WELCOME
From June 2016 through January 2017 the City of Fairway conducted a planning process to update the Comprehensive Plan for the community. The 2017 Comprehensive Plan is a result of that process. The plan defines the vision, goals, frameworks and action items for implementation. The data included in the Comprehensive Plan is supported by the information and analysis found in the Technical Supplement.

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A special thank you to the over 550 citizens that participated in the two community surveys and public open house for your participation in shaping this document.
Fairway is recognized as a highly desirable, safe, residential community characterized by strong neighborhoods, well-maintained infrastructure, and a small footprint of selected local businesses conveniently located within the full service Kansas City Metropolitan area.

The momentum of our success as a community cannot endure future challenges without vision and planning. Updating our Comprehensive Plan is central to our continued success to remain a revered residential community and insure future city services provided to our community continue to meet our citizens’ expectation and needs funded from tax revenues.

- Mayor Jerry Wiley
**INTENT OF THE PLAN**

The Fairway Comprehensive Plan is the primary source that defines the city’s course for the future. The intent of the plan document is to influence the decisions made that will move the community forward in pursuit of its vision. Users of the plan include city staff, elected officials, and the boards and committees that are responsible for the future of Fairway. They will apply the goals, policies, strategies and actions provided to shape their decisions made and the community’s future. Community topics such as redevelopment, connectivity and development character will be guided by this plan in pursuit of the vision.

The plan is prepared in response to existing opportunities and challenges and the future needs of the community, while supporting the prosperity of Fairway citizens. The plan is a “living” and dynamic document that should be responsive, and amended as needed, to accommodate the future aspirations and preferences of the community, as they change.

The comprehensive plan is designed to guide the day-to-day activities within the context of a long-range community vision. A well-designed comprehensive plan includes the following characteristics:

- **Forward Focused** - Has a long-range time frame. The plan focuses on how decisions made today can have long-term effects 50 to 100 years from now.

- **General** - The plan does not analyze issues in specific detail but does highlight those relevant issues, present or anticipated. It provides the strategies for managing known issues and a framework for addressing unanticipated issues that could arise in the future.

- **Complete** - Is comprehensive in scope. The plan covers all aspects of the community that contribute to the quality of life residents enjoy, including physical elements and social and economic factors.
The Plan was prepared in accordance with the Kansas State Statutes, K.S.A. 12-747, which regulates the planning commission’s authority to oversee the preparation of a comprehensive plan. Fairway’s Planning Commission annually reviews the Comprehensive Plan, as prescribed by state statute. The last Comprehensive Plan for Fairway was prepared in 2002 and has not had a substantial update since that time.

**Planning Process**

The Fairway Comprehensive Plan was created through a public process that encouraged the participation of residents and businesses to define the future of Fairway. The plan represents the vision, goals, policies and necessary actions to maintain the quality and character of Fairway and the quality of life enjoyed by its residents. The participants of the process have directly contributed to the direction, content and details of the new comprehensive plan.

The community engagement process was highlighted by the assembly of an advisory committee, two community surveys and a public open house.

The advisory committee was a working committee that met three times during the process to review information and ideas, identify issues and opportunities and provide community guidance to the creation of the plan. The advisory committee had broad representation from across the city to provide differing viewpoints from individual, neighborhood and community-wide perspectives.
Two community surveys provided the opportunity for the community at-large to participate in the planning process. The first survey allowed participants to assist in the identification of the current issues and opportunities and define details to address previously identified community issues. The second survey focused on the review of draft vision and goals for the City as well as specific policies that will guide changes within Fairway. The public provided an overwhelming response to the surveys with more than 550 individuals participating in both surveys.

The public open house provided an additional opportunity for citizens to offer input to the planning process and plan content. The open house focused on the review of the data and analysis prepared regarding the existing condition of Fairway, as summarized in the Technical Supplement and highlighted in Chapter 2, Did You Know. The open house also elicited responses to a draft of the vision and goals to provide the foundation for the community future and plan content.

The final opportunity for public input and dialogue came during the adoption process at two public hearings, one each before the Planning Commission and City Council.

**Use of the Plan**

The Comprehensive Plan for Fairway is intended to accomplish two primary objectives: establish a common vision for the future of the community and provide a better decision making tool in pursuit of that vision. As such, the plan should be consulted in making decisions regarding physical changes to the city. The plan provides the goals, frameworks, strategies for elected and appointed officials, business and property owners and residents to make decisions that will have a positive impact to Fairway, now and in the future. The goals provide the long-range targets that the community is aiming for to implement the vision. The frameworks provide the general guidance that convey the values of the community. And, the strategies help to identify methods in which specific topics can be addressed. Each of these layers of guidance will help the community implement its vision.
This chapter of the Comprehensive Plan provides an abbreviated snapshot of the current state of the City. The analysis of the demographic make-up, housing stock, employment and economics, transportation, community facilities and physical characteristics provides an overview of the people and places that define Fairway. An understanding of the community provides the necessary foundation of information that can support future change and evolution of the community.

To support the technical analysis of the community, an anecdotal review of the community was provided by an online survey administered during the process. The survey elicited the values of the community as well as the issues and opportunities that are currently being experienced.

A full review and analysis, both technical and anecdotal, can be found in the technical supplement document.
Growing Population:
After a 50 year decline, the population of Fairway increased over the past 6 years. The population in July 1, 2016 was recorded at 4,006.

Figure 1: Population Trend, 1950 to 2016
JOBS EXPORTER:
Fairway is a significant job exporter. Fairway exports more than 2,100 jobs to other regions of the metropolitan area, while it is home to 1,000 jobs. Less than 1% (0.6%) of the work force living in Fairway works within the city.

Figure 2: Job Inflow / Outflow, 2014
LIFECYCLE COMMUNITY:
Fairway has an economic diversity of housing options. Housing prices ranging from less than $50,000 to more than $1M provide the opportunities for people and families to move up, and down, through the housing market throughout their lifetimes.
**Natural Character:**
Fairway benefits from a mature tree canopy and the Rock Creek Corridor and adjacent topography to create a natural feel to the community. The natural character is a defining element of the community.

*Figure 4: Natural Features*
The City of Fairway is a unique asset within Northeast Johnson County that attracts people and families to a peaceful quality of life within the context of a larger metropolitan area. The community is defined by its strong amenities, location, and history. The planning process allowed the public to engage in defining the future of Fairway. Overwhelmingly the residents enjoyed the current state of the community while identifying a few challenges that the city is currently facing. The vision is built upon this input with the intent of preserving those features that people enjoy and addressing those items that negatively impact the community’s quality of life. The vision provides an end target for the community to strive for and a starting point for the evaluation of changes to the community.
VISION STATEMENT:
Fairway will remain a highly desirable community for residents in the heart of the metropolitan area. Our strong neighborhoods, location, local businesses, and natural setting define our distinctive character. We value the design character of our neighborhoods, safe and efficient local and regional access, state of the art infrastructure, and quality services to support our residents as stewards of our community.
**Goals:**
In addition to the vision, the goals provide the long-range targets to assist the community in preserving the current quality of life and addressing challenges. The goals for Fairway include:

**Goal #1:** Facilitate redevelopment that maintains and enhances Fairway’s character and quality.

**Goal #2:** Create a reliable and convenient multi-model transportation network that connects Fairway, locally and regionally.

**Goal #3:** Preserve and expand public spaces and amenities within Fairway.

**Goal #4:** Maintain and advance public infrastructure as the foundation for quality development.
The planning process identified 4 major frameworks that are important to the future of Fairway. Those frameworks include: develop, connect, context and serve. Based on the vision statement prepared by the community we have identified policies for each of the frameworks to guide future decisions made regarding changes to the community. The policies are intended to assist citizens, property owners, business owners as well as elected and appointed officials in making decisions that benefit the evolution of Fairway and implement the vision of the community. The policies have been organized based on the goals that they help implement.
DEVELOP:  
Goal #1: Facilitate redevelopment that maintains and enhances Fairway’s character and quality.

POLICIES -

- Preserve the predominately residential development pattern within Fairway.

- Promote a mix of housing types that supports the current and future population of Fairway.

- Encourage design diversity for redevelopment within neighborhoods.

- Preserve and enhance the unique context of the individual neighborhoods that contribute to the distinctive context of Fairway.

- Promote commercial development patterns that encourage internal pedestrian connectivity and accessibility from surrounding neighborhoods.

- Encourage commercial redevelopment that is respectful of the scale and pattern of the surrounding context.
**CONNECT:**

Goal #2: Create a reliable and convenient multi-model transportation network that connects Fairway, locally and regionally.

**POLICIES -**

- Improve the bicycle connectivity of the community.
- Improve the pedestrian connectivity of the community.
- Enhance the design of streets so that they further contribute to the community design character of Fairway.
- Enhance the aesthetic quality of Shawnee Mission Parkway to help reduce the negative impacts - traffic, noise, visual - to the community.
- Maintain and improve the regional connectivity that Shawnee Mission Parkway provides, while improving its local connectivity within Fairway.
- Reduce the impact of the pedestrian and cyclist divide created by Shawnee Mission Parkway.

*Recently Improved Mission Road*
**CONTEXT:**
Goal #3: Preserve and expand public spaces and amenities within Fairway.

**POLICIES -**
- Maintain and enhance existing public assets – Neale Peterson Park and swimming complex and the Shawnee Indian Mission.
- Expand public space offerings, within development and as public amenities, to support residents and businesses.
- Maintain and enhance the natural features of Fairway as a defining element of the community, where appropriate.
  - Enhance the Rock Creek Corridor as a natural amenity for the community.
- Maintain the mature tree canopy as a community asset that helps to strengthen the design character of neighborhoods and the community.
SERVE:
Goal #4: Maintain and advance public infrastructure as the foundation for quality development.

POLICIES -
• Ensure that the infrastructure systems, water, sewer and storm water, are maintained to support quality development in Fairway.
• Develop infrastructure systems and technology that provide value for the community.
• Maintain and monitor necessary flood control enhancements within the community.
• Develop natural infrastructure systems where appropriate to enhance the natural setting of the community.
• Reduce the visual impact of infrastructure to avoid negative effects to the character of the community.

Rock Creek Corridor
The Comprehensive Plan is intended to be a city wide guide to address change within Fairway in light of the vision defined for the community. The previous sections of the plan provide the necessary background, vision, goals and policies to make the daily decisions necessary to guide the community. This section of the plan provides more direct recommendations to help make decisions and make specific changes to the physical structure of the community in pursuit of the vision. While some of the recommendations will require further detailed study and design, the concept should be considered as changes to the community are defined and implemented.
Future Land Use
The Future Land Use Plan defines the pattern of uses that create the city. The plan map, Figure 5, is intended to convey the patterns and relationships between patterns that create the sense of community and accessibility that Fairway enjoys. The land use definitions represent a change from the individual categorization of uses that Fairway has used in the past and identifies ways in which flexibility can be accomplished to create places and connect neighborhoods and services in the City.

The Future Land Use Plan provides the necessary guidance to make decisions regarding the continued redevelopment of the City. However, as the City continues to evolve the future land use patterns should be reassessed to continue to guide the development patterns the community desires, much like the plan itself.

Land Use Definitions
Single Family Residential
Single Family Residential land uses represent the prevailing development type in housing and neighborhood design within Fairway. The use of land in the category is for single-family detached housing.

Mixed-Residential
The Mixed-Residential land use allows for a greater density of residential development to accommodate different formats of housing within a neighborhood setting. Mixed-residential land uses can include single family, attached and detached, duplexes, four-plex, townhouses and small-scaled multifamily residential formats. To be effective the scale, design and transitions between uses should enhance and protect the existing fabric of adjacent uses and neighborhoods.

Fairway currently only has two locations in which mixed-residential is present. If future mixed-residential is desired it should be considered based on the following location and development criteria.

Location Criteria:
Mixed-residential land uses are appropriate in the following locations:
- At the edges of defined neighborhoods along arterials, primary and minor, primary collectors or at the intersection of those two types of roadways; AND
- As transitions from the neighborhood to adjacent commercial or office uses and an arterial.
Development Criteria:
Mixed-residential land uses are appropriate under the following conditions:

- Buildings, access points and parking areas should have a similar relation to neighborhood streetscapes as the primary neighborhood uses.
- Development should reflect a similar scale to adjacent neighborhood uses. Where adjacent buildings are more than 150% of the height or building footprint of the neighborhood uses, additional setbacks, buffers and usable open spaces should facilitate transitions.
- Development of uses should not result in a negative impact to surrounding uses and neighborhoods, including utility systems and traffic.
- The design of uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.

Neighborhood Commercial
The Neighborhood Commercial land use category is intended to support and maintain the mix of uses and scale of commercial development that is necessary to support adjacent neighborhoods. Neighborhood commercial should include a mix of commercial retail, service and small office uses that are developed in a scale similar to the adjacent neighborhoods. Neighborhood commercial development should be single to two-story. Higher density residential applications are appropriate, particularly where a second story of development is possible, but residential development should not dominate the first floor uses of a neighborhood commercial district.

Community Commercial
Community Commercial land uses are typified by a compact, walkable development pattern that supports a variety of uses and connects to and supports the adjacent neighborhoods as well as the Fairway community. Primary uses include commercial retail, services, restaurants and other supporting services. Secondary and complementary uses can include higher-density residential uses, civic / public uses and park or recreational uses.

The form and scale of community commercial land uses are defined by the small scale, incremental, connected development pattern that creates a unique place within the market. In Fairway this should guide development of an urban
Figure 5: Future Land Use Map
connected form of up to 3 stories that is respectful of the surrounding context and establishes a relationship to adjacent uses and neighborhoods through thoughtful transitions.

As a destination community commercial centers become centers of activity. To support such activity the first floor of any center should be predominately commercial uses and services that require patronage. If residential and other non-active uses are incorporated in a development, their location should be limited on the first floor, and encouraged on upper floors. To encourage additional activity, Community Commercial development should strive to incorporate a connected public realm for pedestrians and gathering spaces that attract people and provide placemaking to support the businesses.

The Community Commercial land use designation is currently used for the Fairway Shops and anticipated to continue as future redevelopment occurs. For additional guidance see Commercial Redevelopment Strategies later in this section.

Office Park
The Office Park land use designation is intended to accommodate employment centers within Fairway. Office Park may consist of primarily office uses, with smaller commercial uses and civic or park & open space uses. The designation provides for an increased density of development within a park-like setting, with landscaped or open space transitions to surrounding uses.

Park & Open Space
The Parks and Open Space category includes public parkland, recreational and cultural uses and publicly-owned open space. These areas may be used for recreational or cultural purposes (active and passive) or may be land held for future public use.

The two houses located at the Southeast corner of the intersection of Shawnee Mission Parkway and Mission Road, currently owned by the Old Mission United Methodist Church, are included in this future land use map category. These two parcels of land are currently zoned R1 residential property. Designating this property as park and open space reflects the long-felt desires of Fairway residents. In addition, as a result of past flooding in the area, storm water solutions need to be addressed in its future development along with traffic volume and flow at this intersection.

The public managed open spaces within Fairway, as a result of the Rock Creek floodplain property purchases are included in this future land use category and the future use is restricted by deed.
**MOBILITY**

**STREET NETWORK**

*Street Classification*

The street network in most communities is classified by engineering standards based on the amount of traffic that they can accommodate. Typically the streets are classified as arterials, collectors and local or neighborhood streets, from largest traffic mover to smallest traffic mover. The designation also provides the delineation of the street purpose, for example, arterials typically provide regional connections across longer distances; collectors provide connections between neighborhoods; and neighborhood streets provide internal neighborhood connectivity and access to property.

The Fairway Street network can be seen in Figure 6. Only Shawnee Mission Parkway, Mission Road and a segment of 63rd Street are identified as arterial streets, with Shawnee Mission Parkway being a major arterial. Roe Avenue is designated as a minor collector.

These classification also provide the necessary documentation on which roadway funding, particularly at the state and federal level, is allocated. This is specifically relevant for the Johnson County Assistance Road System (CARS) program, in which the County will pay for 50% of the project costs for construction and maintenance. Under the program only designated major arterials and some minor collector streets are available for county funding.

**MOBILITY NETWORK**

The primary mode of transportation within Fairway is the automobile and that is not anticipated to change. However, for several reasons there is acknowledgement that other modes of transportation including walking, biking and transit usage is on the rise. These alternative modes, shown in Figure 7, are of interest to different age groups within Fairway, particularly kids, millennials and the elderly. These modes can provide the necessary mobility and access for groups that don’t or can’t use an automobile.

Having a well-connected community for all modes provides the necessary connections and accessibility desired by residents. Acknowledging that the automobile will remain the transportation option of choice for some time, and that it is adequately accommodated, allows us to focus on the other modes and needed improvements that benefit them and encourage their use.
Pedestrian Network
The primary pedestrian network within the City of Fairway is the roadway surface, particularly in the neighborhoods. On major routes such as Mission Road, Roe Avenue, 63rd Street and Shawnee Mission Parkway sidewalks are provided for pedestrians. Although these routes provide the facilities for walking, often the experience is not comfortable and they are seldom used. While the streets and sidewalk system provide a good pedestrian network within Fairway better pedestrian connectivity can be achieved.

Metrogreen, the Kansas City region’s trail master plan conceptually identifies the Rock Creek Corridor as a suitable area for a trail connection through Fairway. This future trail connection would improve the pedestrian, and bike, connectivity and accessibility within the city and the region. No current design or funding exists for the implementation of that trail connection.

The speed and volume of traffic along Shawnee Mission Parkway make the current facilities for pedestrians too dangerous for use. While improvements to the roadway (discussed in detail later in this chapter) could help to alleviate the danger for pedestrians another option would be to identify an alternate pedestrian route that would connect Fairway west to east. Beginning with a connection to the future Johnson Drive trail network west of Roe Avenue a pedestrian connection could be made through the Fairway Office Park, north on Buena Vista and east on 53rd Street to the Fairway Shops, as shown on Figure 7. This connection could serve as an interim solution, and potentially a supplemental solution to the Metrogreen trail alignment.

Changing the character of the streets through design could improve the safety of the pedestrian network in Fairway. Details with regard to changing the character of the streets is further discussed later in this section of the comprehensive plan.

Bicycle Network
Increased use of bicycles for transportation is occurring throughout the metropolitan area. Bicycle use can be both recreational and commuter, and provides an alternative transportation mode for those not able to use a vehicle, particularly children. Appropriate accommodations for
bicycles can increase the safety of bicycle use and provide improved connectivity within Fairway and to surrounding areas.

Improvements to the transportation network in Fairway should include facilities for bicycles, where appropriate. Specifically, Mission Road and Roe Avenue (see Figure 7) should incorporate bike lanes in the future as improvements are made. Additional alterations to the roadway may be needed to allow bike lanes to be added. Use of these routes for bicycles is an extension of bicycle routes planned for those routes by Prairie Village from the south. Specific details for the addition of bicycle facilities can be seen in the Street Character section later in this chapter.
In the interim designation of the streets as bike routes and the installation of "sharrows" will alert motorists to the shared use of the roadway. Bicycle connectivity can be supplemented in the future with the implementation of the Metrogreen trail in the city.

Transit Network
Fairway is currently served by transit along the Shawnee Mission Parkway corridor with stops at the Fairway shops, near Belinder Road, and near the intersection of Mission Road. The existing transit lines have very little ridership support from Fairway. Much of the trips that are on the Shawnee Mission Parkway line are through trips to and from Kansas City, Kansas and Kansas City, Missouri.

While transit demand is not significant, future transit improvements should focus on connecting people within Fairway or from outside to the destination within the City, the Fairway Shops and the Fairway Office Park. These destinations provide retail, services and jobs and should be directly connected to the transit system.

The current transit stops within Fairway are unimproved with a "blade sign" adjacent to the right-of-way, denoting the stop.

Example of an improved Bus Stop.

Future transit stops should directly access the destinations in which they are serving with off-street stops and direct access to uses for the pedestrian. The stops should be improved to provide adequate pedestrian connectivity and amenities (shelter, lighting, seating, etc) for waiting users.
There are several challenges and opportunities that are present in Fairway that will have a lasting impact on the community. To maximize the potential of each topic, specific detail has been added in the form of strategies or actions that are intended to shape the discussion or solution. The strategies and actions provided are in response to the discussion held during the planning process in various venues with the public, advisory committee and city staff. Many of the thoughts presented warrant additional discussion and details for implementation as well as application specific to individual circumstances.

Currently, redevelopment, mobility, civic space and infrastructure within the community are the most prominent topics. This section provides strategies and actions that build on the direction provided by the vision, goals and policies to affect change in the community.
**REDEVELOPMENT**

Fairway is a built out community, and because it has no room for growth, redevelopment and infill development will define the future character of the community. Thus, each redevelopment opportunity is important to the long-term pattern, form and aesthetic of the neighborhoods and Fairway, and should be considered carefully. Neighborhood redevelopment shapes the places that we live and commercial development shapes the areas that we use daily. In an effort to be as thoughtful as possible to address redevelopment, several strategies and actions have been prepared. The strategies and actions are intended to further guide decisions, in concert with the community goals and policies previously defined.

Some of the redevelopment strategies identified in this plan are currently addressed by your development codes. Where they are not or if a strategy may impact the code, additions or changes to the development regulations should be considered.

**NEIGHBORHOOD REDEVELOPMENT**

The current neighborhoods define the character of the community. To allow redevelopment and protect and enhance the character of the neighborhoods there are some important elements that need to be considered. These elements define what people like about their block and neighborhood and are critical to maintaining the quality and appeal of Fairway’s neighborhoods.

In addition to the individual redevelopment project or house, there are several public elements that are important to defining the character of a neighborhood. These elements in conjunction with the building elements will create the future character of Fairway neighborhoods. Infill and redevelopment, as well as public projects (streetscape, roadway design, public spaces, etc.) within each neighborhood in Fairway should consider these elements when redevelopment occurs.

**Streetscape**

The streetscapes within Fairway contribute to the natural character of the community and the individual neighborhoods. Redevelopment should strive to enhance the
streetscape throughout the community through implementation of the following features.

**Street Trees** – Street trees add to the natural environment of the community and should be maintained or provided as redevelopment occurs.

**Landscaping** – Landscaping, within the public right-of-way, provides the benefit of extending the natural character of the community and should be installed where appropriate. Landscaping can also define the relationship of private property to the public realm. Landscaping should also be used to clean up the clutter created by facilities of public services and utilities.

**Frontages** –

**Development Pattern** – A consistent development pattern contributes to the character of the individual neighborhoods in Fairway. The development pattern is created through the relationship of buildings to open space, and the repetition of that pattern along a block and throughout a neighborhood. The development pattern is supported through consistent front and side yard setbacks as detailed later in this section.
Landscaping – Landscape standards for the front and side yards should be implemented. The landscape standards should aim to soften the site development and help define the relationship of the structure to the street.

Driveways – Driveways can increase the impervious service and deter from the natural character of a lot. Thus, driveway location and size should strive to minimize the intrusion on an individual lot. Driveway widths should be proportional to the lot width, with the maximum width being no greater than that necessary to accommodate two cars side-by-side.

Building Scale –

Height – A consistency of building heights on a block and within a neighborhood is desirable. Significant deviation of building heights can detract from the neighborhood character by changing the scale of development and reducing the open spaces, real or perceived.

- Human Scale – Neighborhood structures should have a human scale presented to the front yard and street. This improves the relationship between the building and street and creates a more comfortable pedestrian experience. Multi-story structures should use design elements such as entryways, eave lines and other single story elements to delineate the first floor of the structure.

- First-floor Elevation – The first floor elevation of redevelopment should strive to be located similarly to the previous structure and adjacent structures. Changes in the first-floor elevation can vary the overall height of the structure and create inconsistency across a block or neighborhood. These inconsistencies can create undesirable relationships between adjacent structures and negative effects to properties.
Setbacks

- Front – A consistent front building setback on a block should be established. The setback of a building creates the block face, front yard and relationship to the streetscape. The setback should be considered the build-to line to establish a consistent block face, recognizing that substantial deviations among front facades can detract from the traditional Fairway neighborhood fabric.

- Side – A consistent side setback on a block and within a neighborhood should be established. A consistent side setback creates a relationship of development to open space that creates a rhythm and expectation to the spaces on the block.

Building Volume –
The volume of the building defines the mass of the structure on an individual lot. The volume of the structure is important because it not only influences the open space of the lot but also establishes the relationship with development on adjacent lots. Building volume should be respectful of adjacent development and its impact. To minimize the impact of larger volumes, step-backs of facades, larger side yard setbacks and additional landscaping and screening should be employed.

Design Details –
The neighborhoods of Fairway were originally built around a few simple housing styles, Cape Code, Ranch and others, were the predominant housing style in different neighborhoods. However, out of these few housing styles, different variations of the details, porches, roof lines, entrances, materials, etc., created a significant amount of visual interest within each neighborhood. Variety of housing styles and details should be a goal as redevelopment occurs, on each block and throughout the neighborhood. A few specific details can contribute immensely to the design variety of a neighborhood.
• Design Character - Consideration for the dominant architectural character of the existing neighborhood shall be given to infill and redevelopment projects, particularly those that are historic to the neighborhood and are contributors to the development character. The design details of any particular housing style shall be true to that design style.

• Entry Features – Well defined and articulated entryways should be present on the front façade of any neighborhood structure. The entryway defines the relationship between the structure and the public realm as well as a focal point of the housing style.

• Transparency – Windows promote the relationship of the indoor and outdoor environments. They allow people and activity to visibly relate both inside and outside, giving the neighborhood a sense of community and safety. Transparency should be significant on the front façade of any neighborhood structure.

• Garages – Garages should not dominate the forward form or front façade of residential structures. Their visibility should be limited from the public realm. When forward facing garages are necessary, two doors or a single double door should be the maximum allowed, and recessed garages, behind the front façade plane should be used.

• Materials – Quality construction is the goal with all infill and redevelopment in Fairway. Quality materials that provide a lasting product demonstrate the quality desired. Natural materials such as stone, masonry and wood provide that quality as well as the natural character that currently defines the neighborhoods of Fairway. To provide flexibility and economy in development, the use of composite construction materials should be allowed as secondary materials to primary or natural materials. Quality materials should also provide dimension to development, through the shade and shadow they create by their depth. The dimension of a façade conveys quality, craftsmanship and an inviting building.
Commercial Redevelopment

Fairway Shops

Redevelopment of the Fairway Shops should focus on creating a compact walkable, mixed-use development that serves the community. To achieve this several design elements are important to the redevelopment of the site.

Public Realm –

• Connected - a connected public realm created by smaller blocks to provide convenient access, internally and externally will provide the necessary framework for a compact walkable development pattern. The public realm should create small scale gathering spaces throughout the development to encourage use of the place in addition to patronage of businesses.

• People Based – The public realm should prioritize use by the pedestrian, and accommodate the car. A comfortable pedestrian environment should be created through enhanced streetscape and amenities and direct access to development. Separation of the pedestrian environment from the roadway should be created through the maximization of on-street parking.

Private Development –

• Intensity of Development – An increased intensity of development is appropriate for the redevelopment of the Fairway Shops. Development of 2 to 3 stories, where appropriate transitions can be made to adjacent development, would allow for a greater mixing of uses including commercial, retail and restaurants, small office and residential. To create activity within the center, commercial uses should be required on the first floor with residential and / or office uses above.

• Development Form – Development should be built to the front property line and provide significant lot coverage. Building facades should be visually segmented along a block to divide a long horizontal building mass. Off-street parking is a secondary use to the buildings and public...
realm and should be behind buildings when possible or buffered from view.

- Building Design – The application of specific building elements help to relate the mass of the building to the human scale. Multi-story buildings should incorporate the following elements, first floor articulation and design details, a high degree of transparency on the first floor, and direct access to entryways from the sidewalk.

**Fairway Office Park**

The Fairway Office Park is the primary employment center in the City and an asset for the community. Future redevelopment of the park could result in a unique office environment within the community and Northeast Johnson County. Some of the design details that could set this facility apart include:

- **Public Realm** –
  - Connected - a connected public realm to provide convenient access, internally and externally, is desirable. The public realm should create gathering spaces within the development to encourage use by the businesses and support the natural character of Fairway.

- **Private Development** –
  - Intensity of Development – An increased intensity of development is appropriate for the redevelopment of the Fairway Office Park. Development of up to 4 stories, where appropriate transitions can be made to adjacent properties, should be considered, with other site constraints.

- **Use** – A mix of uses is appropriate within the office park, however the primary use should remain office and employment uses, supported by commercial, retail and restaurants. Parking, including structures, should be a secondary use to the buildings and public realm and should be beside or behind buildings when possible and at a minimum buffered from public view.

- Balanced – The public realm should balance use by the pedestrian and the car. A comfortable pedestrian environment should be created through enhanced streetscape and amenities and access to development.
- Development Form – Development should respect a consistent front yard setback and provide a significant amount of green/open space on individual lots. Significant site landscaping should be incorporated into the development.

- Building Design – Buildings should incorporate the following elements, clearly articulated entryway, some transparency on the first floor, four-sided architecture and direct access to entryways from the sidewalk.
MOBILITY
Building upon the policies for mobility in Fairway there are specific improvements that can begin to address some of the issues within the community regarding the transportation network. Several items will help the safety and connectivity of the street network in Fairway.

Street Character
While the roadway capacity and leveraging future funding opportunities are important for the maintenance and improvement of the road network, the Fairway street system provides a greater benefit to the community. In addition to being the primary connectivity network within Fairway for the automobile, bicycles, pedestrians and transit, the street rights-of-way represent the largest amount of public land in the city, as a large connected network of public space that is the face of the community. The quality and character of the public space provides the first impression of the community for visitors and shapes the daily experiences of residents and users. The design and character of the streets in Fairway matters.

Primary Arterial Roadways – Arterial roadways are larger regionally connecting roadways that move a greater volume of traffic. They typically have a greater impact, with regard to traffic, noise and connectivity than local streets. Shawnee Mission Parkway (US 56) is the only primary arterial roadway within Fairway and has a greater impact to the Fairway community than other roadways. In its current state Shawnee Mission Parkway divides Fairway with 5 lanes of traffic and inadequate pedestrian facilities, both along the roadway as well as the crossings.

The current right-of-way width along Shawnee Mission Parkway varies, but has two typical cross-sections, 150 feet in width from the Johnson Drive Bridge north to Buena Vista Street, and varying in width but generally 72 feet from Buena Vista Street to Belinder Road. The roadway acts as a higher speed connection throughout northeast Johnson County and Fairway. To reduce the impact of the roadway on Fairway a change to the character is needed.

The southwest section of the roadway has 150 feet of right-of-way, plenty of room to improve the character of the roadway and reduce the impact of the traffic and roadway on Fairway. The future of Shawnee Mission Parkway through this section should be more natural, with additional greenspace for plantings. The improvements as defined in Figure 8 show a reconfigured right of way to create a visually enhanced, safer,
less intrusive corridor, while maintaining its traffic capacity. Additional plantings within an improved median, as well as additional street trees along the outside of the roadway, will narrow the drivers focus on the road and create a comfortable environment to maintain the posted speed limits, while creating additional buffers from the sight and sounds of the roadway. This change in character would also act as a natural gateway for Fairway and could be supplemented with signage and/or artwork.

The section of Shawnee Mission Parkway between Buena Vista Street and Belinder Road has a right-of-way generally 72 feet in width. Within this constrained right-of-way, improvements to the character of the road should be considered. Improvements to the roadway should include, additional streetscape in the form of street trees, a more comfortable pedestrian environment and safer crossings at major intersections. Figure 9 shows the potential changes that could occur within the existing right-of-way. Further improvements to accommodate the pedestrian could be considered if additional right-of-way was available.

Improvements discussed in the next section, when combined with character improvements to Shawnee Mission Parkway could increase the capacity of the roadway, and in some cases improve the safety.

Minor Arterials and Collectors – These roadways provide connections throughout the community of Fairway and move a moderate amount of traffic and can have a modest impact
on adjacent properties. Often the impact of minor arterials and collectors can be mitigated through redesign of the right-of-way. Within Fairway Mission Road and 63rd Street are designated minor arterials and Roe Avenue is designated a minor collector.

Mission Road and 63rd Street generally have a right-of-way of 50 feet with some variation. The roadways are two-lanes with turn lanes at key intersections. These roadways, in addition to moving automobiles, currently provide pedestrian accessibility for the community and are identified as future bike routes. Improvements to these corridors should focus on alternative modes of transportation, specifically pedestrian and bicycles, by improving the safety and comfort for users. As Figure 10 illustrates the addition of bike lanes, narrowing of lanes widths, separation of the sidewalk from the roadway and addition of street trees, where feasible is a preferred design. These improvements will assist in slowing traffic to the posted speed limit while accommodating additional modes of transportation and increasing safety for pedestrians. Where right-of-way space is limited an alternate design, also shown (Figure 11), is acceptable. This alternate design is similar to the existing design of the roadways with the addition of sharrows for bicycle use.

Figure 9: Primary Arterial, 72 Feet of Right-of-Way.
Roe Avenue within Fairway has been improved to accommodate on-street parking and improved pedestrian facilities. What is missing is the accommodations for bicycles. The right-of-way is generally 84 feet and larger throughout most of the corridor. This is plenty of space to accommodate bike lanes in the future and further change the character of the roadway through the addition of street trees and sidewalk separation, as seen in Figure 12. The current improvements have been accommodated in 64 feet which is enough space for additional improvements.

**Local / Neighborhood Streets** – The streets in Fairway are a defining element of the neighborhood character. The narrow roadways, mature street trees, lack of sidewalks help to enhance the natural character of individual neighborhoods and the community. Most of the neighborhood streets have 50 feet of right-of-way, with a few exceptions throughout the community. The neighborhood streets currently accommodate all modes of transportation, automobiles, bicycles and pedestrians within the roadway. Some issues with the pedestrian safety arose during the planning process. The potential loss of neighborhood character through the removal of mature street trees by adding sidewalks poses challenges. The addition of sidewalks within the neighborhoods is an option, but the difficulty, disruption and cost associated must be recognized. The primary focus of safety improvements should be the enforcement of neighborhood speeds and education of residents and users on sharing the road.
System Improvements

The overall transportation system serves the community well. However, some improvements to the system could increase the connectivity and safety of the system for all users. In addition to changing the character of the roadways in Fairway, specific improvements to Shawnee Mission Parkway intersections could help reduce the impact of the roadway to the community. Each of the conceptual improvements identified needs additional analysis and discussion prior to implementation. Further details of each concept can be found in the Technical Supplement.

Shawnee Mission Parkway & Mission Road – Improvements should focus on improving the safety of the intersection including, speed, turning conflicts and connectivity across Shawnee Mission Parkway. The incorporation of the State Park Road with Shawnee Mission Parkway should also be included in any improvements made, including changes to the character of Shawnee Mission Parkway as previously discussed. Two concepts for improvements to the intersection are included in the technical supplement that accompanies the comprehensive plan document. Each concept needs additional study for its viability as an improvement.

Shawnee Mission Parkway & Buena Vista – This intersection, similar to Mission Road and Shawnee Mission Parkway, needs improvement to create a safer travel environment for all modes. Improvements to the speeds, sight-lines, turning conflicts and connectivity are major priorities. The incorporation of 55th Street with Shawnee Mission Parkway should also be included in any improvements made, including changes to the character of Shawnee Mission Parkway as previously discussed. Two concepts for improvements to the intersection are included in the technical supplement that accompanies the comprehensive plan document. Each concept needs additional study for its viability as an improvement.
Shawnee Mission Parkway & Belinder Road (Fairway Shops Access) – Improved access to the Fairway Shops and the relationship of that access to the Belinder Road and Shawnee Mission Parkway intersection is necessary. Access improvements can affect the safety of Shawnee Mission Parkway and the connectivity of the Fairway Shops to the community. When combined with improvements to Shawnee Mission Parkway the character, as well as the safety of the area can be improved. A preliminary concept has been prepared and included in the technical supplement presenting an idea for short-term improvements. This concept needs further study. Redevelopment of the Fairway Shops should incorporate improved access and connectivity to Shawnee Mission Parkway.

Civic Space
The civic and natural areas of the community contribute to the character of the community that people associate with Fairway. Preservation and addition of natural areas and civic/public spaces is desirable for many reasons and should be considered with redevelopment.

Public Spaces
• Ensure that the existing public amenities within Fairway are adequately supported for long-term viability.
• Encourage the incorporation of civic/public spaces as redevelopment occurs within neighborhoods, the Fairway Shops and the Fairway Office Park.
• Leverage the Rock Creek natural area between Mission Road and State Park Road as a development amenity and civic space.

Rock Creek Corridor
• Continue to address flooding improvements along the Rock Creek Corridor. Improvements in a natural manner, where possible will improve the natural aesthetic of the corridor, for adjacent property owners and the community.

Tree Canopy
• Make the health and preservation of the tree stock, both public and private, a priority, particularly as redevelopment occurs.
• Implement a tree planting and replacement program to expand the trees and tree canopy in the city.
INFRASTRUCTURE
Infrastructure represents the systems that make the community function. They provide the services that allow the neighborhoods and commercial services in Fairway to thrive. As such, the maintenance and advancement of the infrastructure in a manner that supports the vision of the community is important and should be a focus for the community.

Infrastructure
• Provide adequate funding for the maintenance and upgrade of existing infrastructure to support quality redevelopment.
• Assess the impact of development on infrastructure systems prior to development review and approval, when possible.
• Assess and track infrastructure issues to address deficiencies before they create significant problems.

Technology
• Accommodate new technologies in a manner that does not detract from the natural character of individual neighborhoods or the community.
• Minimize the accumulated impact of similar technologies on the public spaces of Fairway.

Natural Systems / Flood Control
• Rock Creek – Ensure that the improvement of the Rock Creek Corridor is managed, physically and financially.
• Best Management Practices (BMP) – Encourage the use of BMP’s in site development and public projects that reduce the amount of run-off generated.
  o Identify and implement a system to maintain and ensure the long-term viability of BMP’s and their impact to the community.