-Mart store on the south end of the site (to approximately 150,000 to 160,000 sf), which could require the removal and potential relocation of adjacent retail buildings and pad sites/restaurants in order to provide the necessary parking to support this expansion.

These retail and pad sites/restaurants would potentially be relocated to the north by redeveloping a portion of The Boulevard apartment site and involves providing a similar new public/private street connection to the community center as described in Concept N1.

New attached single-family residential is proposed across from the Lowe's Garden Center, and additional aesthetic improvements and landscaping are also proposed to be added to the existing Wal-Mart and Lowe's/Price Chopper developments to enhance the aesthetic appearance and increase pedestrian connectivity. Consideration should be given to providing a more direct connection through the Wal-Mart parking lot - linking West 51st Street to Roe Boulevard. This will require traffic-calming measures to balance pedestrian safety with a need for improved vehicular connectivity.



Figure 4.5 - Concept N2 Precedent Imagery

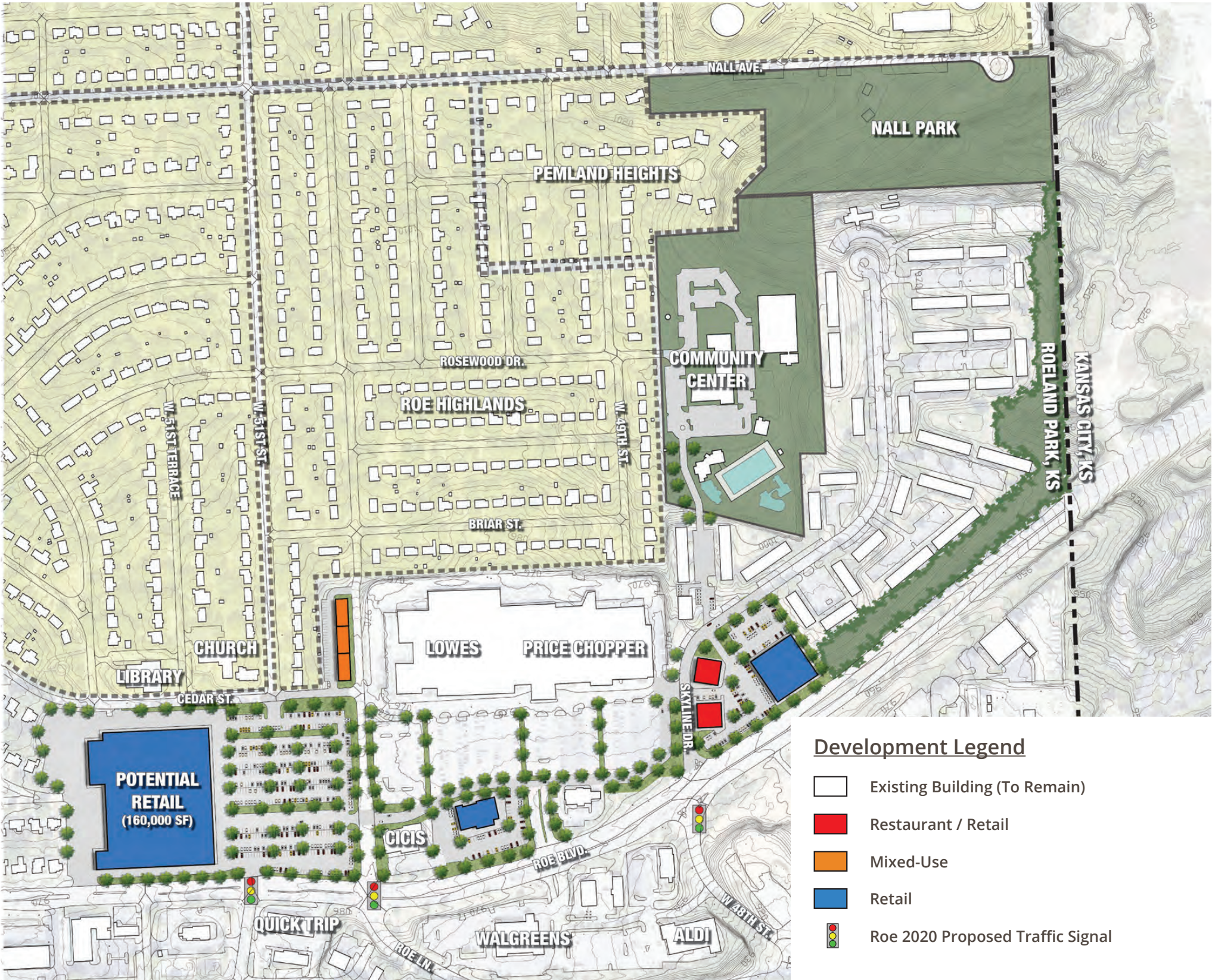


Figure 4.6 - Refined Concept N2 Site Plan



Figure 4.7 - Refined Concept N2 Overall Aerial View

NORTH SITE - REFINED CONCEPT N3

This concept explores the most drastic redevelopment of this site, and includes the potential to relocate a large format retail store (approximated 220,000 sf) to the northern edge of the site on the bluff overlooking the I-35 corridor. Significant mixed-use redevelopment of both the Wal-Mart site and The Boulevard Apartments site is contemplated with up to 5-story buildings containing a mixture of retail and office space on the ground floor of several of these buildings.

A new public/private street connection to the community center is integrated as part of the redevelopment, and new public gathering places are integrated in the form of green spaces and plazas that form the centerpiece elements for both the north and south mixed-use areas.

A collection of additional smaller-scale restaurants and retail spaces are also provided along a more extensive network of streets and sidewalks to integrate this new development into the surrounding neighborhood context.

Additional aesthetic improvements and landscaping are also proposed to be added to the existing Lowe's/Price Chopper development to enhance the aesthetic appearance and increase pedestrian connectivity.



Figure 4.8 - Concept N3 Precedent Imagery



Figure 4.9 - Refined Concept N3 Site Plan



Figure 4.10 - Refined Concept N3 Overall Aerial View

Concept N3 - Bird's Eye Perspective

An important element in Concept N3 is the civic green space that is the center piece of the mixed-use and commercial properties. Together, the higher-density development and the green space foster a town center environment that is currently lacking in the City of Roeland Park. With regular and consistent programming of the green space, including festivals, outdoor movies, music performances, and community gatherings, this space will become a cherished and iconic public space for the city.

The green space and the adjacent retail development, both the detached pad sites as well as the first floor retail units, will work together to create a vibrant community amenity. Additionally, the green space will be an attractive element in promoting the residential units found on the upper floors of the mixed-use buildings.



Figure 4.11 - Refined Concept N3 - Civic Green space adjacent to Mixed-Use Development



Figure 4.12 - Refined Concept N3 - Civic Green space adjacent to Mixed-Use Development

Concept N3 - Eye-level Perspective

The civic green space will have a variety of spaces that are designed to cater to a variety of activities. An open lawn will accommodate larger groups of people for festivals, concerts or outdoor movies while landscape zones create a softer and quieter atmosphere designed for passive activities such as reading or small group gatherings.

Elements within the space will be pedestrian scaled including the lighting, seating and hardscape surfaces. The construction / detail of these elements is important to consider as they will influence the interaction visitors have with the space as a whole.

SOUTH SITE - REFINED CONCEPT S1

This concept explores replacing the existing row of homes on this site with three single-story commercial retail/restaurant buildings directly facing the Johnson Drive corridor. Each site is anticipated to contain surface parking to meet tenant needs, with shared vehicular access located behind these new commercial buildings. A new fence and/or substantial landscape plantings assist in buffering the parking areas behind these buildings from the existing Roe Manor Heights neighborhood to the north.

Johnson Drive incorporates angled on-street parking and wide sidewalks with pedestrian amenities and streetscape improvements. A modest and welcoming green space is provided on the east side of the site to provide an attractive art or focal point feature at this key entry location into Roeland Park, and could incorporate patio seating or a plaza space in conjunction with the design of this space.



Figure 4.13 - Concept S1 Precedent Imagery



Figure 4.14 - Refined Concept S1 - Plan



Figure 4.15 - Refined Concept S1 - Overall Aerial View

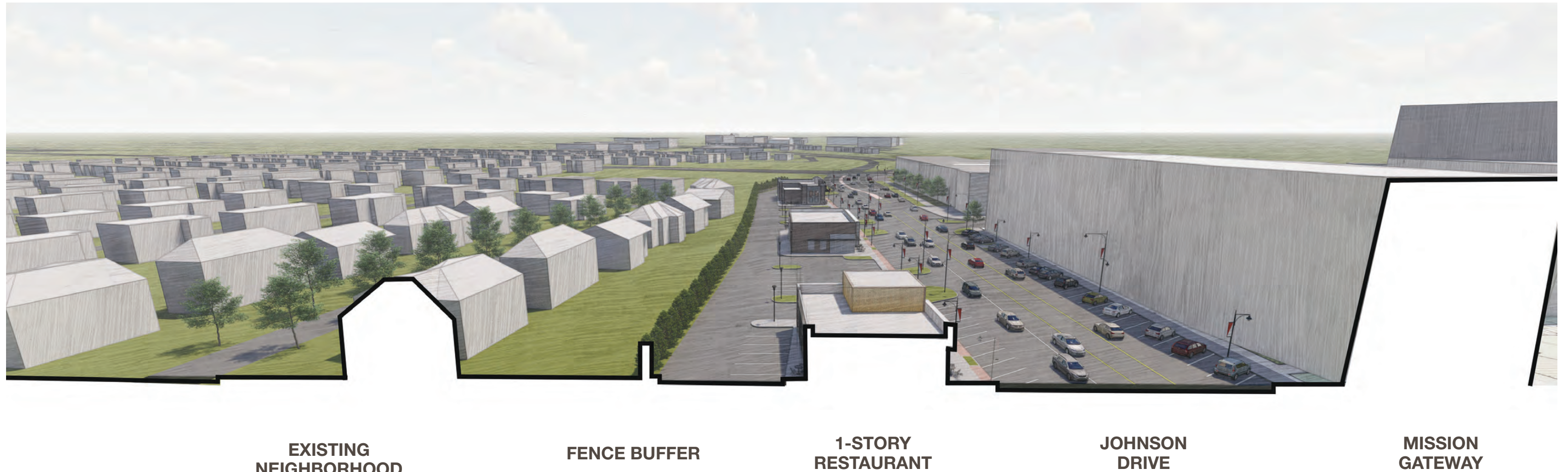


Figure 4.16 - Refined Concept S1 Section - Roe Manor Heights Neighborhood through Site to Mission Gateway

SOUTH SITE - REFINED CONCEPT S1

This section shows the relationship the new 1-story restaurant development has with Johnson Drive, the Mission Gateway development and the existing residential neighborhood. A rear access drive and rear parking, along a fence buffer, provides adequate access into the 1-story buildings.

With the addition of three one-story commercial buildings, the north side of Johnson Drive will have a much more substantial street edge than is currently existing. Street-level retail and restaurant spaces will activate the pedestrian environment and on-street angled parking will provide easy access for those establishments while helping to calm traffic at the same time. Streetscape enhancements including street trees, seating, lighting, iconic banners and more, will foster a pleasant pedestrian experience. This type of development will provide a modest visual buffer between the Mission Gateway development on the south side of Johnson Drive and the Roe Manor neighborhood to the north of this site.



Figure 4.17 - Refined Concept S1 - Enhanced Streetscape with 1-Story Commercial Development

SOUTH SITE - REFINED DEVELOPMENT CONCEPT S2

This concept explores replacing the existing row of homes on this site with two new structures – a single-story commercial retail/restaurant building on the east side and a two-story mixed-use building on the west side of the site. These buildings directly face the Johnson Drive corridor, which incorporates angled on-street parking and wide sidewalks with pedestrian amenities and streetscape improvements.

Each site is anticipated to contain surface parking to meet tenant needs, with shared vehicular access located behind these new commercial buildings. A new fence and/or substantial landscape plantings assist in buffering the parking areas behind these buildings from the existing Roe Manor Heights neighborhood to the north.

A modest and welcoming green space is provided on the east side of the site to provide an attractive art or focal point feature at this key entry location into Roeland Park, and could incorporate patio seating or a plaza space in conjunction with the design of this space.



Figure 4.18 - Concept S2 Precedent Imagery



Figure 4.19 - Refined Concept S2 - Plan



Figure 4.20 - Refined Concept S2 - Overall Aerial View

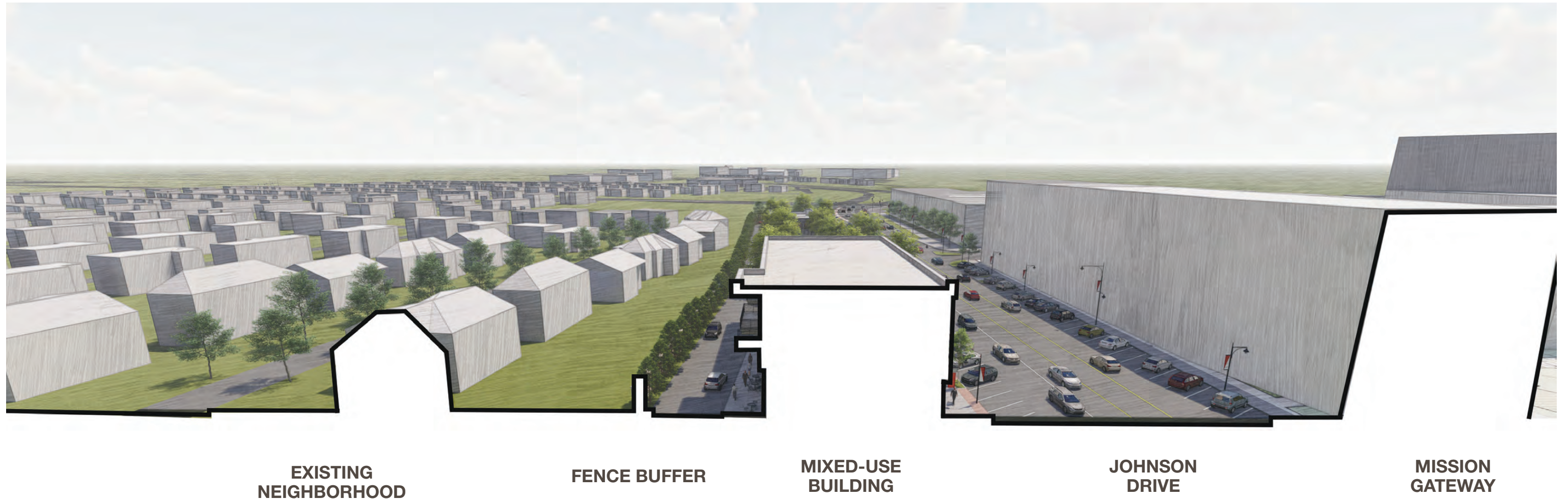


Figure 4.21 - Refined Concept S2 Section - Roe Manor Heights Neighborhood through Site to Mission Gateway

SOUTH SITE - REFINED CONCEPT S2

This section shows the relationship the new 1-story restaurant development has with Johnson Drive, the Mission Gateway development and the existing residential neighborhood. A rear access drive and rear parking, along a fence buffer, provides adequate access into the 1-story buildings.

Looking East down Johnson Drive, the addition of a 2-story mixed-use building creates a definitive street edge that is currently absent along this corridor. Street-level retail and restaurant spaces will activate the pedestrian environment and on-street angled parking will provide easy access for those establishments while helping to calm traffic at the same time. Streetscape enhancements including street trees, seating, lighting, iconic banners and more, will foster a pleasant pedestrian experience.



Figure 4.22 - Refined Concept S2 - Enhanced Streetscape with 2-Story Mixed-Use Development

SOUTH SITE - REFINED DEVELOPMENT CONCEPT S3

This concept explores a larger redevelopment that incorporates the acquisition of several existing residential properties located along the south side of West 58th Street in the Roe Manor Heights neighborhood. This larger redevelopment site affords more flexibility in how this new development can be configured while also addressing the potential for adding usable green space with a pedestrian trail as a buffer along the northern edge of this property – serving as a shared amenity with the adjacent neighborhood.

This concept includes a single-story commercial retail/restaurant building on the east side and a three-story residential mixed-use building on the west side of the site (ground floor retail with residential units above). These buildings directly face the Johnson Drive corridor, which incorporates angled on-street parking and wide sidewalks with pedestrian amenities and streetscape improvements. Each site is anticipated to contain surface parking to meet tenant needs, with shared vehicular access located behind these new commercial buildings.

Also included are some attached single-family residential units in the northwest corner of the site, providing an attractive residential edge facing Ash Drive.



Figure 4.23 - Concept S3 Precedent Imagery



Figure 4.24 - Refined Concept S3 - Plan



Figure 4.25 - Refined Concept S3 - Plan

SOUTH SITE - REFINED DEVELOPMENT CONCEPT S3 WITH PARKING STRUCTURE

This alternative to Concept S3 is almost identical to the previous concept – except for replacing the top two floors of residential units in the larger mixed-use building with two floors of commercial office space. This requires a bit more parking to support the tenant demands of this type of building and will require some expanded surface parking and a modestly sized elevated parking deck to the north of this building while maintaining an adequately sized proposed green space buffer to the north.

This parking deck would provide direct access for office tenants to access the second floor of the building and provides protected parking underneath for restaurant/retail patrons. All other aspects of this development remain identical to the previous Concept S3.

Due to the parking demand for office space being primarily during the weekday, these office parking spaces could be utilized in evenings and weekends by restaurant uses on the ground floor of the mixed-use building in a shared parking arrangement – which could provide additional flexibility for this building to accommodate more dining opportunities. The desire for more restaurant choices within Roeland Park was expressed by several community members during the planning process.

BUFFER ALTERNATIVES

Utilizing input received from the community during the planning process, the planning team explored three different alternatives for the proposed green space buffer located along the northern edge of Concept S3 options. These alternatives integrate flexibility for how future redevelopment proposals could envision creating an appropriate buffer along West 58th Street.

Key elements that need to be factored into future consideration of any redevelopment proposals that encroach into this area of the neighborhood include:

- Lighting - not allowing for site or area lighting to be directed at any residential homes.
- Landscape and Irrigation - ensuring the new development will maintain all landscape areas in the long-term.
- Noise - minimizing volume and hours of operation for any exterior speakers associated with dining operations.
- Pedestrian Connectivity - provision of well-lit safe and accessible pedestrian connection(s) from the neighborhood to the new development and the Johnson Drive corridor - if desired by the neighborhood.

Three alternatives for creating an appropriate buffer along this area were explored as part of these plan recommendations – and are provided for consideration on the following pages. Additional neighborhood meetings, coordination and consideration of additional creative design alternatives is recommended to be undertaken as part of any proposed redevelopment initiative that encroaches on the existing Roe Manor Heights neighborhood.



Figure 4.26 - Refined Concept S3 - Overall Aerial View



Figure 4.27 - Refined Concept S3 - Enhanced Streetscape with 3-Story Mixed-Use Development

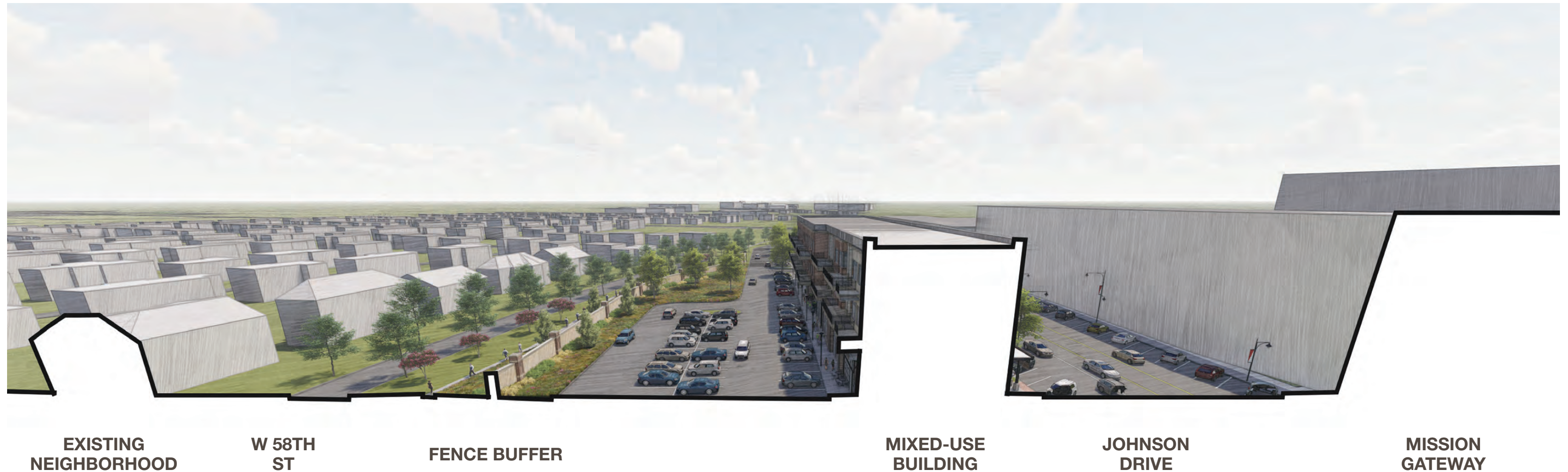


Figure 4.28 - Site Section - Neighborhood through Buffer to Mission Gateway

SOUTH SITE - REFINED CONCEPT S3 - FENCE BUFFER ALTERNATIVE

Due to the scale of Option S3, a substantial buffer is necessary in order for the redeveloped site to be able to function as well as for the benefit of the surrounding neighbors. Three alternatives were explored to demonstrate how different buffers reduce the impact of the new development on the surrounding context.

This section shows how a **fence buffer** would screen the 3-story mixed-use building and surrounding parking lot from the vehicular and pedestrian users along W 58th Street.

This option for Concept S3 incorporates relatively level grades to match existing terrain and constructs a new masonry fence / wall with landscape plantings as a buffer for the new development. This new green space area on the neighborhood side of the wall could incorporate passive open space, landscape plantings and a walking path that connects to the existing sidewalk network as seen on the following page.



Figure 4.29 - Refined Concept S3 - Fence Buffer

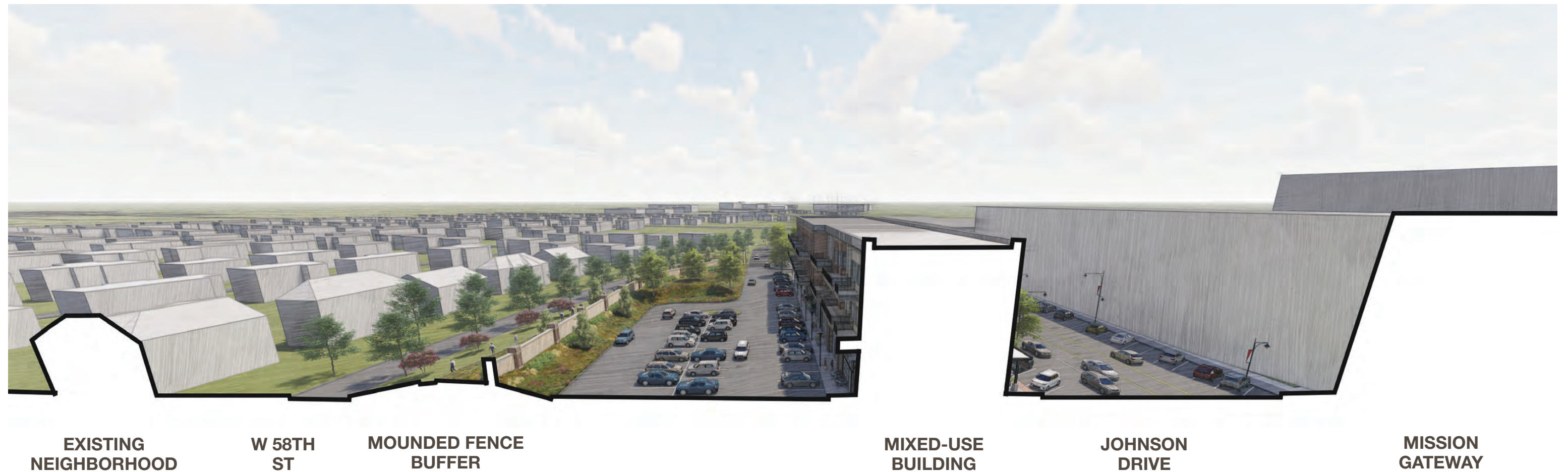


Figure 4.30 - Site Section - Neighborhood through Buffer to Mission Gateway

SOUTH SITE - REFINED CONCEPT S3 - MOUNDED FENCE BUFFER ALTERNATIVE

This section shows how a **mounded fence buffer** would screen the 3-story mixed-use building and surrounding parking lot from the vehicular and pedestrian users along W 58th Street.

This option of Concept S3 incorporates a perimeter berm with a new masonry fence / wall and landscape plantings as a buffer for the new development. This new green spaces on the neighborhood side of the wall could incorporate passive open space, landscape plantings and a walking path integrated into the sloped berm that connects to the existing sidewalk network.



Figure 4.31 - Refined Concept S3 - Berm Fence Buffer Option



Figure 4.32 - Site Section - Neighborhood through Buffer to Mission Gateway

SOUTH SITE - REFINED CONCEPT S3 - VEGETATED MOUND BUFFER ALTERNATIVE

This section shows how a **vegetated mound buffer** would screen the 3-story mixed-use building and surrounding parking lot from the vehicular and pedestrian users along W 58th Street.

This option of Concept S3 incorporates a perimeter berm with extensive landscape plantings to serve as a more natural buffer for the new development. This new green space area on the neighborhood side of the berm could incorporate passive open space, landscape plantings and a walking path integrated into the sloped berm that connects to the existing sidewalk network.



Figure 4.33 - Refined Concept S3 - Vegetated Mound Buffer

MOBILITY HUB - T1

Located on the edge of the Price Chopper parking lot, adjacent to US Bank, South-bound transit would stop directly on Roe Boulevard and North-bound transit would access the hub by entering the retail center parking lot and exit via Skyline Drive. Access would be provided from Roe Boulevard to the transit hub with amenities such as benches, bike racks, informational kiosk and waste receptacles. Parking for 20 would be added to the farthest extent of the Price Chopper parking lot. The diagram on the right shows the layout of Mobility Hub T1.



Figure 4.34 - Mobility Hub Concept T1 Precedent Imagery

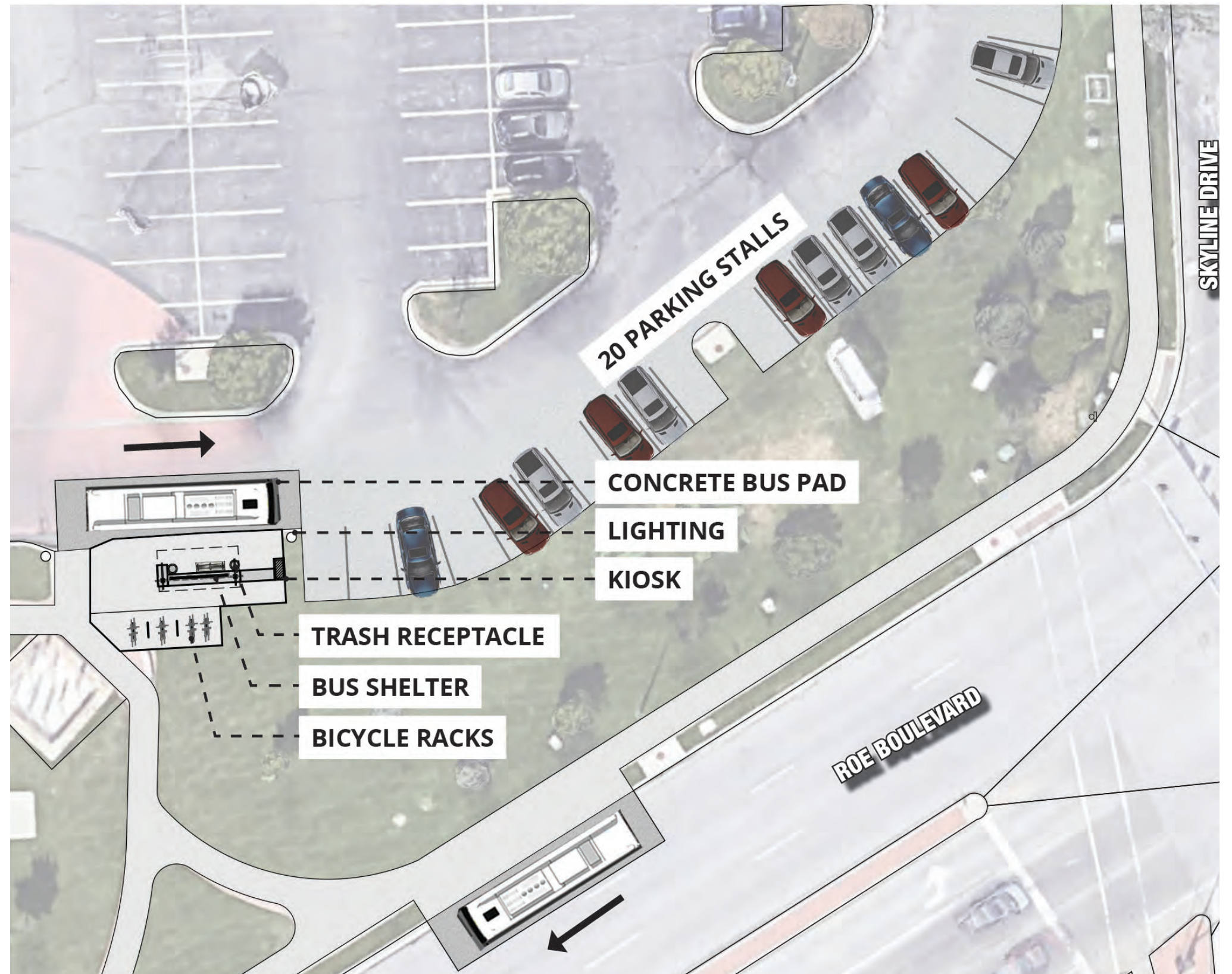


Figure 4.35 - Mobility Hub Concept T - Plan

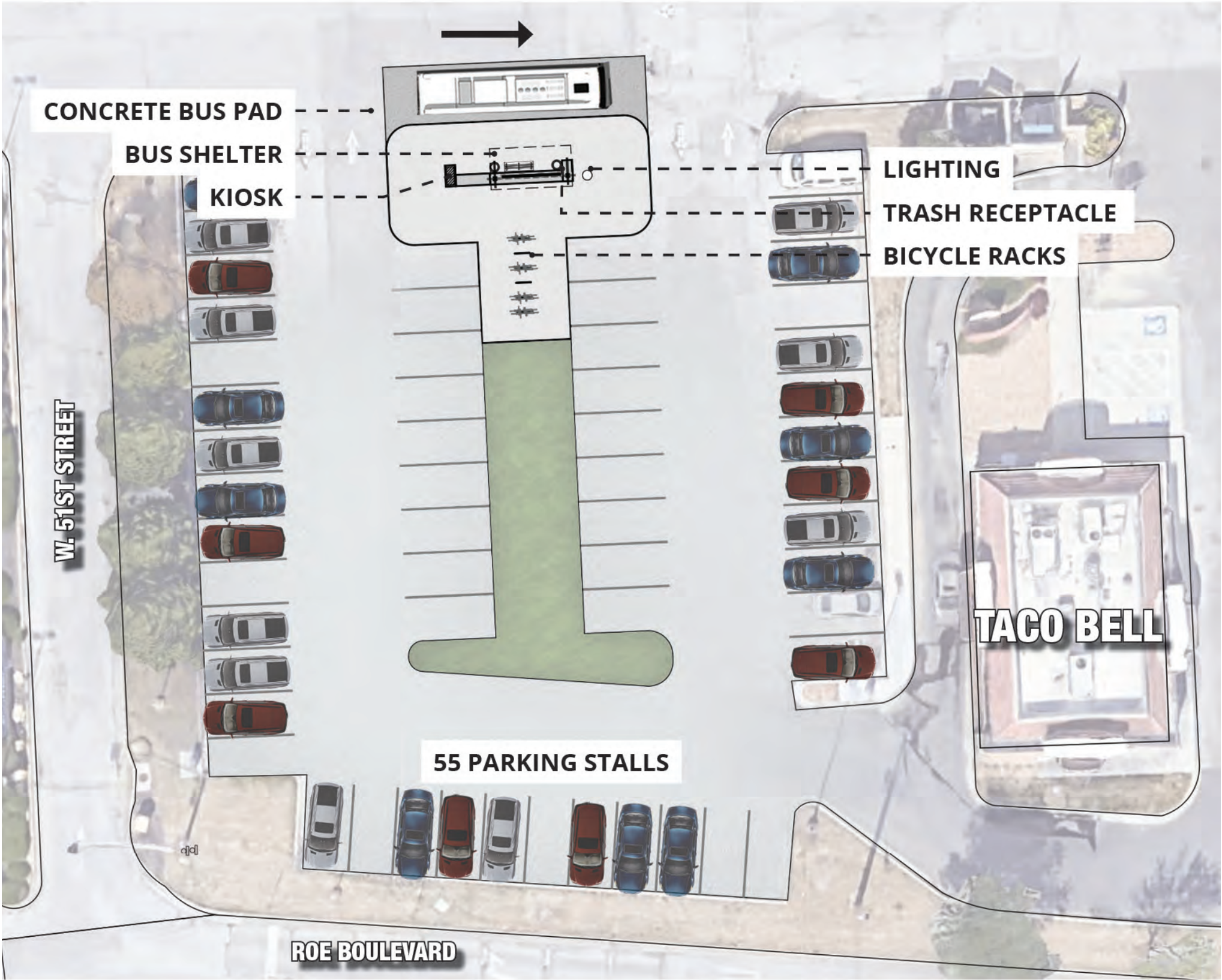


Figure 4.36 - Mobility Hub Concept T2 - Plan

PLAN RECOMMENDATIONS

MOBILITY HUB - T2

Located in an underutilized parking lot adjacent to Taco Bell, option T2 would be accessed by southbound transit either directly from Roe Boulevard (similar to option T1) or a bus could enter the site and utilize a centrally located new mobility hub located on the western edge of this existing parking lot. Northbound transit would enter the site in similar fashion to access this new mobility hub – then continuing north through the parking lot to exit and return to Roe Boulevard via West 50th Terrace. Utilizing a portion of this underutilized parking lot for transit parking us is likely to cause little to no conflict with retail/restaurant patrons, and a partnership agreement with the property owner will be needed to pursue this option.

Mobility Hub T2 as shown in this diagram could accommodate one bus with up to 55 adjacent parking spaces. Amenities at this hub include benches, bike racks, informational kiosk and waste receptacles. It is possible to consider expanding this station to accommodate two buses and shelters by extending the station to the north, and reconfiguring this portion of the parking lot to utilize the existing access point located just south of the station location shown on T2. This would reduce available parking in the area for transit/retail/restaurant use – but could provide additional transit route benefits that warrant further consideration.



Figure 4.37 - Mobility Hub Concept T2 Precedent Imagery

FINAL PUBLIC MEETING COMMENTS

After plan recommendations were presented at the third and final public meeting, comment cards were distributed to those in attendance. It is important to consider all comments received during the entire project. These comments and questions can be found below.



Figure 4.39 - Final Public Meeting

JOHNSON DRIVE SITE
QUESTIONS:

1. List any comments with this sites Plan Recommendations:

South Concept #3 on Johnson Drive between Roe & Ash
1) Concern about lighting pollution
2) Concern about traffic on 58th St.
3) Concern about who will maintain the green buffer between the homes on the North side of 58th & the new development on Johnson Drive.
Linda & Jerry Thornburgh 4922 W 58th

QUESTIONNAIRE
ROE BLVD + JOHNSON DR CORRIDOR PLAN

ROE BOULEVARD SITE(S)
QUESTIONS:

1. List any comments with this sites Plan Recommendations:

Johnson Drive Dev.
WHY DEVELOP A LARGER SITE, REMOVE HOUSING AND PUT BACK TOWNHOMES?
WHY WOULD A DEVELOPER CHOOSE THE R.P. SITE OVER MESSON. PRESENT GROUP BUT IF THE PROFORMA DOESN'T WORK THERE, WHY WOULD IT ACROSS THE STREET?
THE IDEA OF ADDITIONAL APARTMENTS ON THIS SITE IS HARD TO PALLETIZE AND THE OVER SATURATED RETAIL ON JOHNSON CREATES SOME SERIOUS CONCERNS IT IS THE FRONT DOOR THAT MAY ATTRACT SOME TENANTS BUT THERE ARE ALREADY A HIGH VOLUME RETAIL/OFFICE NOW.
WITHOUT STRICT DESIGN GUIDELINES AND CITY ORDINANCES (THAT WILL DETRACT FROM DEVELOPMENT) THESE BUILDINGS WILL/CAN BECOME WHATEVER A DEVELOPER WANTS. THE FOLLOWING EXERCISE IS GREAT BUT PROBABILITY OF THAT LEVEL OF INVESTMENT IS SUSPECT. I HOPE THAT IT IS POSSIBLE BUT CONFIDENCE LEVELS ARE LOW,

QUESTIONNAIRE
ROE BLVD + JOHNSON DR CORRIDOR PLAN

JOHNSON DRIVE SITE
QUESTIONS:

1. List any comments with this sites Plan Recommendations:

I like North Concept #3 and South Concept #2 the most.
I also prefer the bermed fence buffer option.
- Aaron Blackburn
5207 W 50th St

QUESTIONNAIRE
ROE BLVD + JOHNSON DR CORRIDOR PLAN

JOHNSON DRIVE SITE
QUESTIONS:

1. List any comments with this sites Plan Recommendations:

Roe Site
OPTION M3 IS INTERESTING BUT HIGH DOLLAR...
ONLY QUESTION I HAD WAS ABOUT ORIENTATION ON THE SOUTHERN HOUSING COMPLEX. WHY WOULD YOU PLACE PARKING IN THE MOST EXPOSED PLACE

WHY NOT INCORPORATE THAT BETWEEN BUILDING APARTMENT DON'T HAVE ENOUGH BREATHING ROOM AT THAT SCALE

QUESTIONNAIRE
ROE BLVD + JOHNSON DR CORRIDOR PLAN

Figure 4.38 - Final Public Meeting Comments

ONE-STORY COMMERCIAL / MIXED-USE

- Buildings should relate to pedestrian scale
- Break up long expanses of facade by utilizing windows, wall offsets, recessed entryways, balconies, porches, and patios as part of these structures for both practical and aesthetic purposes
- Main entrances should be clearly articulated with raised roofline, awning, canopy, wall recess/projections, or other architectural treatments to highlight their importance
- All structures shall be finished on all sides such that there is no perceived “rear” of the building
- Exterior finish materials should be durable and require low maintenance. A maximum of 25% of EIFS will be allowed on any one facade, with the remainder comprised of masonry or other siding materials approved for use by the City
- Materials on sloped roofs should be of high quality high grade composite or commercial grade metal roofing
- Buildings larger than 30,000 square feet must have no less than 2 awnings/canopies, overhangs, recesses/projections, arcades or display windows
- Visible materials should be consistent from building to building
- Flat roofs can be constructed of any high quality material appropriate for flat roof installation
- Light colored/white roofing is preferred on flat roofs to reduce heat island effect and reduce building cooling requirements
- Clad wood and metal windows and doors are allowed, including fixed windows
- Windows and doors on buildings should be of a consistent character and color
- Multiple buildings within the same development should utilize the similar and/or complimentary windows and doors to provide a cohesive appearance. Glass shall not be the primary material on any facade
- False glass and spandrel glass is discouraged
- All facades visible from adjacent public streets/private drives shall incorporate storefront glass and/or full height windows for a minimum of 50% of the facade to provide visibility into the commercial spaces. Frosted glass and/or other design techniques can be used in areas where kitchen equipment will be located



Figure 4.40 - One-Story Commercial / Mixed-Use Precedent Imagery

MULTI-STORY COMMERCIAL / MIXED-USE -

- Buildings should relate to pedestrian scale
- 4 to 5 stories maximum height adjacent to existing residential along south and east edges
- Break up long expanses of facade by utilizing windows, wall offsets, recessed entryways, balconies, porches, and patios as part of these structures for both practical and aesthetic purposes
- Main entrances should be clearly articulated with raised roofline, awning, canopy, wall recess/projections, or other architectural treatments to highlight their importance
- On buildings above 4 stories, all walls should incorporate articulations (balconies, window and entry recesses, etc.) for aesthetic purposes
- Variety of scale, form, and height is encouraged
- Must have recognizable base (masonry materials) and top (can be lighter siding materials)
- All structures shall be finished on all sides such that there is no perceived “rear” of the building
- Exterior finish materials should be durable and require low maintenance. A maximum of 25% of EIFS will be allowed on any one facade, with the remainder comprised of masonry or other siding materials approved for use by the City
- Materials on sloped roofs should be of high quality asphalt shingles, slate, tile, high grade composite, or commercial grade metal roofing
- Visible materials should be consistent from building to building
- Clad wood and metal windows and doors are allowed, including fixed windows
- Windows and doors on buildings should be of a consistent character and color, and windows and doors should align vertically and horizontally when placed on a given facade
- Multiple buildings within the same development should utilize the similar and/or complimentary windows and doors to provide a cohesive appearance
- False glass and dark color spandrel glass is discouraged
- Buildings larger than 2 stories must articulate all publicly visible entrances with awnings/canopies, overhangs or wall recesses/projections
- Any ground floor facade visible from adjacent public streets and private drives shall incorporate storefront glass and/or full height windows for a minimum of 50% of the facade to provide visibility into the commercial spaces. Flexibility will be provided to utilize frosted glass and/or other similar design techniques in areas where restaurant kitchen equipment will be located

- Visible materials should be consistent from building to building
- Flat roofs can be constructed of any high quality material appropriate for flat roof installation
- Light colored/white roofing is preferred on flat roofs to reduce heat island effect and reduce building cooling requirements
- Green roofs and pedestrian terrace spaces are strongly encouraged

Roe Boulevard and Johnson Drive Corridor Plan



Figure 4.41 - Multi-Story Commercial / Mixed-Use Precedent Imagery



Figure 4.42 - Urban Character Precedent Imagery

PLAN RECOMMENDATIONS

URBAN CHARACTER -

- Little to no setback is encouraged adjacent to public or private streets to establish a strong relationship between the building and the streetscape environment. Place buildings on or near property lines to present an urban edge to the street. Minor recesses at entries and corners are permitted. Utilize architectural treatments such as towers, wall articulation and/or recesses to accent building facades and identify entryways
- Parking allowed on side yards and behind buildings. No parking allowed between building and public streets
- Commercial buildings should be oriented with entries relating to each other to promote a “park once – walk twice” environment
- All residential units and activity areas on multi-family project sites should be accessible via pedestrian walkways that are separate from vehicle parking areas and drives
- Multiple buildings within the same development should utilize the similar and/or complimentary windows and doors to provide a cohesive appearance. Glass shall not be the primary material on any facade
- False glass and spandrel glass is discouraged
- All facades visible from adjacent public streets/private drives shall incorporate storefront glass and/or full height windows for a minimum of 50% of the facade to provide visibility into the commercial spaces. Frosted glass and/or other design techniques can be used in areas where kitchen equipment will be located
- Buildings should be placed at corners of properties adjacent to street intersections to anchor the corner of the property and accent site entrances. Provide building accents such as towers at these locations to further reinforce the property edge
- Contiguous buildings with common walls are preferred over separate, free standing buildings
- Service areas, trash enclosures, and mechanical equipment should be located behind buildings and screened from public view. Landscape screening alone is not adequate. Architectural screens should be complementary with the building architecture. Consolidate service elements for multiple buildings into one location to the greatest extent practical
- The orientation of buildings should respond to the pedestrian or vehicular nature of the street. Buildings with high pedestrian use should face and be directly accessible from the sidewalk

LANDSCAPE -

- Landscape plantings should be planned as an integral part of each redevelopment project
- Shade and ornamental trees shall be used in parking areas and along all public streets to visually soften large paved areas and provide shade and visual interest to complement the proposed development
- In general, trees with large leaves, messy fruits, seed pods that drop on paved surfaces and weak-wooded varieties are not good candidates to utilize in the study area
- Final tree and plant material selections shall be reviewed and approved by the City during the redevelopment planning process



Figure 4.43 - Landscape Precedent Imagery

PASSIVE OPEN SPACE -

- Smaller passive areas should be provided for residents to relax and for employees working in the area to spend time outside, and could include stormwater detention/retention areas, rain gardens, buffer landscape spaces, linear landscape areas, and non-programmed turf areas
- Connect open space areas to the area's sidewalk networks in order to provide visual and physical access to these spaces to pedestrians and bicyclists
- Buffer areas along project perimeters and similar linear landscape areas should be attractively landscaped to visually and functionally blend the new development into its surroundings
- Can be combined with active open spaces to create a dynamic space which can accommodate different types of activities



Figure 4.44 - Passive Open Space Precedent Imagery

ACTIVE OPEN SPACE -

- Park spaces, pedestrian plaza areas, playground areas, outdoor sport courts and game surfaces, or other community gathering spaces should be appropriately incorporated into the design of each project to encourage pedestrian activity and use of outdoor amenities within the study area
- Connect active open space areas to the area's and sidewalk networks in order to provide visual and physical access to these spaces for pedestrians and bicyclists as appropriate
- Each project is encouraged to provide a blend of public and private active open space areas as part of the proposed redevelopment, and shall be coordinated with the City to determine the appropriate balance between public and private facilities being provided



Figure 4.45 - Active Space Precedent Imagery

