



W 95th St

Lexington Ave

Sunflower Rd

SOUTHWEST GROWTH AREA PLAN

DE SOTO
KANSAS

DRAFT 5-08-2025

A Message from the Mayor



Growth is inevitable, but how we shape it is up to us. This plan allows us to guide development with intention rather than being driven by external pressures or short-term demands. With a clear vision, we can ensure growth aligns with our community's values and long-term goals — preserving what makes De Soto special while creating smart, sustainable opportunities for both residents and businesses.



- MAYOR RICK WALKER



Table of Contents

Chapter 1: Introduction..... 4

Chapter 2: Existing Conditions 8

Chapter 3: Public Input 26

Chapter 4: Proposed Plan 34

Chapter 1: Introduction

Planning Process

PROJECT SCOPE + SCHEDULE

The Southwest Growth Area Plan was completed over the course of four phases:

- Phase 1: Project Kick-Off, Research + Analysis
- Phase 2: Draft Analysis + Future Land Use Plan
- Phase 3: Marketing Document
- Phase 4: Area Plan + Adoption

The tasks and deliverables within each phase are further described in Figure 1.

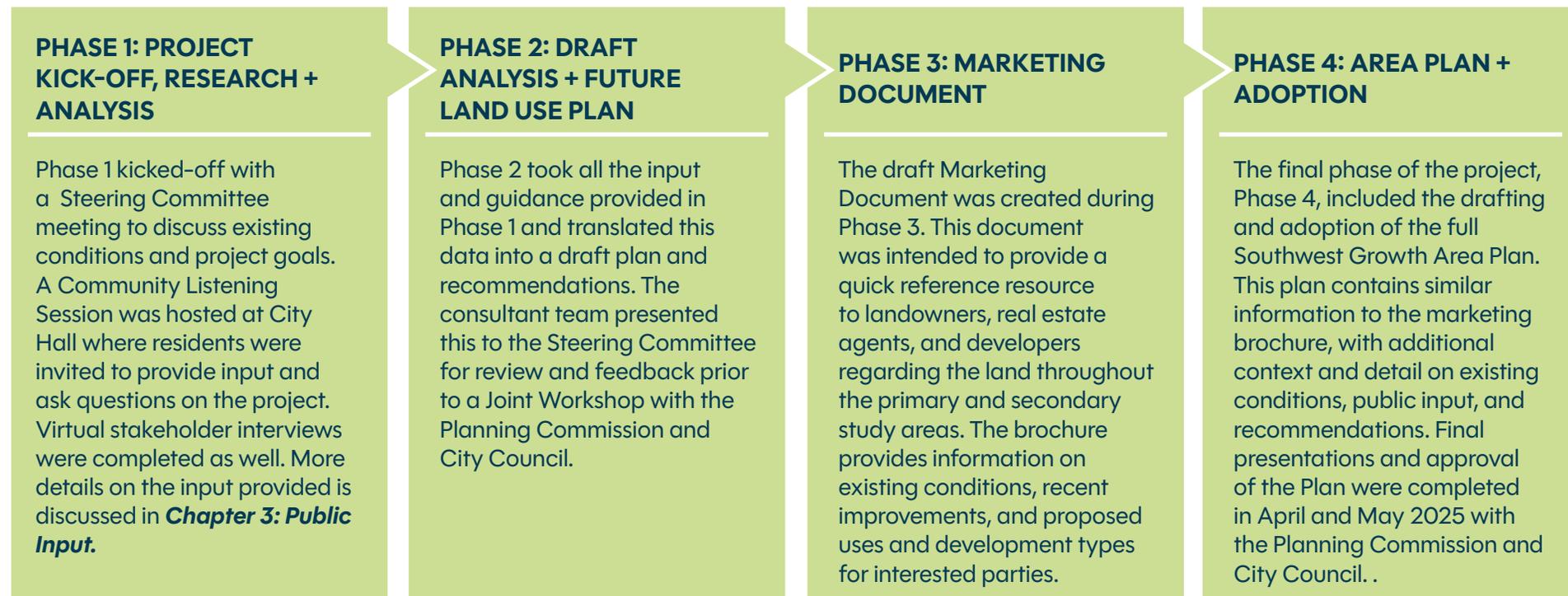


Figure 1. Southwest Growth Area Plan Project Phases

RELATION TO THE COMPREHENSIVE PLAN

De Soto has completed numerous planning and infrastructure-related plans and studies over the years to guide decision-making and capital improvements within the city. Infrastructure studies and their impact on existing conditions and recommendations within the Southwest Growth Area Plan are further discussed in **Chapter 2: Existing Conditions**.

This section highlights how the Southwest Growth Area supplements the City's 2019 Comprehensive Plan.

2019 DE SOTO COMPREHENSIVE PLAN

The 2019 De Soto Comprehensive Plan covers many similar topic areas to the Southwest Growth Area Plan: existing conditions, land use, transportation, future demand, and more. The Southwest Growth Area Plan serves as an update and appendix to the Plan, focusing in on recent development impacts in and around De Soto that have dramatically changed the composition and trajectory of the community, primarily due to the nearby Panasonic Electric Vehicle Battery Facility.

The most critical component to the Comprehensive Plan is its Future Land Use Plan. The Future Land Use Plan serves as a reference and guide for all rezoning, annexation, infrastructure, and development decisions made in a community. The Future Land Use Plan on page 47 is intended to serve as an update to the uses identified in the primary and secondary study areas from the version found in the 2019 Comprehensive Plan.

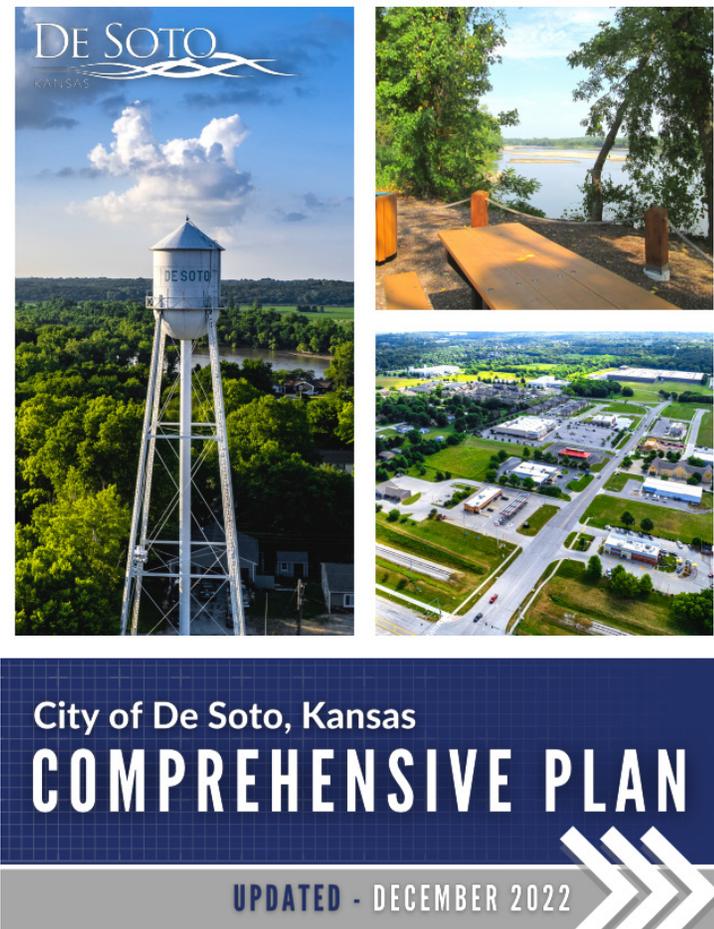


Figure 2. De Soto Comprehensive Plan Cover

Chapter 1: Introduction

Defining the Study Area

DEFINING THE STUDY AREAS

The map in Figure 3 presents the primary study area (red) and the secondary study area (blue) for the Southwest Growth Area Plan.

The primary study area is generally bounded on the north by K-10 Highway, on the west by Sunflower Road, on the south by 103rd Street, and on the east by Lexington Avenue to account for approximately 500 acres of land.

The secondary study area is generally bounded on the north by 91st Street, on the west by Edgerton Road, on the south by 103rd Street, and on the east by Sunflower Road. The secondary study area is included to better understand the flow of roadway and pedestrian connections in the study areas and general land use designations to update the Future Land Use Plan.



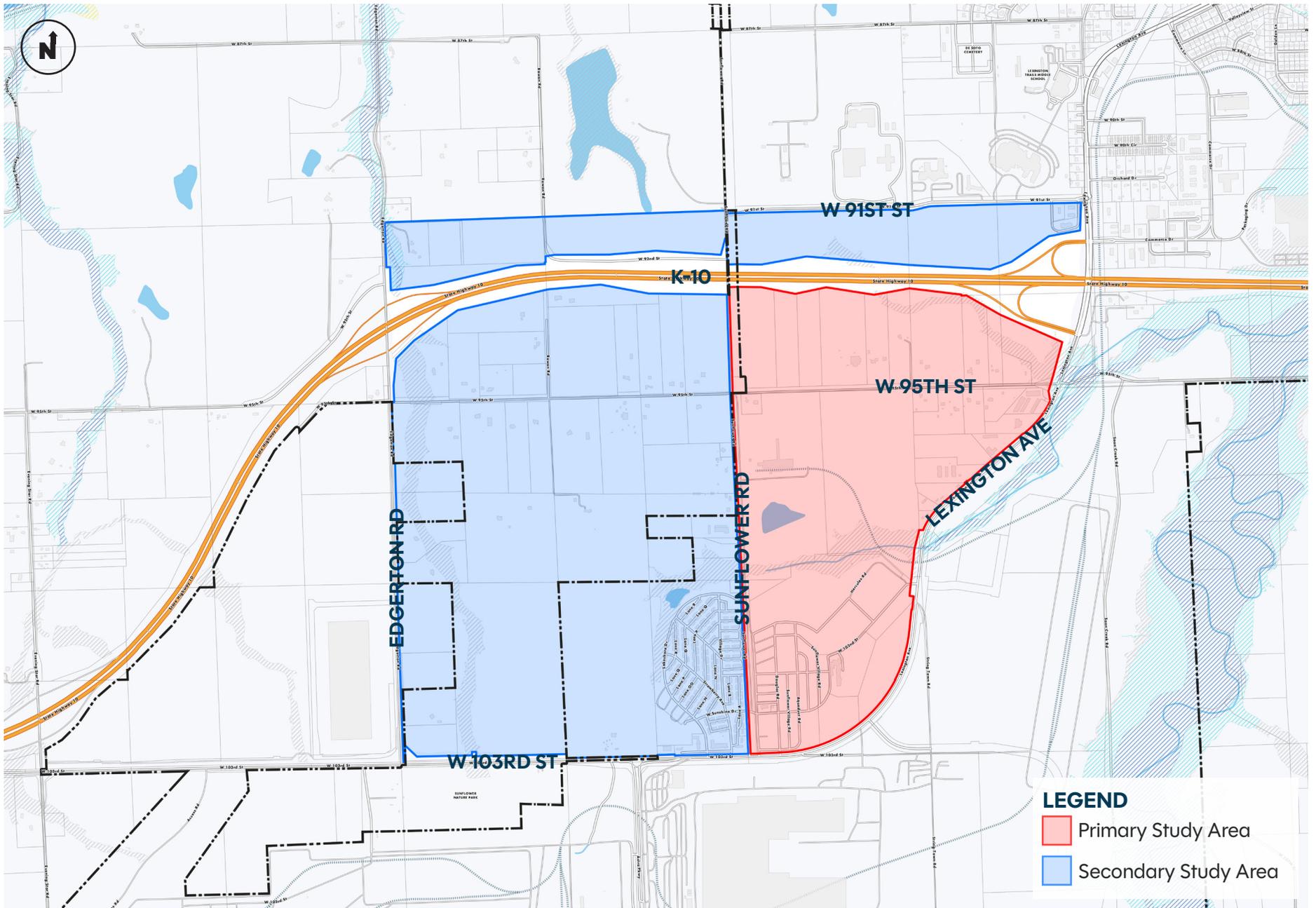


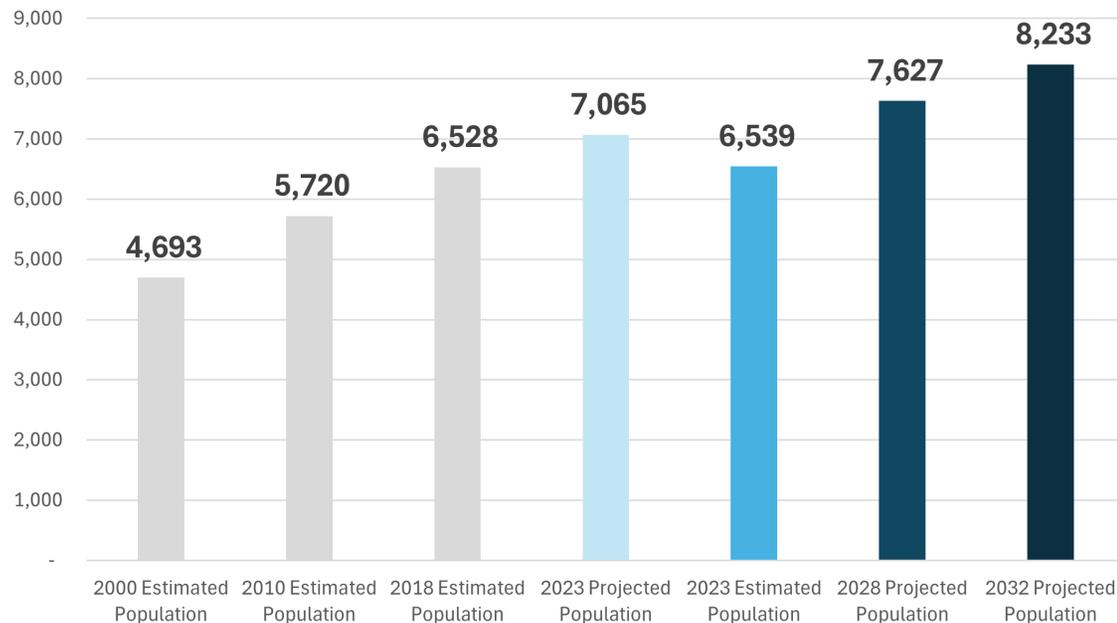
Figure 3. Study Area Boundary Map

Chapter 2: Existing Conditions

Demographics

POPULATION TRENDS

The 2019 Comprehensive Plan included a series of population projections for the community with context to overall population trends in the community. These population projections are shown in Figure 4. These projections pre-date any consideration or development of the Panasonic Electric Vehicle Battery Plant and still present an upward trend in population over the next decade. The true projection is likely much higher than what is shown in Figure 4 due to employment and residential demand generated by the new Panasonic Plant.



The latest projections from the Panasonic Plant estimate that they will hire +4,000 employees. It is difficult to estimate how many of these employees will live and work in De Soto, however, this plan assumes many will relocate to De soto and/or utilize the southwest growth area for services and amenities.

Figure 4. De Soto Population Trends and Projections
Source: 2019 De Soto Comprehensive Plan + U.S. Census Bureau 2023 Estimates

HOUSING CHARACTERISTICS IN THE STUDY AREA

Esri Business Analyst was utilized to identify housing characteristics in the study area to better understand occupancy and vacancy rates, average household sizes, and median home values. This data - paired with the pay rates, household sizes, and other related projections from Panasonic - helps to better understand the needed housing types, price points, and opportunities for redevelopment within the study areas over time to support population growth.

There are roughly 149 total owner-occupied and 104 renter-occupied units within the study areas. Clearview City, a historic development located in the secondary study area, is comprised of duplex and quadplex housing types and greatly contributes to the renter-occupied housing estimates. At the time of this plan, Clearview City released plans for a \$55 million project to rehabilitate the entire community to maintain the presence of affordable housing near the Panasonic Plant.

The average household size of 2.37 persons is smaller than the overall De Soto estimate of 2.7 persons per household. These estimates indicate larger family households, with fewer residents living in one- or two-person households.

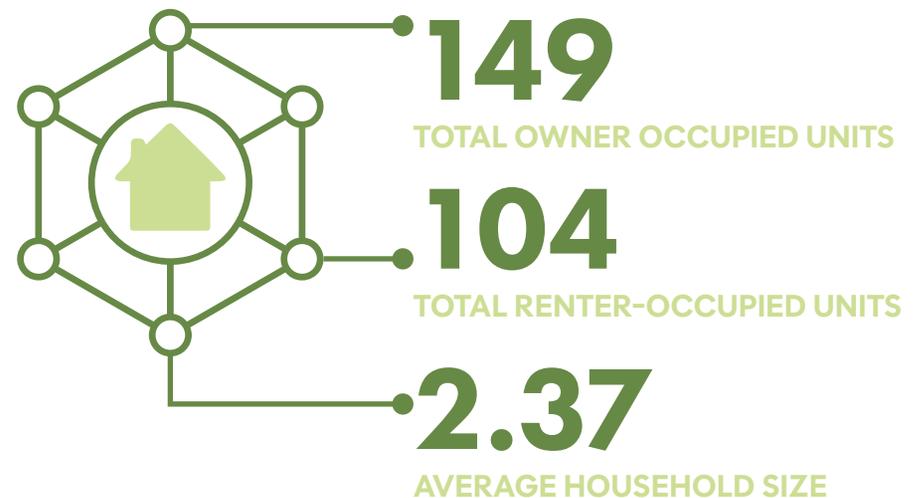


Figure 5. De Soto Housing Characteristics
Source: Esri Business Analyst Household Characteristics, 2024

Chapter 2: Existing Conditions

Existing Land Uses

EXISTING LAND USES

Figure 7 illustrates the existing land uses found within the primary and secondary study areas. These designations were identified using on-site analysis and aerial imagery to better understand each parcel's current function. Large, rural estates, low-density residential, and agriculture/open space are the three dominant land uses within the study areas today.



Figure 6. Clearview City Overlooking the Panasonic Plant

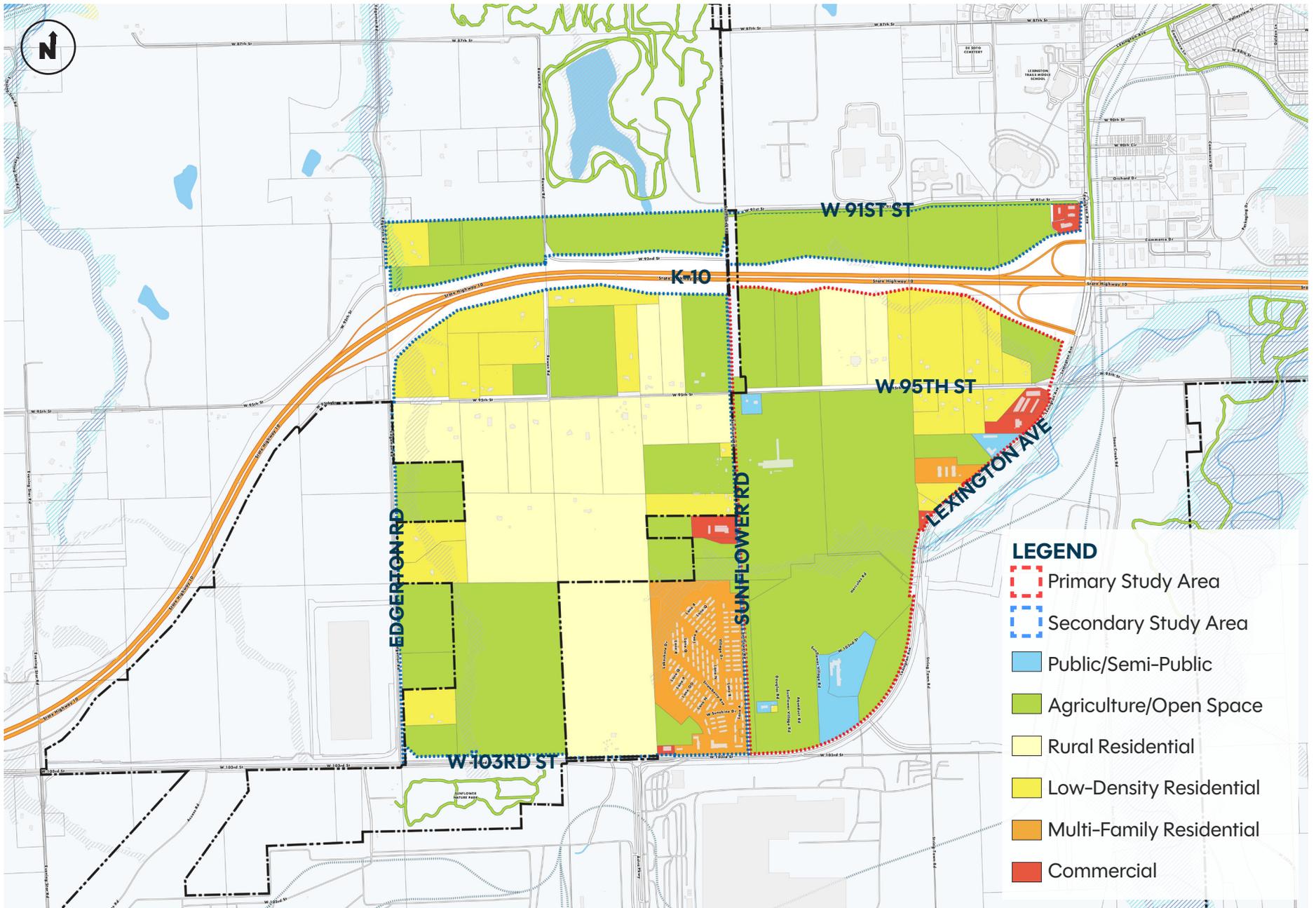


Figure 7. Existing Land Use Map

Source: Confluence with inputs from Johnson County, Kansas

Chapter 2: Existing Conditions

Adjacent Development Impacts

A **Flint Commerce Center**, located at 103rd Street and Edgerton Road, is a 370-acre industrial park currently under construction. One structure is already in place, providing warehouse services. An additional 5 to 6 million square feet is anticipated to be constructed on the site. Services will range from assembly and manufacturing to warehousing and distribution.

B **Clearview City** is on the National Register of Historic Places and was originally constructed in 1943 to house the workers at the Sunflower Army Ammunition Plant. This development is quite unique in its layout and features a mix of duplex and quadplex units. Clearview City recently received RHID funding and will begin rehabilitation improvements in an effort to retain affordable housing for future growth and maintain this living piece of history in De Soto.

C **Panasonic Electric Vehicle Battery Facility** is a 300-acre manufacturing facility in De Soto at the Astra Enterprise Park. This facility will produce lithium-ion batteries for electric vehicles and is anticipated to bring 4,000+ jobs to the area.

D **Northwest Consolidated Fire District Station** is under construction and is anticipated to be completed in late 2025. The 19,355 square foot facility will house personnel and serve the Johnson County Area. Facility amenities will include bunks, community room, office spaces, kitchen, fitness spaces, and family support rooms.

E **Lexington Avenue Improvements** were completed with the assistance of Kansas Department of Transportation to provide the necessary infrastructure to support the Panasonic Electric Vehicle Battery Facility. This included constructing a 4-mile-long, four-lane divided roadway with streetscaping amenities (sidewalks, shared use paths, lighting, curb and gutter). These infrastructure improvements greatly improve road conditions and support further economic development.

F **Johnson County Parks and Recreation** maintains a series of parks and trails around the study areas and are in the process of completing the Greater Kill Creek Master Plan. This Plan will consider improvements and programming for parkland throughout the Kill Creek area. Due to agreements as part of the Federal Lands to Park Grant, portions of the Astra Enterprise Park must include parks and recreation facilities.

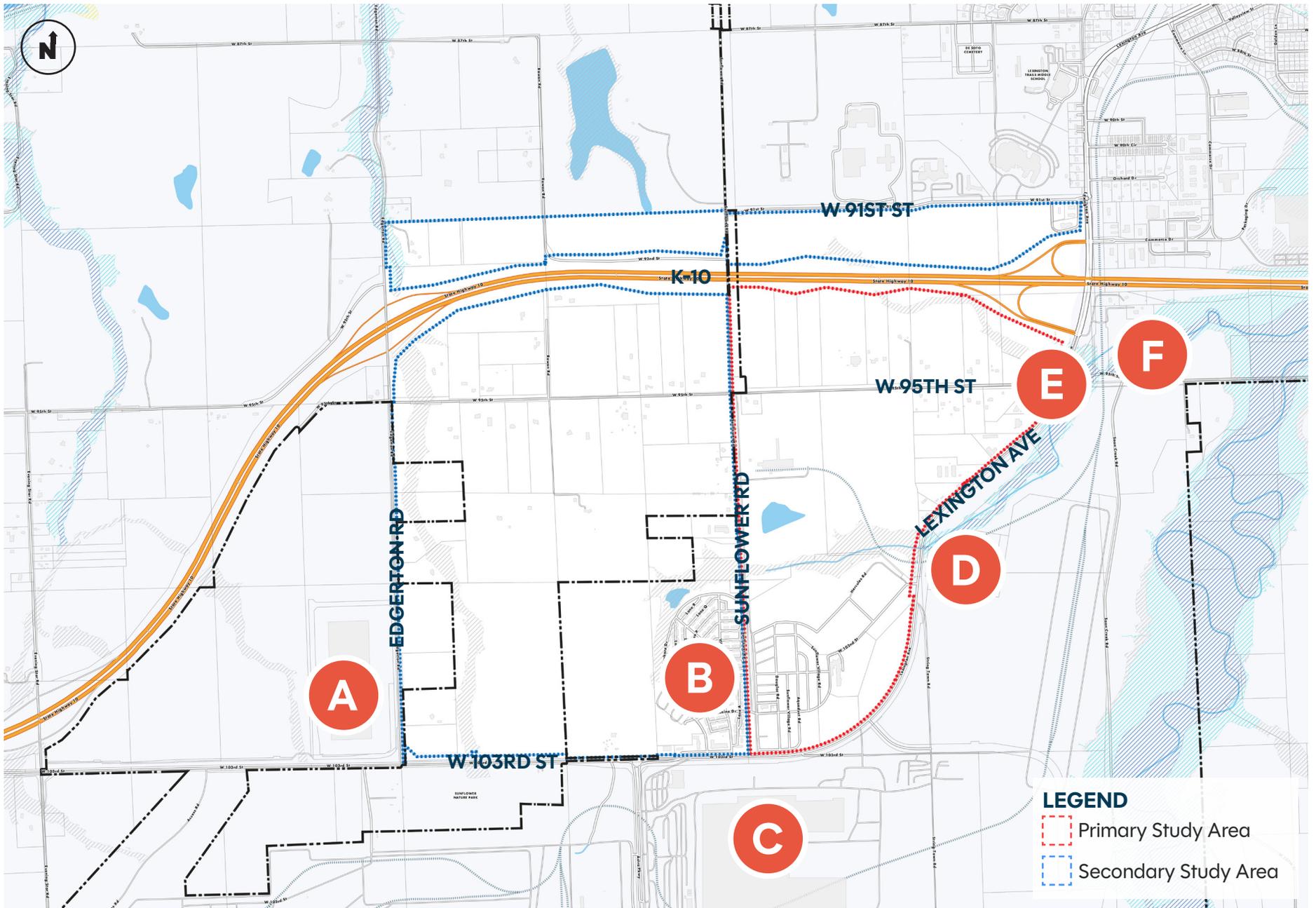


Figure 8. Adjacent Development Impacts Map

Chapter 2: Existing Conditions

Transportation

THE TRANSPORTATION SYSTEM TODAY

Transportation is a vital component of the growth of any city. A well-developed transportation network of arterial, collector, and local roads along with sidewalks, trails, and bicycle lanes provides movement for people and goods using many forms of transportation. The Southwest Growth Area will need arterial roadways to provide freight access between K-10 to the north and the Astra Enterprise and Flint Commerce business parks. The goods manufactured and warehoused in these business parks will be shipped across the country and the world. Good freight access will further support job growth and the manufacturing and warehousing capacity in the area.

As the Southwest Growth Area continues to grow, a base of housing, civic, and commercial uses will develop that support the workers in the business parks and De Soto at large. People living, shopping, and utilizing the civic services in the area will require a different set of mobility options from the industrial users in the Astra and Flint business parks. These users will need local and collector road access to quickly and efficiently travel between home and work by driving, walking, and bicycling. The transportation network will not only serve these users' transportation needs, but also their recreational needs. Having a set of multimodal transportation facilities made up of sidewalks, trails, and on-street bicycle lanes will give the community places to safely walk and bike for transportation and recreation.



Figure 9. Flint Commerce Center



Figure 10. New Multimodal Facilities along Lexington Avenue

FUTURE SYSTEMS AND SAFETY CONSIDERATIONS

Roadway safety underpins all of these transportation and recreational aspects. Roadway deaths and serious injuries are not an acceptable trade-off for transportation mobility and access, and improving safety through transportation investments is vital. Prior to the roadway improvements between 2019 and 2023, there were two serious injury car crashes and one fatal car crash along Lexington Avenue and 103rd Street in the Southwest Growth Area. It is important to plan new transportation networks with safety features as the area grows. These safety features should include:

- Roundabouts
- Street lighting
- Sidewalks, trails, and on-street bicycle lanes
- Access management (center medians with planned intersection locations)
- Traffic signal safety features, including left turn lanes with left turn phases
- Collector road network (which helps to minimize the number of lanes on arterial roads, which leads to higher speeds and more severe crashes)

De Soto and the State of Kansas have already invested a substantial amount of money, time, and effort toward realizing this transportation vision for the Southwest Growth Area. The backbone of the transportation network in the area—Lexington Avenue, 103rd Street, and Astra Parkway—has recently been improved. The investment, totaling approximately \$40 million, has widened the roads to four lanes with a divided median, improved intersections with roundabouts, and added bicycle lanes, sidewalks, and trails. This road is configured to handle traffic from the developed area for the next 20 - 30 years and possibly even longer. In addition to this project, Edgerton Road and portions of 91st Street have been improved with new paving, curbs with stormwater piping, bike lanes, sidewalks, and trails.



Figure 11. Roadway Improvements along 103rd Street and Edgerton Road

Chapter 2: Existing Conditions

Transportation

K-10 IMPROVEMENTS

In addition to these local road improvements, the Kansas Department of Transportation (KDOT) is in the process of studying the 16-mile stretch of K-10 from the west Johnson County line to I-435. This study is considering over \$1 billion in investments along the corridor to improve traffic safety, capacity, and mobility throughout the western Johnson County area. This study envisions near-term, mid-term, and long-term improvements to the corridor that would expand K-10 to a six-lane freeway east of Lexington Avenue. Near-term improvements are envisioned for the years 2030 to 2040, mid-term between 2040 and 2050, and long-term between 2050 and 2060.

In addition to the widening of K-10, the study also considers improvements to the Lexington Avenue and Edgerton Road interchanges. The Lexington Avenue interchange improvement would substantially re-shape the interchange area, because the proposed improvements would remove the "loop ramps" and replace the interchange with a compact single-point urban interchange (SPUI) that has only one intersection traffic signal under the highway. This could free approximately 20 acres of land on the northwest and southwest corners of the interchange for other uses. The Edgerton Road interchange improvements envisioned are less substantial, keeping the same interchange configuration but adding turn lanes and traffic signals. The Lexington Avenue interchange is envisioned in the study as a mid-term (year 2040 – 2050) improvement, and the Edgerton Road interchange is envisioned as a long-term (year 2050 – 2060) improvement.

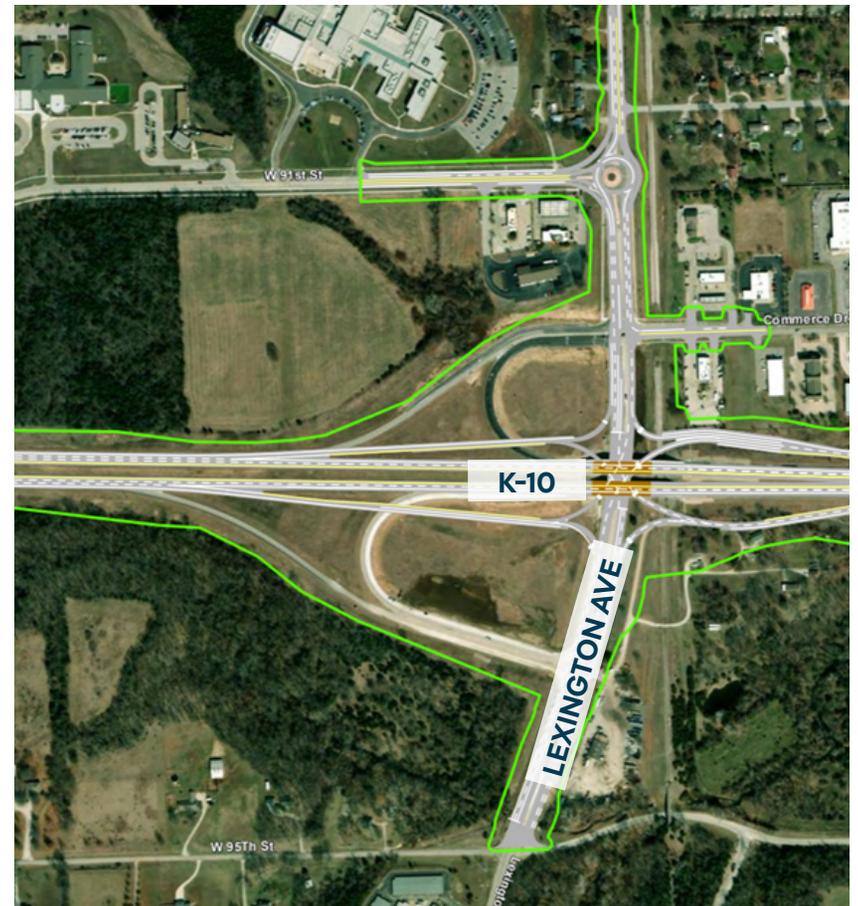


Figure 12. KDOT Proposed Improvements at the Lexington Avenue and K-10 Interchange

(Image Source: KDOT)

KDOT is studying improvements on the K-10 corridor directly adjacent to the Southwest Growth Area. Near-term improvements are envisioned for the years 2030 to 2040, mid-term between 2040 and 2050, and long-term between 2050 and 2060.

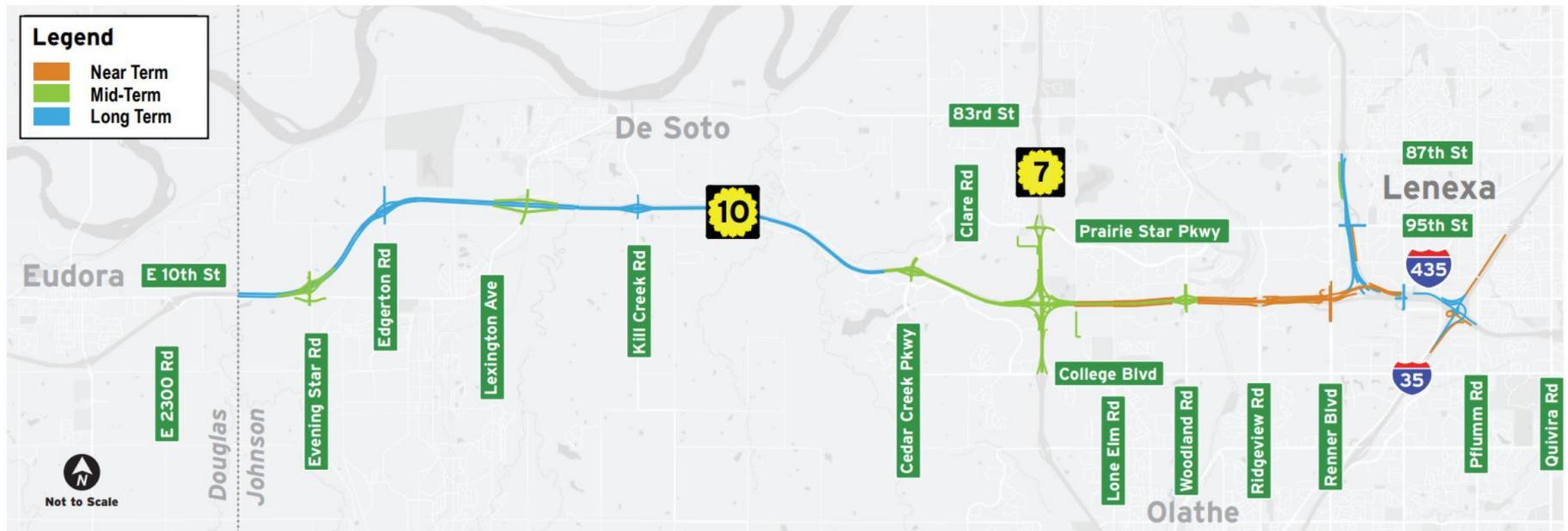


Figure 13. Study Area Map of the KDOT K-10 Corridor Study

(Image Source: KDOT)

Chapter 2: Existing Conditions

Transportation

FUTURE IMPROVEMENTS TO RURAL ROADS

Although there have been substantial investments in transportation infrastructure in the Southwest Growth Area and other improvements envisioned by KDOT, many of the roads in the area remain unimproved today. Roads like 95th Street and Sunflower Road maintain their rural road cross-sections with two lanes, open ditches for stormwater drainage, and no sidewalks, bike lanes, trails or street lighting. Other collector roads in the area, including 99th Street, Rowen Road, and portions of 91st Street, have not yet been constructed. As discussed, these collector roads will be vital for efficient and safe transportation throughout the area because they reduce the need for multi-lane arterial roads.

Figure X illustrates the roadways in the study area that range from unimproved rural roads (blue) to improved two-lane roads (green) and improved four-lane roads (purple). Several of the collector roads in the area are not yet built (grey lines).



Figure 14. Existing Conditions along W 95th Street Highlighting Rural Roadway Configurations

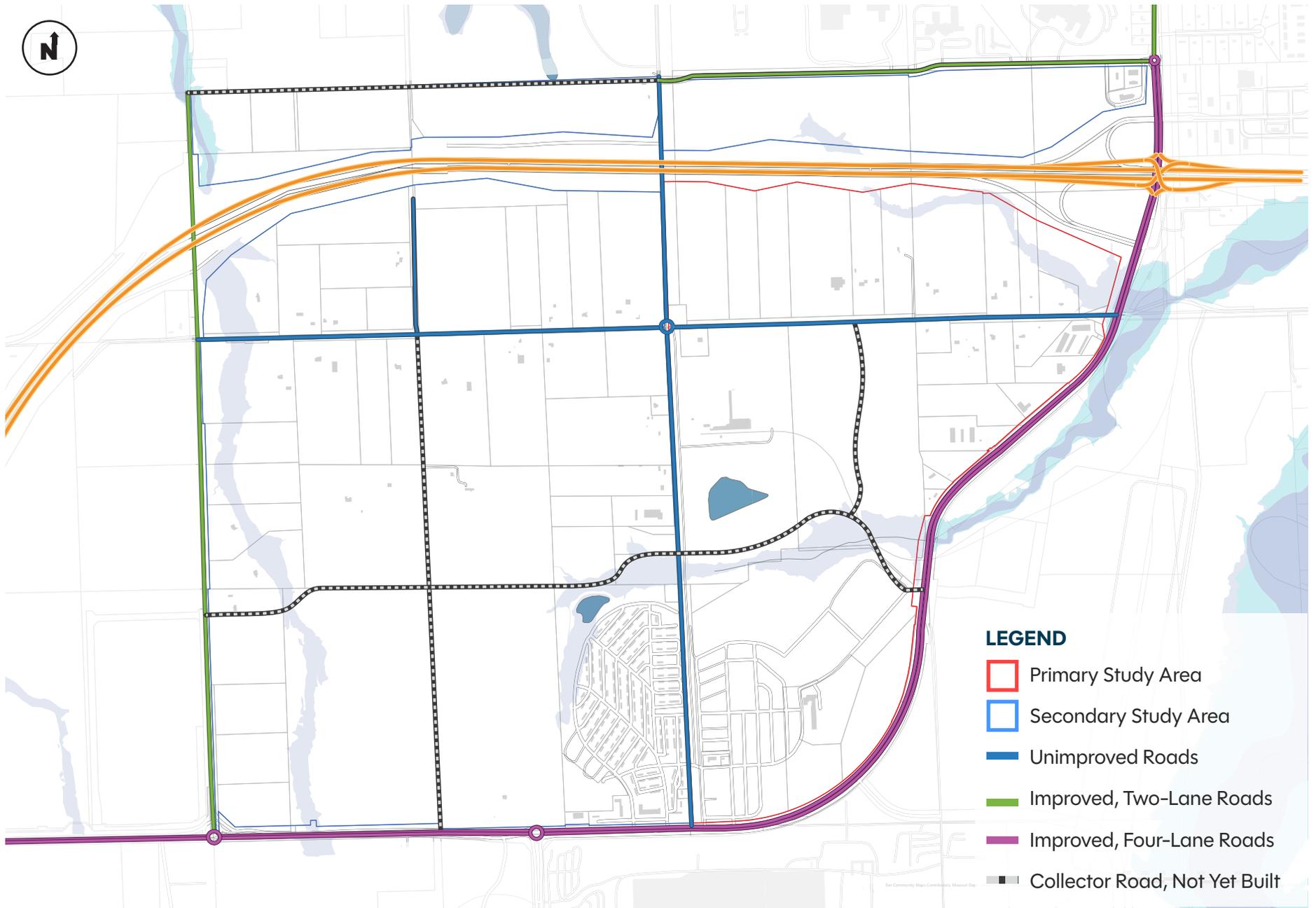


Figure 15. Map of Improved and Unimproved Roads throughout the Study Areas

Chapter 2: Existing Conditions

Infrastructure

UTILITY INFRASTRUCTURE

Just as important as transportation, basic infrastructure is critical to enabling economic development and growth in a city. New industries, including the Panasonic Battery Plant and other advanced manufacturing facilities or data centers, require a stable and sufficient supply of electricity, water, and natural gas, along with sufficient wastewater capacity. Residential properties, especially higher-density multifamily properties, typically have even higher demand for water and wastewater than manufacturing and commercial uses. As the area develops to add housing and commercial properties for industrial area employees and others moving to De Soto, it will be important that sufficient utility capacity exists to support this development. Similar to the investments in transportation infrastructure, the City of De Soto, the State of Kansas, and private utility providers have invested heavily in the area to support this development.

WATER TREATMENT

The City of De Soto serves the Southwest Growth Area Primary Study Area, and the Secondary Study Area is served by Rural Water District 7, Johnson County. The City of De Soto has been investing in the area with an expansion of the water treatment plan on Astra Parkway south of 103rd Street. This expansion will increase the capacity of the plant from 2 million gallons per day to 8 million gallons per day. This construction is underway and will be completed in 2025. In addition to this expansion, the City is constructing a new water tower at 103rd Street and Lexington Avenue to supplement the current water tower at 95th Street and Sunflower Road. These water treatment capacity upgrades should provide sufficient water capacity for the area for the foreseeable future.



Figure 16. Existing Water Tower at W 95th Street and Sunflower Road



Figure 17. New Water Tower Located at 103rd Street and Lexington Avenue to Supplement the Water System Infrastructure

Chapter 2: Existing Conditions

Infrastructure

SANITARY SEWER AND WASTEWATER

Wastewater capacity has also seen major investments in the Southwest Growth Area. The City studied the area for sanitary sewer needs and developed a plan to serve the planned development for the full area, including the Primary Study Area, the Secondary Study Area, and areas south of 103rd Street in the Astra Business Park. This necessitated new sewer construction, both gravity flow and pressurized flow with pump stations, and upgrades and expansion of the wastewater treatment plant at Sunflower Road and 79th Street. The wastewater treatment plant capacity is currently being doubled from 1.3 million gallons per day to 2.6 million gallons per day.

To serve the Southwest Growth Area from the wastewater treatment plant, the 5-Mile Sewer interceptor sewer main project was initiated. This project consists of gravity sewers on Sunflower Road and Kill Creek, along with a pump station at 95th Street and Kill Creek and a pressurized sewer main running uphill from Kill Creek west to Sunflower Road. This project is under construction today and will be finished in 2025. This sewer main will provide capacity for the entire area well into the future.

To serve the other portions of the area, secondary sewer mains are planned, under construction, or already completed. The Flint Sewer system has been constructed along Edgerton Road and along the north right-of-way line of K-10 to serve the Flint Business Park west of Edgerton Road. The De Soto City Council also approved the creation of two sewer benefit districts—the Astra Sewer Benefit District

and the 95th Street Sewer Benefit District. The Astra sewer benefit district provides sewer service to the areas along Lexington Avenue and Astra Parkway, including Clearview City. The 95th Street Sewer Benefit District will serve all the properties along 95th Street between Lexington Avenue and Sunflower Road.

Once these projects are complete, the entire Primary Study Area will be served by sewer and portions of the Secondary Growth Area will be served. One area without sewer service in the Secondary Study Area will remain between Edgerton Road and Sunflower Road.



Figure 18. Construction of the Astra Sewer Benefit District

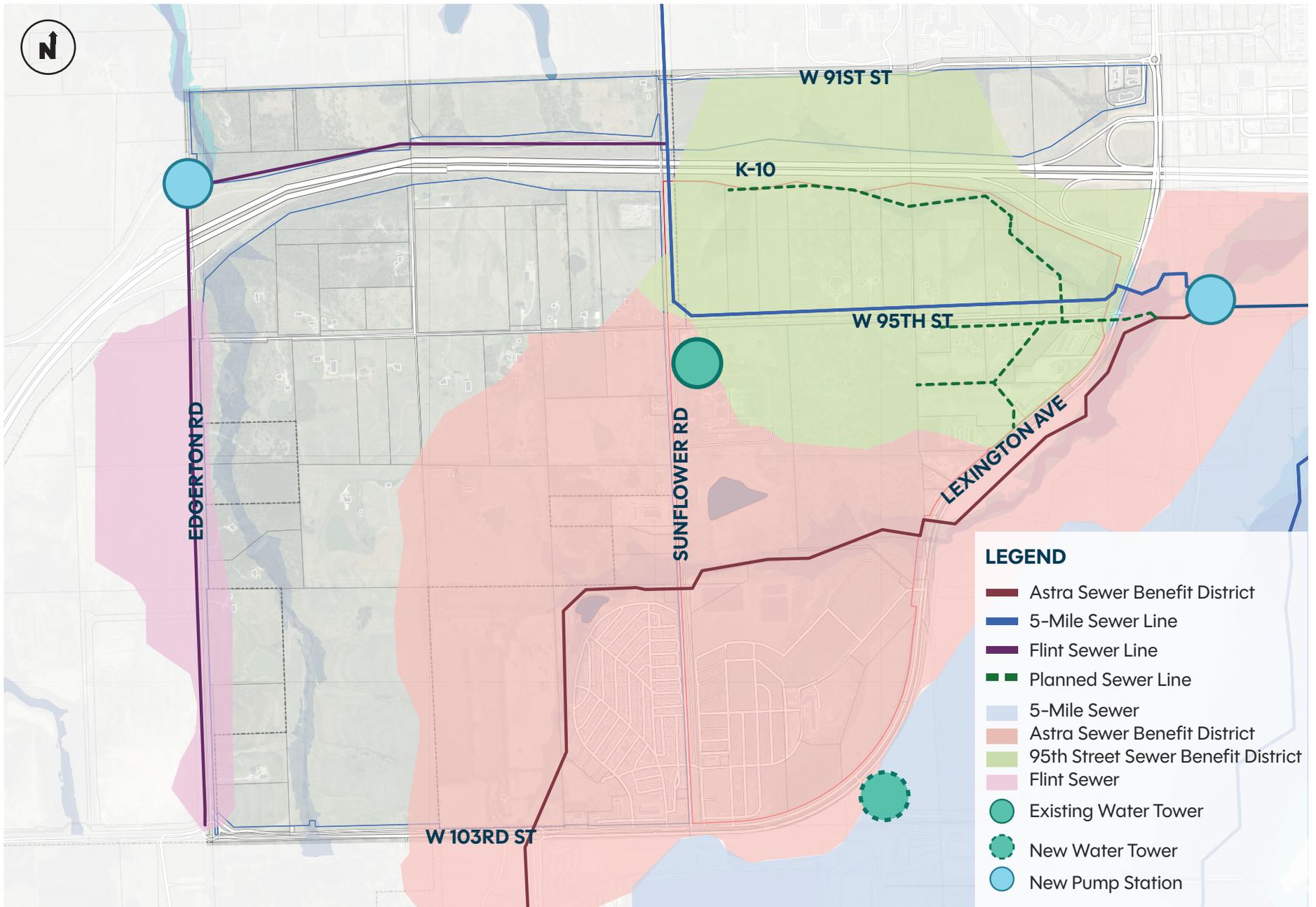


Figure 19. Existing Infrastructure Service Area Map

Chapter 2: Existing Conditions

Infrastructure

PRIVATE UTILITIES + NATURAL GAS

In addition to public utilities, private utility providers have invested a significant amount of money in the Southwest Growth Area. This includes new electric lines and substations constructed by Evergy. Access to reliable and sufficient electric capacity is a central concern for modern advanced manufacturing like the Panasonic Battery Plant. For the past 30 years, electricity demand in the US has declined due to advances in energy efficiency, but that trend has started to reverse with the growth of electric vehicle use and advanced manufacturing expanding in the US.

Growing industrial areas such as the Astra Business Park require access to electricity through high-voltage transmission lines and substations to step the voltage down for usage. To support this, Evergy has constructed new high-voltage transmission power lines along 95th Street and Sunflower Road, with new electrical substations at the corner of 95th Street and Sunflower Road and east of the Panasonic Battery Plant. While the new electrical transmission lines through the area may not be the most aesthetically pleasing feature, they are a critical piece of infrastructure for economic development and growth in the Southwest Growth Area.

In addition to electricity, natural gas is a key private utility for the growth of the area for residential, commercial, and industrial users. To provide access to natural gas throughout the area, AtmosEnergy is expanding the natural gas pipeline network in the Southwest Growth Area. This consists of a new 4" gas main planned along 95th Street, along with distribution mains on other arterial roads in the area. The electric and natural gas expansions provided by Evergy and Atmos Energy will provide the power and heat for the Primary and Secondary Growth Areas as they develop and grow.



Figure 20. High-Voltage Transmission Lines Located along W 95th Street to Support Growing Industrial Areas

Chapter 3: Public Input

Overview of Engagement Opportunities

ENGAGEMENT OPPORTUNITIES WITHIN THE SOUTHWEST GROWTH AREA PLAN

Throughout the planning process, the consultant team engaged with residents, developers, and representatives of those tied to the Southwest Growth Area in a variety of settings.

The consultant team utilized a Steering Committee throughout the project to present existing conditions, share feedback from residents, guide recommendations and provide insight into local matters, and review draft materials. The Steering Committee was comprised of representatives for landowners, local residents, the Planning Commission and City Council, USD #232, developers, and City Staff.

Virtual stakeholder interviews were conducted by members of the consultant team to get additional insight into issues and opportunities tied to the project. Major themes are presented on the following page.

The Community Listening Session was held at City Hall in December 2024. Feedback from participants is summarized starting on page 20.

How did we engage with residents?



Stakeholder Interviews



Mapping Activity



Image Voting



Steering Committee

Chapter 3: Public Input

Stakeholder Interviews

STAKEHOLDER INTERVIEWS - KEY THEMES FROM INPUT

Members of the consultant team held virtual stakeholder interviews with a variety of representatives and organizations engaged with the Southwest Growth Area. The feedback received during these interviews provided insight into issues and opportunities for development/redevelopment, infrastructure needs, and additional growth considerations.

Major themes from feedback included:

- Density
- Roadways + Mobility
- Partnerships
- Recent Improvements

DENSITY

Many of the interviewees expressed interest in increasing density in the primary study area. This density could take the form of residential or commercial buildings that range from 4–6 stories, which is greater than the three stories currently allowed in the City's zoning code.

ROADWAYS + MOBILITY

Feedback received in interviews placed a high priority on increasing mobility options (i.e. walking and biking) and connections for pedestrians and bicyclists. Recent improvements have aided in adding connections, with opportunities to grow the system with new development. Roadways and intersection improvements were identified west of Sunflower Road.

PARTNERSHIPS

Leveraging partnerships between the City and the numerous public and private agencies operating in and around the study areas was frequently mentioned. Getting these agencies to the table and having these conversations early was heavily encouraged to begin planning and coordinating improvements together.

RECENT IMPROVEMENTS

Many interviewees recognized the City's recent infrastructure improvements and how many of these have positively impacted the quality of life and opportunities in the Southwest Growth Area. Further consideration for next steps and continuing this momentum will be critical to the success of the Southwest Growth Area.

Chapter 3: Public Input

Community Listening Session

COMMUNITY LISTENING SESSION

The consultant team hosted a Community Listening Session on December 12, 2024, at City Hall where roughly 45 people were in attendance. The meeting kicked-off with a brief presentation discussing the project scope and schedule, existing conditions, and a series of visioning questions. Following the presentation, attendees were encouraged to participate in the mapping activity and image voting activities. The following pages detail the results from these activities.

MAPPING ACTIVITY

The mapping activity included a large print out map of the study area highlighting parcels, floodplain, existing trails, and the two study areas. A series of puzzle pieces and yarn colors were available to participants to provide feedback on what they thought to be viable land uses and trail connections within the study areas. Findings from the mapping activity are presented in Figure 22.

Prioritization for retaining the residential character of the secondary study area was a key theme in responses. Additional trail connections along the floodplain from Clearview City to the Kill Creek Park area were identified as well. Some opportunities for density and more intense uses were noted along W 95th Street and Lexington Avenue.

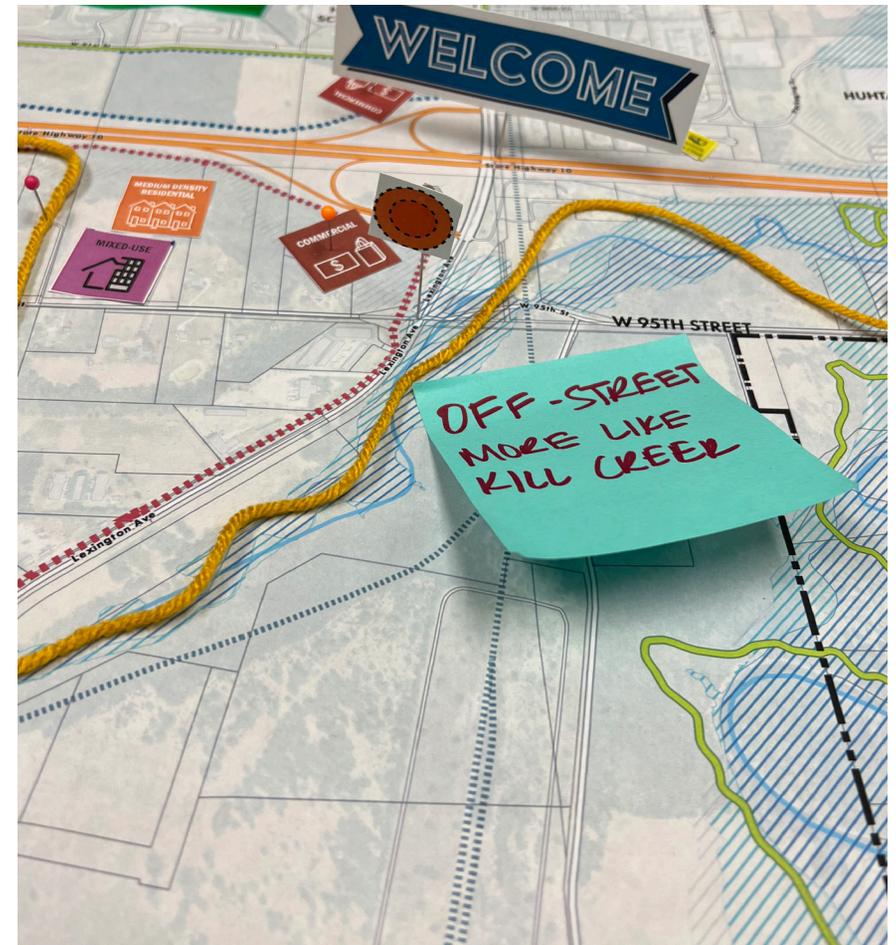


Figure 21. Photo from the Mapping Activity

MAPPING ACTIVITY

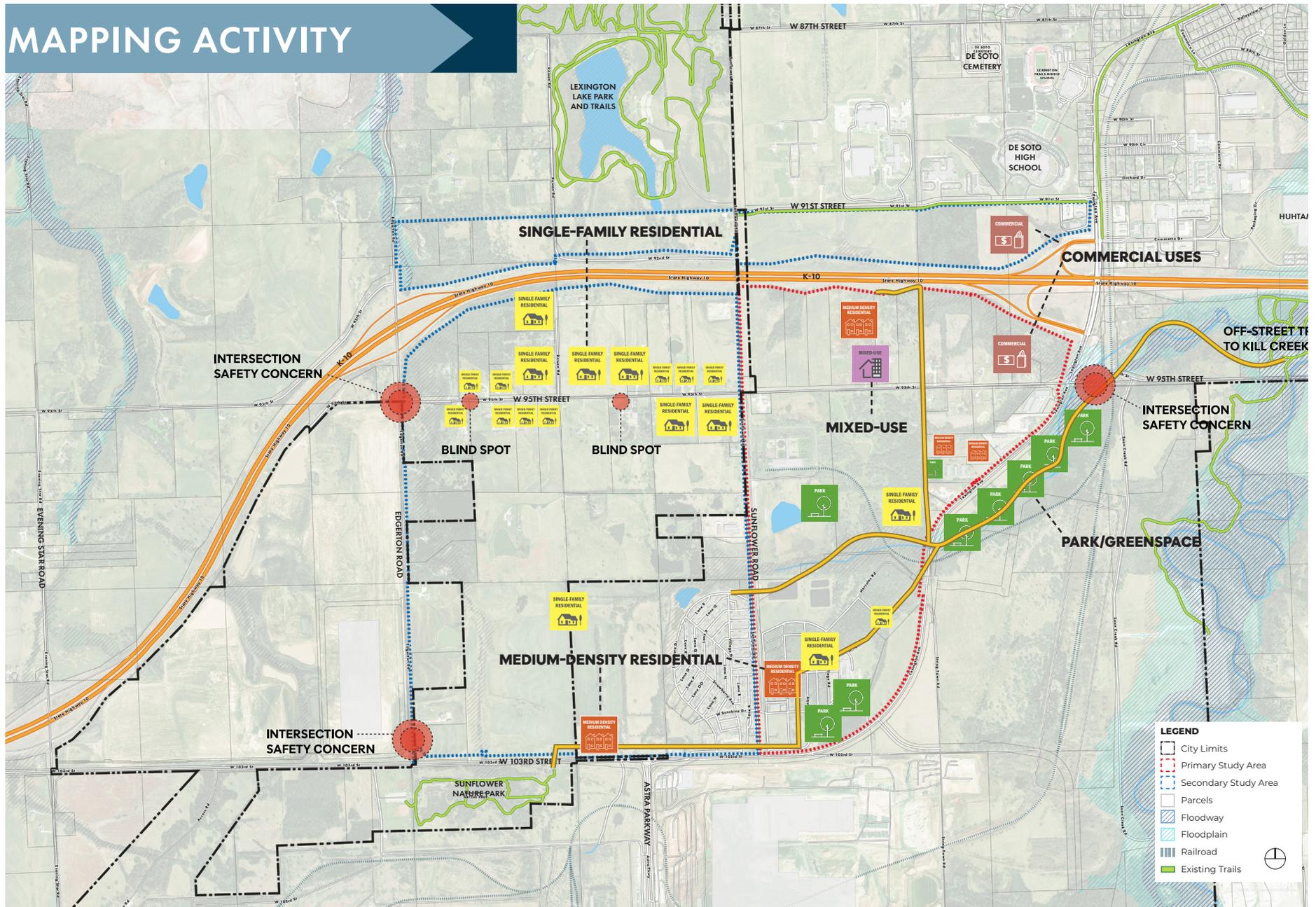


Figure 22. Mapping Activity Results

Chapter 3: Public Input

Community Listening Session

IMAGE VOTING ACTIVITY

Participants were invited to engage with a dot voting activity to provide feedback on desired development types and programming. Each image voting board featured a scale for the level of agreement (from strongly disagree to strongly agree) the participant had for the given feature type. The image voting activity included categories with representative imagery for the following uses:

- Character + Identity
- Residential
- Commercial
- Industrial

The results from the Character + Identity board reflect a consistent prioritization on trails and mobility within the Southwest Growth Area. Participants did believe that night life and entertainment and civic campus uses could be viable options for amenity types. There were mixed results for public events and festivals, with some small support for landscaping, plantings and murals in the area.

Residential image voting results indicated stronger support for lower-density uses, such as cottage courts (detached units all facing a central green space) and light mixed-density (variety of detached/attached units at varying heights and scales) developments. The results for higher density uses were not as positive. Consideration for creatively including density to offset the strain on infrastructure and support project viability will be necessary as developments are considered in the Southwest Growth Area.

TOP VOTED IMAGES FOR CHARACTER + IDENTITY AND RESIDENTIAL USES



IMAGE VOTING

Development Types - Character + Identity

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.



COMMUNITY INPUT MEETING // DECEMBER 12, 2024

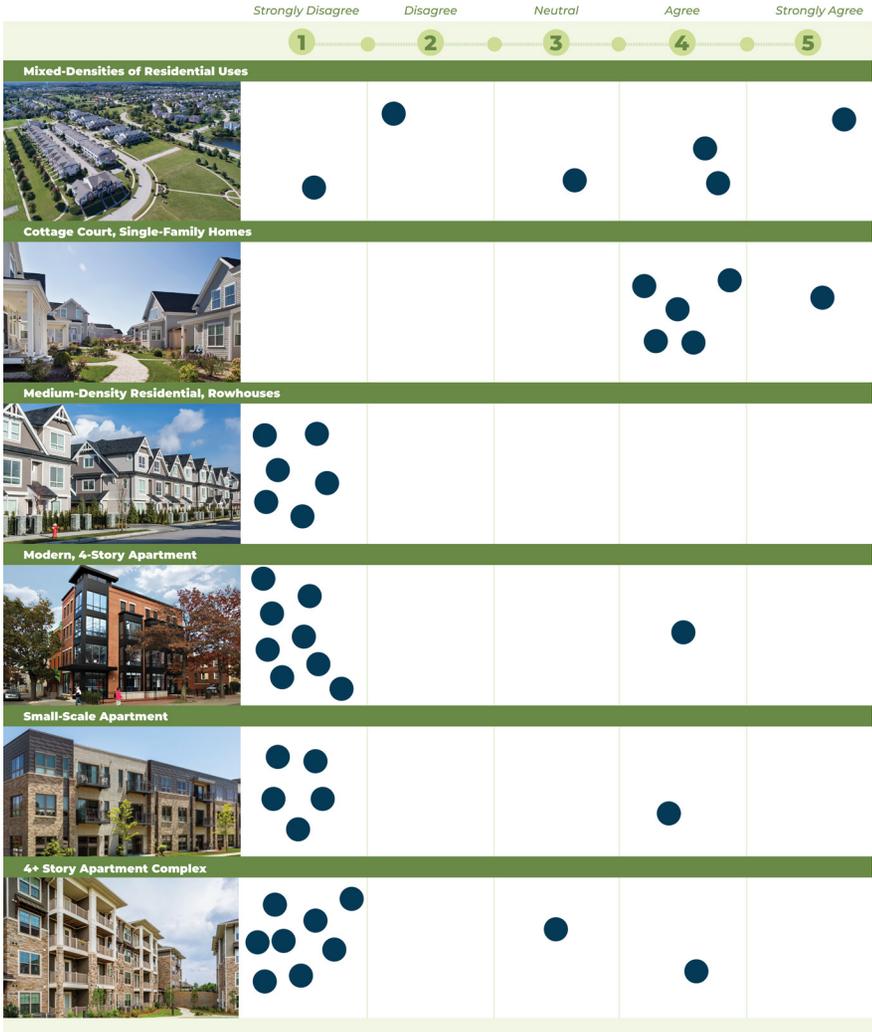
CONFLUENCE

Figure 23. Image Activity Results - Character + Identity

IMAGE VOTING

Development Types - Residential

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.



COMMUNITY INPUT MEETING // DECEMBER 12, 2024

CONFLUENCE

Figure 24. Image Activity Results - Residential

Chapter 3: Public Input

Community Listening Session

IMAGE VOTING ACTIVITY CONTINUED

Commercial image voting results highlighted support for mixed-use development types, with additional support given to walkable retail and/or pedestrian malls. From these results, it could be assumed residents see the Southwest Growth Area as a mixed-use retail hub that is walkable, with landscaping and strong design practices, and streetscaping features such as pavers, landscaping, and lighting.

Industrial image voting results presented a clear direction of discouraging additional large industrial or distribution facilities within the study areas. The top voted image, which showcased office and meeting spaces, was further discussed with participants. They expressed a need for rentable meeting spaces for local organizations and events with capacity for roughly 200 attendees. This insight is helpful in understanding the specific needs of the community and potential programming opportunities of developments.

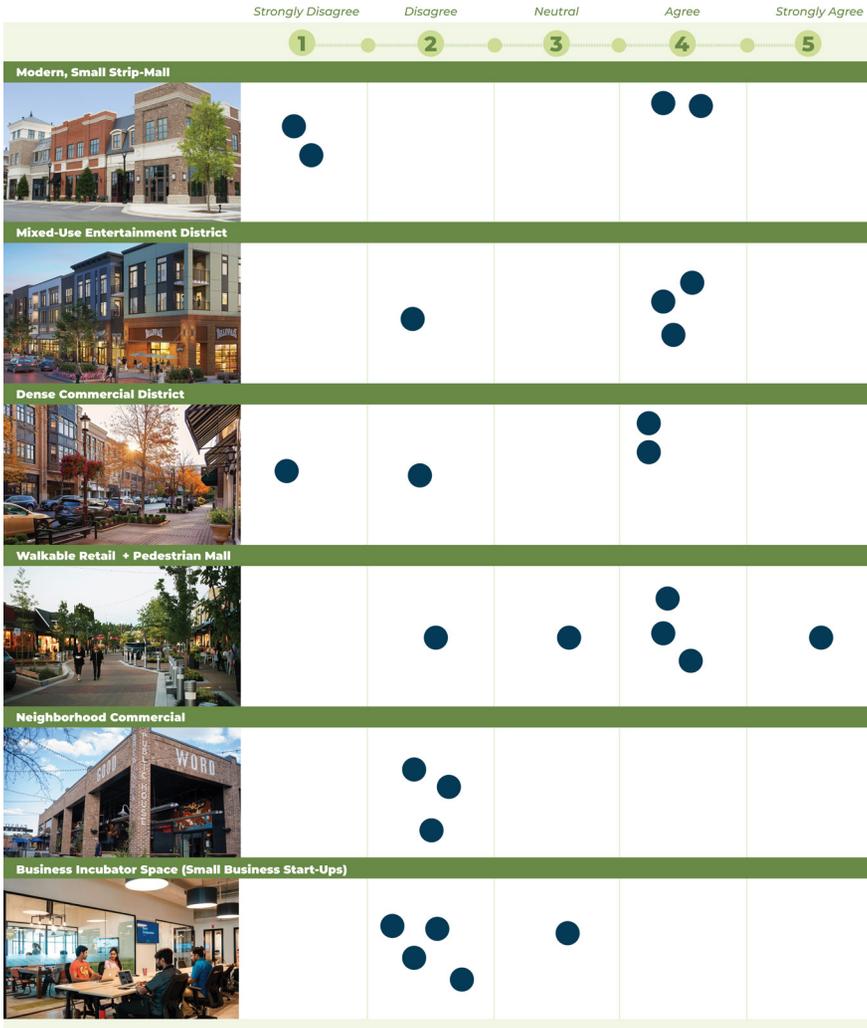
TOP VOTED IMAGES FOR COMMERCIAL AND INDUSTRIAL USES



IMAGE VOTING

Development Types - Commercial

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.



COMMUNITY INPUT MEETING // DECEMBER 12, 2024

CONFLUENCE

Figure 25. Image Activity Results - Commercial

IMAGE VOTING

Development Types - Industrial

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.



COMMUNITY INPUT MEETING // DECEMBER 12, 2024

CONFLUENCE

Figure 26. Image Activity Results - Industrial

Chapter 4: Proposed Plan

How to Use the Plan

OVERVIEW

The Southwest Growth Area Plan was developed with a series of considerations in mind: existing conditions, local development needs and trends, resident input, market conditions, recent infrastructure improvements, and adjacent development impacts. Each of these items considerably impact the direction and recommendations found on the following pages.

This section of the Southwest Growth Area Plan provides more detail into the findings and recommendations presented in the Marketing Brochure.

This section provides detail on:

- Infrastructure Improvements
- Proposed Roadway Classifications and Locations
- Bicycle and Pedestrian Mobility
- Future Land Use Definitions + Plan
- Detailed Concept Plan
- 3D Renderings of the Detailed Concept Plan

A NOTE ON THE FUTURE LAND USE AND DETAILED CONCEPT PLANS

The Future Land Use and Detailed Concept Plans shown on the following pages presents one scenario for land development and build-out. These plans were developed using current market conditions and best practices to provide one idea for how the Southwest Growth Area might develop. This plan is not concrete and should remain flexible and adaptable to market changes and the needs of the community.

TIMELINE FOR BUILD OUT

While it is difficult to determine an exact date for full build out of the study area, it can be assumed that this may take thirty years or more to fully develop. Strategic growth, land assembly, utility support, and many other factors will come into play with the feasibility of development over time.

GUIDING PRINCIPLES OF THE PLAN

As mentioned above, this plan is rooted in current market conditions and best practices for development. These form the guiding principles of the Southwest Growth Area as shown on the following page.

Guiding Principles



Create a walkable and well-connected development that supports the mobility of residents and visitors of the Southwest Growth Area.



Encourage density through a variety of uses and building types. This further supports the walkability of the area and diversifies the amenities and services provided in the area.



Preserve De Soto's unique character through intentional development and strong support for local businesses in the study area, ensuring the city retains its small-town feel as it grows.



Explore opportunities for civic and/or healthcare hubs throughout the study areas and adjacent parcels. Some uses suitable for the area could include a community center or medical facility. Public-Private Partnerships may be viable in these instances as well.

Chapter 4: Proposed Plan

Utility Infrastructure

As discussed in the existing conditions section, all of the foundational utility infrastructure needed in the Southwest Growth Area is already planned, under construction, or constructed. This includes sufficient water treatment and water distribution capacity, wastewater sewer and treatment capacity, and electric and natural gas mains serving the area. However, local service and distribution networks will be necessary as development occurs and arterial and collector streets are constructed.

As streets are constructed, whether arterial, collector, or local streets within development sites, water, gas, electrical, and communication distribution and service lines should be constructed within the public right-of-way according to the latest city design standards and specifications. Efforts should be made to install these in utility corridors that are not underneath street paving, sidewalks/trails, or trees. A preference should be given to underground utility lines where practical. These efforts will pay dividends in the future in the form of maintaining a mature tree canopy, being a more resilient area that avoids power and communication failures due to ice, wind, and thunderstorms, avoiding costly road and sidewalk disturbance when utility work is needed, and providing a more aesthetically pleasing environment.



Figure 27. Current Undergrounding of Utilities within the Study Area

The sanitary sewer network will require additional advanced planning, considering these service mains cannot follow the street network and must flow downhill to the planned interceptor mains currently under construction. As developments occur, each development will need to provide a sewer stub to the upstream edge of the property so that adjacent upstream properties can access the sewer.

Stormwater runoff should also be actively managed in the area. This includes treating stormwater for water quality with best management practices and stormwater quantity to avoid downstream flooding. All of the Primary Study Area and portions of the Secondary Study Area are located upstream from downtown De Soto in the Kill Creek watershed. Any increase in stormwater runoff from the Southwest Growth Area could threaten to worsen flooding for downstream properties in De Soto. Similarly, runoff with poor water quality could threaten the natural beauty of the Kill Creek streamway, which is an important asset to the community.



Figure 28. Kill Creek, Located Downstream from the Southwest Growth Area

Chapter 4: Proposed Plan

Utility Infrastructure - Implementation

Much of the needed utility infrastructure work has already been proactively completed for the Southwest Growth Area. But some implementation efforts remain, primarily in managing the quality of development and providing services to individual homes and sites. Much of this work can be managed through the development process, but some can also be proactively implemented by the City.

UTILITY CORRIDORS ON STREETS

As streets are constructed in the Southwest Growth Area, a utility corridor should be maintained within each right of way for water, gas, electrical, and communication distribution and service lines. Where possible, this corridor should be under turf grass areas and not be located under street pavement, sidewalks, or trees. Underground utilities should be preferred where practical. Placing storm sewer and sanitary sewer manholes and water valves within street paving or sidewalks should be avoided wherever practical.

DEVELOPMENT APPROVALS

As the development process occurs, the developments should be reviewed for compliance with all relevant city design standards and specifications, and follow the recommendations outlined by the KC Metro APWA design guidance and specifications, including the Storm Drainage BMP manual. The City should require developments to mitigate the post-development stormwater runoff flow rates to the pre-development flow rates through detention and retention basins.

Special consideration with developments should also be given to the sanitary sewer system. Some parcels will not have direct access to the sewer mains being constructed. This is particularly true for properties that will be served by the Astra Sewer Benefit District sewer main. When development occurs where parcels exist upstream from that development with no direct sewer access, that development should provide a sanitary sewer extension stub for these upstream parcels.

SECONDARY STUDY AREA SANITARY SEWER MAIN

One area within the Secondary Study Area will not be served by interceptor sanitary sewer mains currently planned or under construction. This area generally lies between Edgerton Road and Sunflower Road from K-10 southward. This area can likely be served via the Flint Sewer system that has been constructed along Edgerton Road with gravity sewer. However, some areas may require a pump station and a pressurized sewer force main. If the City were to contemplate annexation of this area in the future, the City should evaluate the feasibility and cost of serving this area with sanitary sewer prior to any annexations.

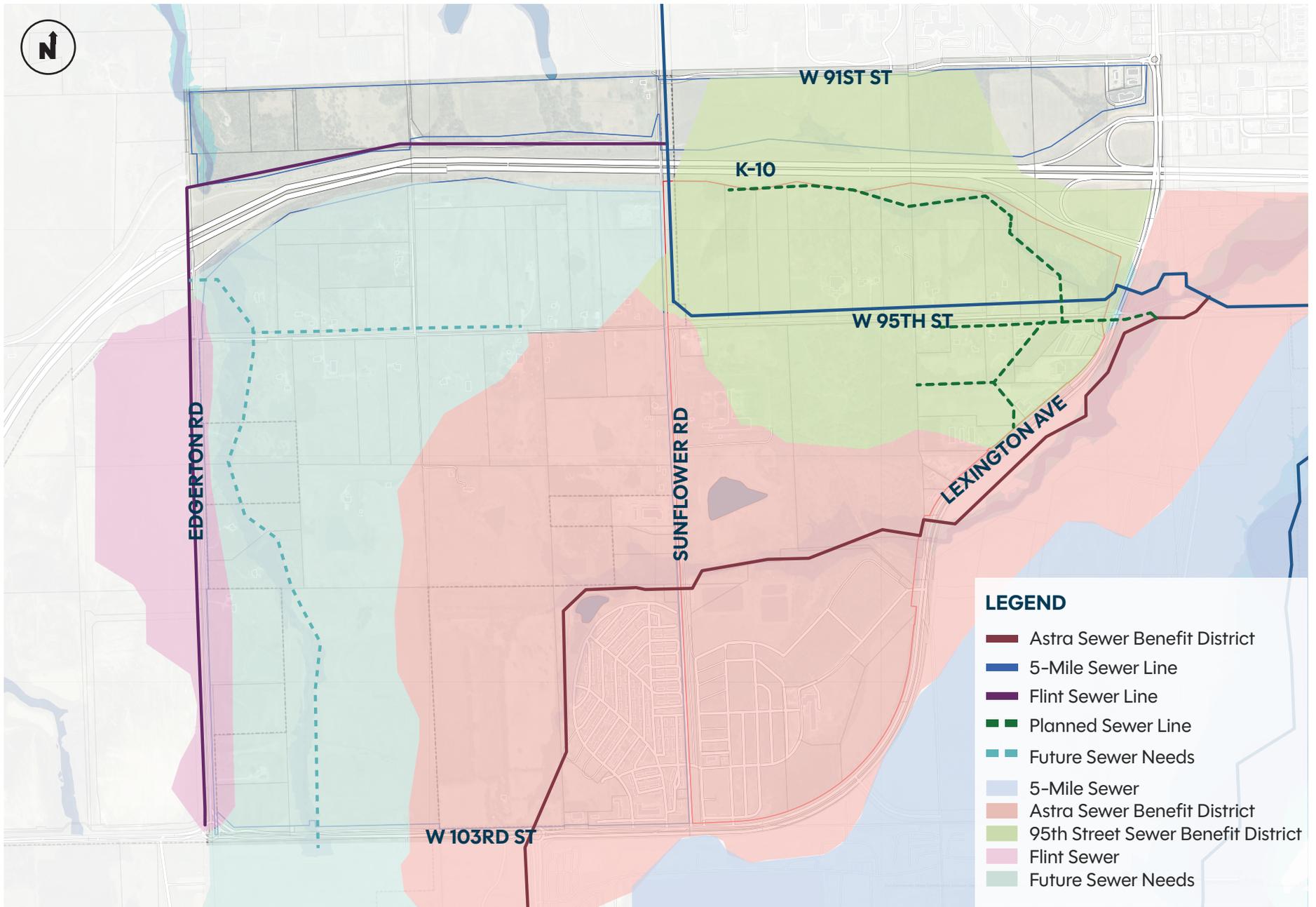


Figure 29. Existing and Future Sewer and Water Service Areas

Chapter 4: Proposed Plan

Future Roadway Considerations

PROPOSED ROADWAY NETWORK

To evaluate the transportation needs for the Southwest Growth Area, the engineering team created a traffic model to estimate the traffic volume and distribution of traffic from the new developments. This analysis evaluated the highest density allowable under the De Soto zoning code for all of the proposed uses in the Primary and Secondary Growth Areas, so these traffic volumes are a conservative estimate. The analysis shows that the area may generate as many as 100,000 vehicle trips per day entering and leaving the development sites throughout the area. As discussed in the future land use and development sections of this plan, this growth will also happen slowly over many years, even decades. So these traffic volumes will not be fully realized on area roads for at least 10 – 20 years into the future.

Location	Daily Vehicle Trips Leaving Sites	Daily Vehicle Trips Entering Sites	Total Vehicle Daily Trips
Primary Study Area	19,800	19,800	39,600
Secondary Study Area	28,300	28,300	56,600
Total	48,100	48,100	96,200

Not all of these trips are expected to fully leave the area, though. Based on the mix of uses throughout the area and the expectation that at least a portion of the people living in the Southwest Growth Area will also work in the Astra Business Park, the engineers estimated that approximately 20% of the vehicle trips would stay within the area south of K-10. For the trips leaving the area, the engineers estimated that approximately three-quarters of the trips would travel east on Lexington to either go to downtown De Soto or travel east on K-10, and one-quarter of the trips would travel west to go west on K-10.

Every development site was independently evaluated with this trip distribution and how people are likely to travel throughout the area. This traffic was combined with the expected

Table 1. Estimated Traffic Volumes for Full Build-Out in the Primary and Secondary Study Areas

trips based on the developments already under construction (including the Panasonic Battery Plant and Flint Commerce Center development) to estimate traffic on each proposed street in the area.

Although the area is expected to generate nearly 100,000 vehicle trips per day when fully built out, because of the combination of the arterial and collector road network envisioned, these trips are sufficiently dispersed so that the majority of area streets could remain just two-lanes wide. Two-lane roads are preferable to four-lane or six-lane roads because people tend to drive slower on these streets, the streets are safer, and the streets are easier for pedestrians and cyclists to cross. These roads also cost less to construct, require less right-of-way acquisition, have less stormwater runoff, and generate less heat-island effect in the summer. The addition of collector streets also improves people's ability to walk and bike through the area because they can avoid traveling unnecessarily long distances out of their way where no direct roadway connections exist.

A general rule of thumb for determining how many lanes a street should have is:

- Up to 10,000 vehicles per day can be accommodated on a two-lane undivided street
- 10,000 to 20,000 vehicles per day can be accommodated on a two-lane median divided street
- 20,000 – 30,000 vehicles per day can be accommodated on a four-lane median divided street

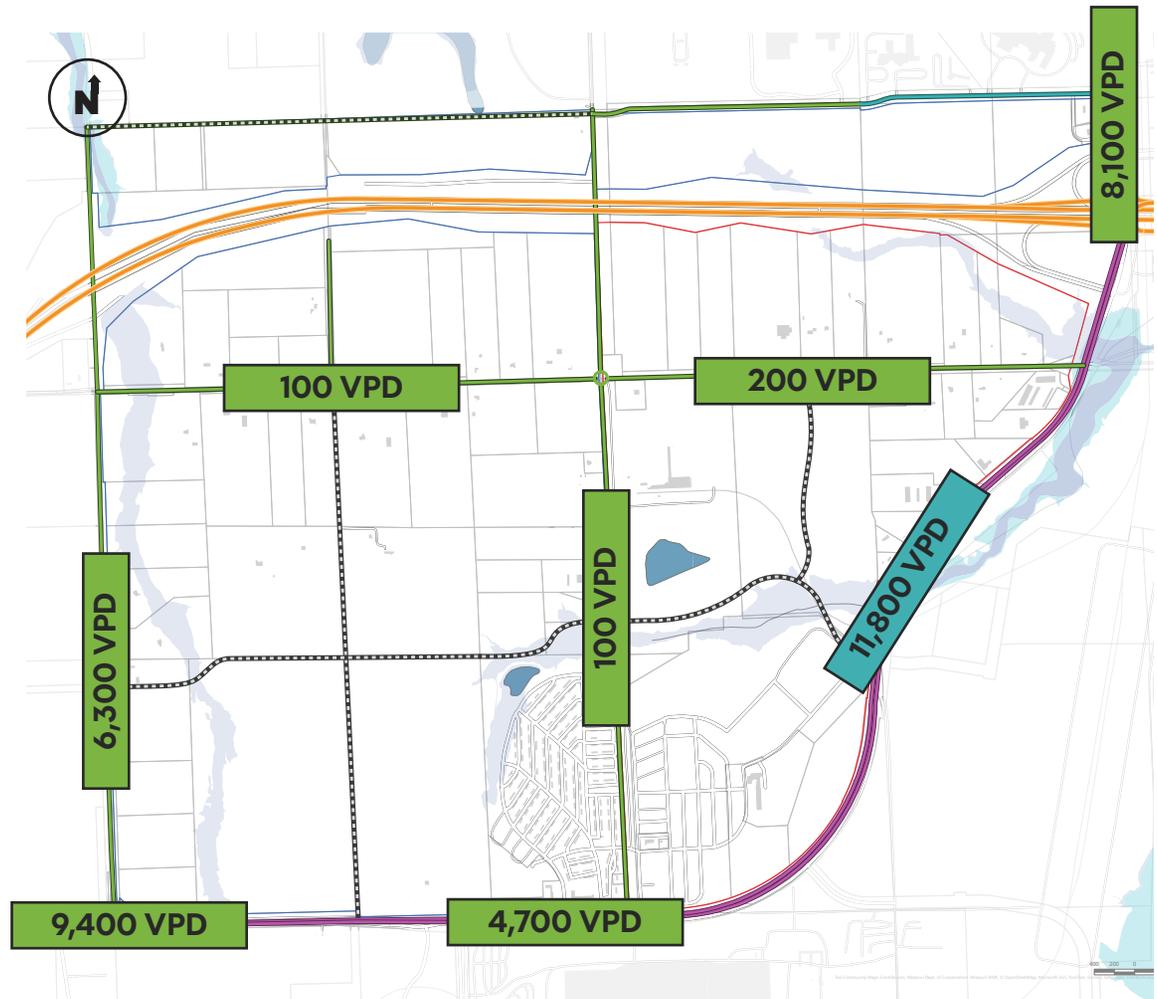


Figure 30. Existing Traffic Volumes with the Existing Number of Lanes on the Streets

Chapter 4: Proposed Plan

Future Roadway Considerations

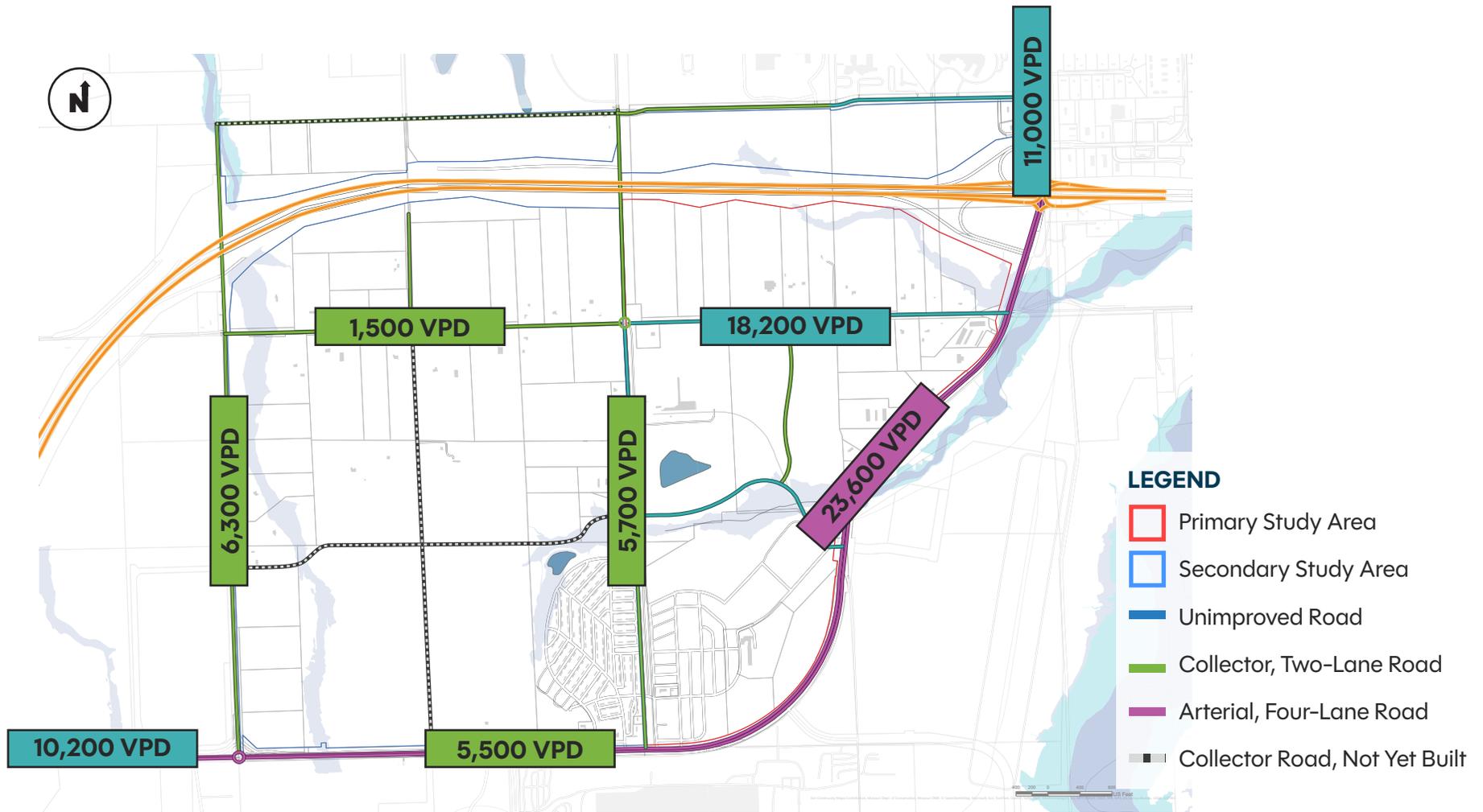


Figure 31. Projected Traffic Volumes in the Primary Study Area Based on Full Build-Out and the recommended Number of Lanes

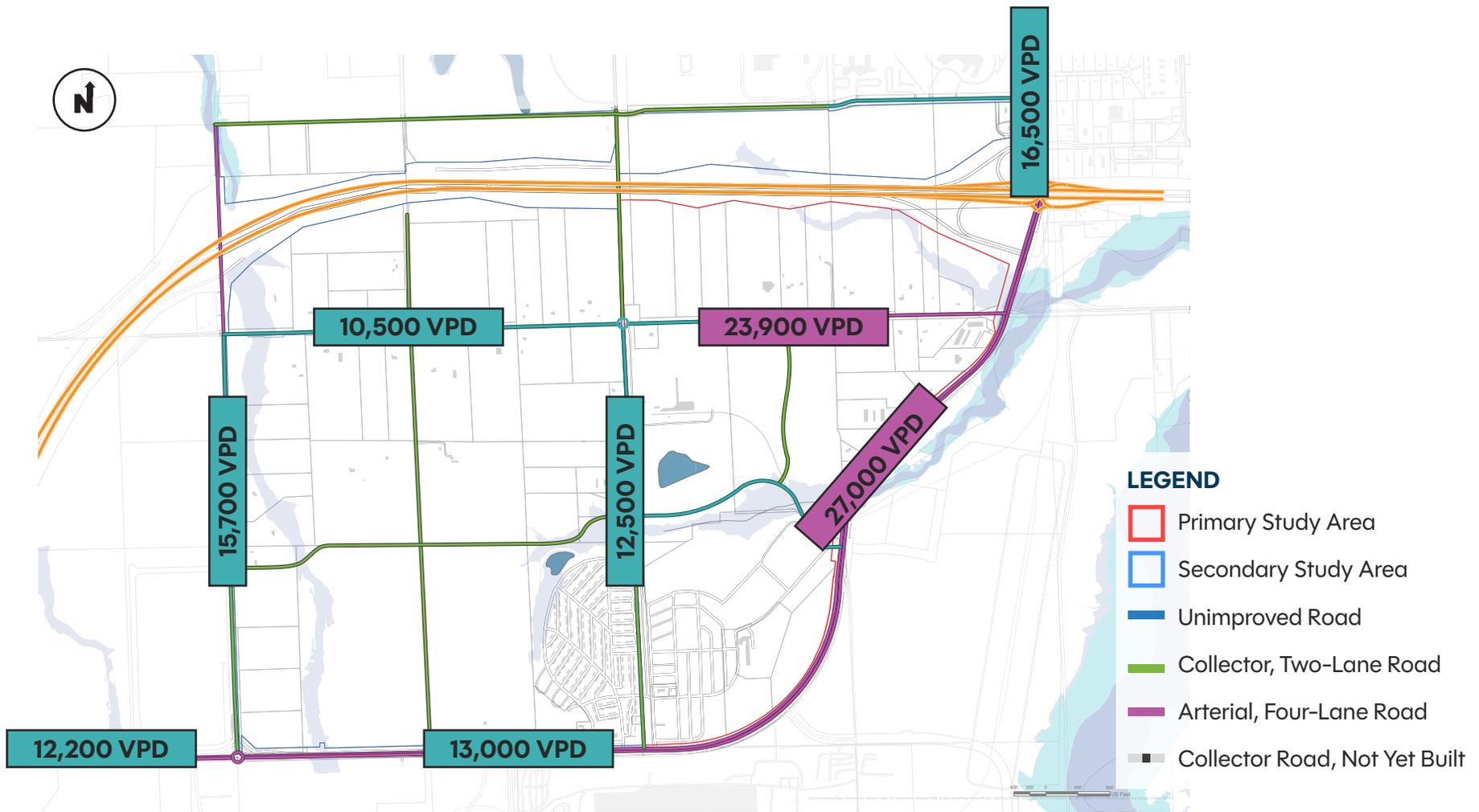


Figure 32. Projected Traffic Volumes in the Secondary Study Area Based on Full Build-Out and the recommended Number of Lanes

Chapter 4: Proposed Plan

Future Roadway Considerations

Based on the estimated traffic volumes and the rules of thumb for number of lanes needed on a street to accommodate traffic, the streets in the Southwest Growth Area should be constructed as follows:

Primary Study Area full build-out scenario:

- **95th Street** constructed from Sunflower Road to Lexington Avenue as a two-lane median divided street with the ability to expand to a four-lane median divided street east of Dillie Road
- **Sunflower Road** constructed as a two-lane street north of 95th Street and south of 99th Street, and as a two-lane median divided street between 95th Street and 99th Street
- **99th Street** constructed as a two-lane median divided street connecting from the current intersection location provided on Lexington Avenue at the Fire Department driveway west to Sunflower Road. This collector street connection is important to avoid the necessity of additional four-lane road expansions in the area.
- **Dillie Road** constructed as a two-lane undivided street connecting from 99th Street to 95th Street. This collector street connection is important to avoid the necessity of additional four-lane road expansions in the area.

Secondary Study Area full build-out scenario:

- **95th Street** constructed as a two-lane median divided street from Sunflower Road to Edgerton Road
- **95th Street** expanded from two-lanes to four-lanes between Dillie Road and Lexington Avenue
- **Edgerton Road** expanded from two-lanes to four-lanes between 91st Street and 95th Street and expanded from two-lane undivided to two-lane divided between 95th Street and 99th Street
- **99th Street** constructed from Sunflower Road to Edgerton Road as a two-lane undivided street. This collector street connection is important to avoid the necessity of additional four-lane road expansions in the area.
- **Rowen Road** constructed from 95th Street to 103rd Street as a two-lane undivided street. This collector street connection is important to avoid the necessity of additional four-lane road expansions in the area. An effort should be made to connect Rowen Road to the roundabout at Astra Parkway through the development parcel. If this is not possible, a secondary collector street connection to the Astra Parkway roundabout should be provided through the development with a reasonably direct connection to Rowen Road or 99th Street (without the need to make multiple right or left turns at intersections). If Rowen Road is not connected at Astra Parkway, the intersection with 103rd Street should be constructed as a limited-access intersection, restricting the southbound left turn from Rowen Road to 103rd Street.

Each of these streets should be constructed with a minimum of a five-foot wide sidewalk on one side of the street and a ten-foot wide shared use path/trail on the other side. They should also provide five-foot wide bicycle lanes on each side of the street. Frequent safe pedestrian crossings should be constructed at least every one-half mile and more frequently where key destinations exist. These streets should be constructed with ample median width and outside right of way width to plant trees, install street lighting, and provide green space for turf grass, stormwater treatment best management practices, landscaping, monument signs, and utilities.



Figure 33. 95th Street and Lexington Avenue with the 2-Lane Configuration in the Primary Study Build-Out and the 4-Lane Configuration for the Secondary Study Area Build-Out

Chapter 4: Proposed Plan

Future Roadway Considerations



Figure 34. Sunflower Road at 99th Street Looking North



Figure 35. 99th Street West of Lexington Avenue Looking West



Figure 36. 99th Street and Rowen Road Looking West



Figure 37. Sunflower Road and 95th Street Roundabout Looking South

Chapter 4: Proposed Plan

Future Roadway Considerations

IMPLEMENTATION

The street improvements outlined in the recommendation section do not need to be constructed immediately. However, the City should be proactive in planning for these improvements and seeking ways to fund their construction. The City should use the following mechanisms to advance this goal.

PRELIMINARY ENGINEERING STUDIES

A preliminary engineering study helps to identify the impacts and potential costs of a street construction project. These studies crucially help identify how much right-of-way would be needed to construct the roadway. The City should prioritize studying 95th Street between Lexington Avenue and Sunflower Road because this is the area most likely to have early development potential. The City should then conduct similar studies for 99th Street between Lexington Avenue and Sunflower Road and for Sunflower road from 95th Street to 103rd Street. The right-of-way needs for these streets should be considered when redevelopment applications are submitted to the city and this right-of-way should be preserved for future roadway expansions.

DEVELOPMENT APPROVALS

As developments are proposed, each development should provide a traffic impact study to evaluate the impact the site will have on the street network capacity and evaluate how pedestrians and cyclists can conveniently and safely access the site from the

surrounding areas. The city should actively negotiate for appropriate improvements or in-kind payments to support the broader transportation vision for the area.

In addition to the traffic impact the development will have on the surrounding area, the public street network proposed within the site should also be evaluated. To the greatest extent possible, cul-de-sacs and dead-end streets should be avoided, instead striving for a semi-complete street grid. Street connections should be required between adjacent sites, and cross-access easements should be required between commercial developments and across parking lot drive aisles. This will help limit the number of driveways along arterial roads, maintain better traffic flow, and provide a safer street that is easier to walk and bike on.

All public local streets should be constructed with street lighting and a minimum of five-foot wide sidewalks on both sides of the street. Where a development involves individual lot development (such as where single-family detached homes are constructed), the developer should be required to construct a sidewalk across lots not developed within five years of City acceptance of that street. Sidewalk connection should be provided from the public street to the entrances of commercial businesses and civic buildings in as direct a manner as practical, and sidewalk stubs should be provided to adjacent development sites for future connections.



Figure 38. High-Quality Public Streetscapes with a Semi-Grid Pattern

ALTERNATE FUNDING AND FINANCING

The City should explore additional funding sources to study and construct street improvements in the area. These could include federal discretionary programs such as the Better Utilizing Investments to Leverage Development (BUILD) and Safe Streets and Roads for All (SS4A) programs, utilizing Kansas Infrastructure Hub matching funding where possible. They could also include federal apportioned transportation funds through the Mid-America Regional Council, including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Congestion Mitigation and Air Quality (CMAQ) program funds, or Community Development Block Grant (CDBG) funds through the Department of Housing and Urban Development. The City could also proactively pursue special taxing districts such as Tax Increment Financing (TIF) or Community Improvement District (CID) funding mechanisms.



Figure 39. Local Consult Meetings Opportunity for Advocating for the Lexington Avenue Interchange in 2025 and 2027

K-10 IMPROVEMENT ADVOCACY

KDOT has envisioned improvements to the Lexington Avenue interchange in the 2040 – 2050 design horizon. However, the Southwest Growth Area is primed for development and growth today. The Lexington Avenue interchange improvements will likely be needed well before 2050. The City should advocate for the inclusion of these improvements in the next transportation program starting in 2030 after the Eisenhower Legacy Transportation Program (IKE) is complete. The City should advocate through the KDOT Local Consult engagement process held every two years, which will occur next in 2025.

Chapter 4: Proposed Plan

Potential Pedestrian + Bicyclist Connections

MOBILITY IN THE SOUTHWEST GROWTH AREA

Mobility, walkability, and prioritizing trail connections were frequently mentioned throughout all segments of public input. The map in Figure 40 presents the existing sidewalk and shared-use path network with proposed connections to expand the pathways throughout the study areas. The City of De Soto already employs best practices by providing sidewalks and shared-use paths on both sides of the road for all newly constructed roadways, such as Lexington Avenue/103rd Street. The proposed network shown in Figure 40 simply takes the proposed roadway network and identifies the connections that should be constructed with the road as development occurs. This practice will establish a strong walking and biking network in the area and provide a variety of scaled loops for visitors to enjoy. Further consideration on how to connect to regional trail and park networks should be explored with any shared-use path or trail development.

The proposed natural trails leverage the topography and floodplain for areas where development is less likely to occur but could still support recreational activities, such as mountain biking or hiking.



SHARED-USE PATH

- Minimum 8-foot-wide
- Hard surface, typically paved
- Off-street mobility lanes to accommodate multiple users, such as bikes and pedestrians



SIDEWALK

- Minimum 5-foot-wide
- Hard surface, typically paved
- Off-street path typically designed for pedestrians only



NATURAL TRAIL

- Vary in size
- Mix of hardscape and unpaved materials
- Typically located in greenways, parks, floodplains, difficult to develop areas

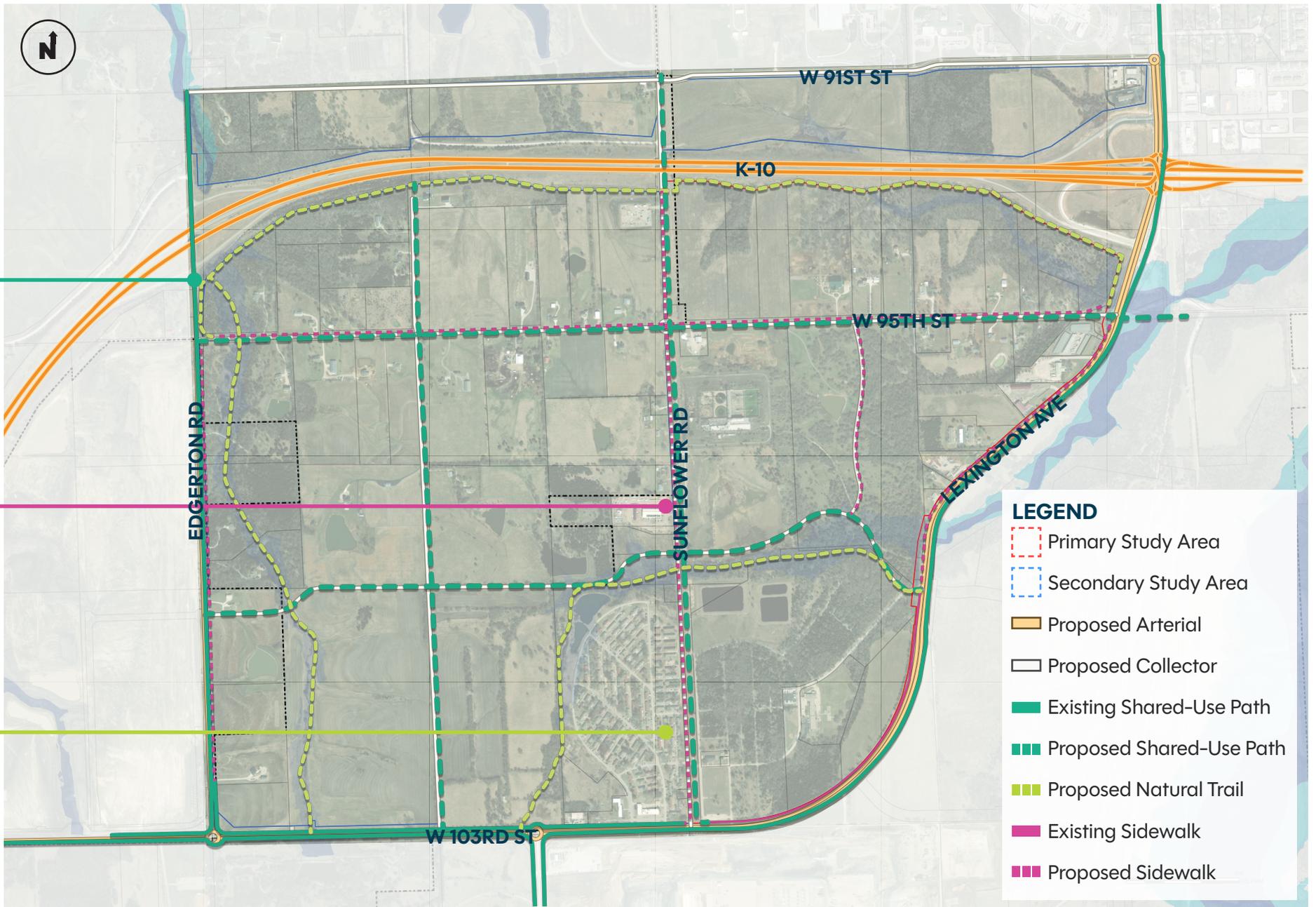


Figure 40. Roadways and Trails Mobility Map

Chapter 4: Proposed Plan

Future Land Use Definitions

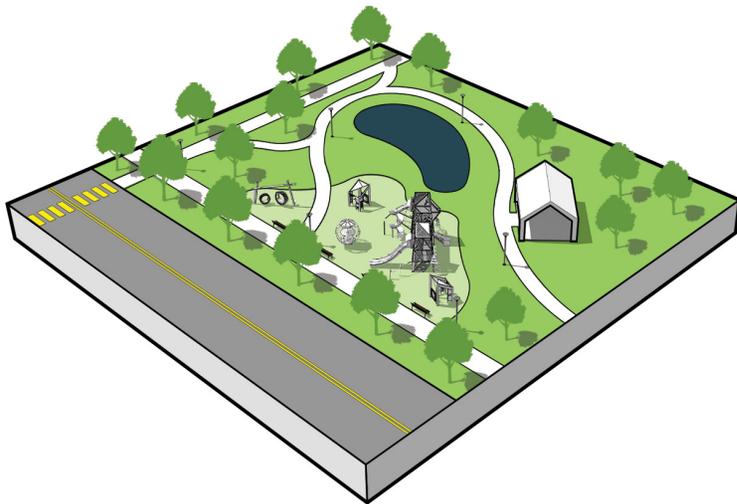
FUTURE LAND USE CATEGORIES

The Future Land Use Plan utilizes a series of land use definitions to guide densities, characteristics, uses, and functions of the land use categories starting on page 39. These land use definitions are primarily drawn from the City's 2019 Comprehensive Plan with some slight modifications. The following pages present the individual category definitions and supplemental imagery for what that use could look like in the built environment.



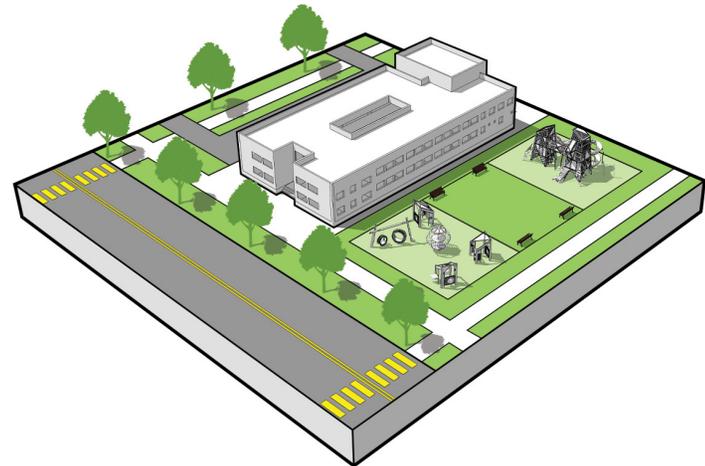
PARKS AND RECREATION

Public and semi-public land dedicated for active and passive recreation including parks, greenbelts with trails, golf courses, indoor and outdoor recreation facilities, and playfields.



PUBLIC/SEMI-PUBLIC

Public and Semi-Public land areas include, but are not limited to, parks owned and operated by the City or Johnson County, golf courses, sports fields, schools, community facilities, churches, and other institutional/governmental uses. All public and quasi-public uses and facilities should provide access to public roadways and public utilities and comply with the applicable zoning and design criteria.

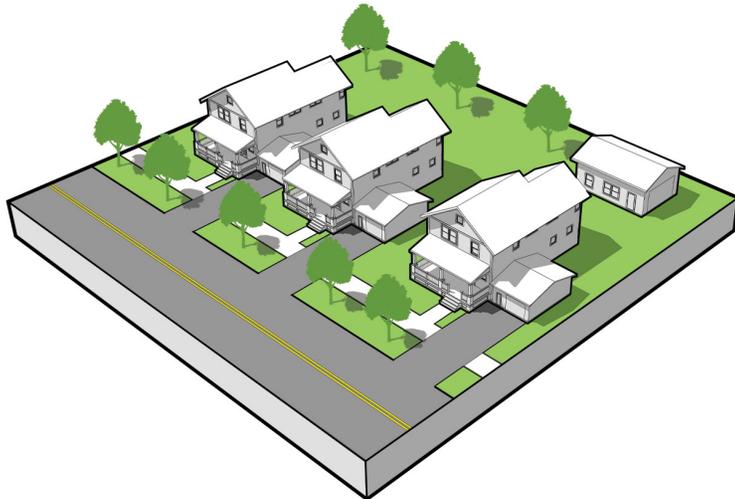


Chapter 4: Proposed Plan

Future Land Use Definitions

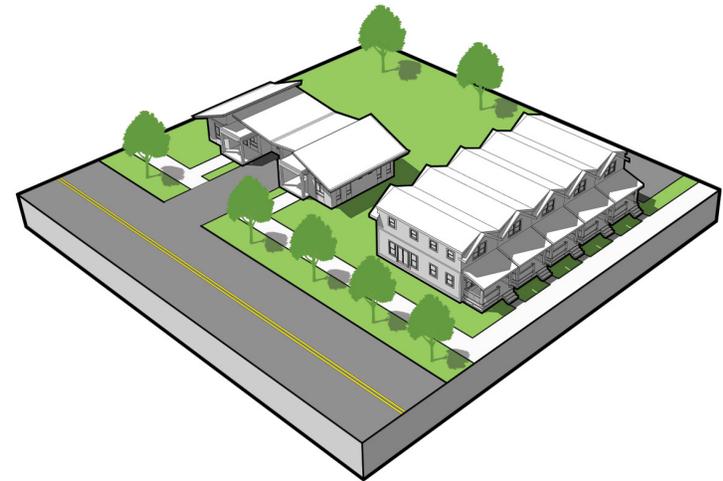
LOW-DENSITY RESIDENTIAL

Areas designated as low-density residential are intended for single-family homes in well planned subdivisions where the average lot size is over 10,350 in R1 and 12,000 in RO (Both minimums require public sanitary sewer) square feet or larger with areas preserved as open space. Infill development should maintain lot sizes that are consistent with the surrounding residential development and dwellings that are consistent in scale, size, and character with adjacent homes. Curbs, gutters, and sidewalks are recommended in all future residential development or redevelopment. The installation of trail connections to existing and planned trails is recommended.



MEDIUM-DENSITY RESIDENTIAL

Areas designated as medium-density residential are intended for a mix of residential uses and densities including villas, duplexes and single family dwellings that encourage strong residential neighborhoods dominated by owner-occupied dwellings. The average density should be no less than 7,000 square feet per unit, unless part of a planned development. Planned developments should be reviewed by the Planning Commission for the appropriate zoning and approved by the City Council.



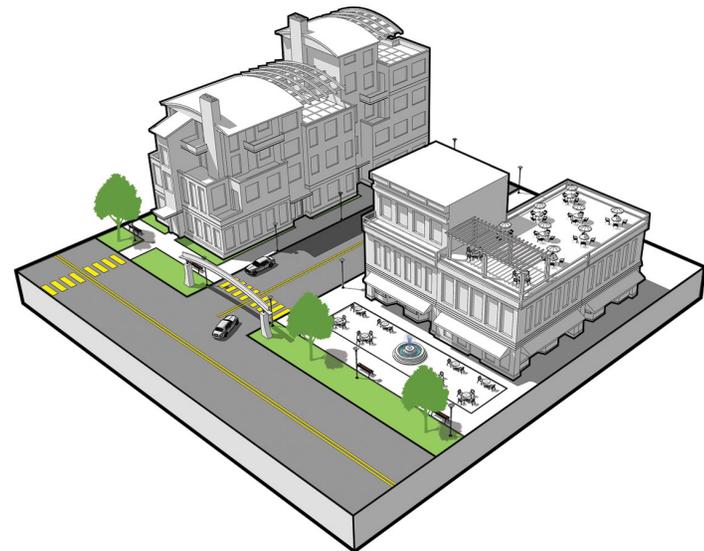
MULTI-FAMILY RESIDENTIAL

Areas designated as high-density residential are intended for a mix of residential uses and densities including apartments, senior housing, assisted living facilities, villas, condos, and duplexes. The maximum density should be no more than 24 units per acre. Planned developments should be reviewed by the Planning Commission for appropriate zoning and approved by the Council. Two (2) parking stalls should be provided per apartment unit, however, a parking reduction to no less than 1.5 stalls per unit is recommended when justified by an alternative parking plan.



MIXED-USE

Areas designated mixed-use are opportunity areas intended to become high quality planned environments with a variety of land use types. Active entertainment, dining, office, and retail destinations with planned residential components are envisioned. Lots that abut existing development should be designed to buffer and blend with existing uses. Building designs should adhere to uniform architectural guidelines that respect the human scale. The intent of the Mixed Use areas is to allow flexibility and encourage creative designs and improvements to the public realm through the use and implementation of the City's planned or overlay zoning procedures and requirements.

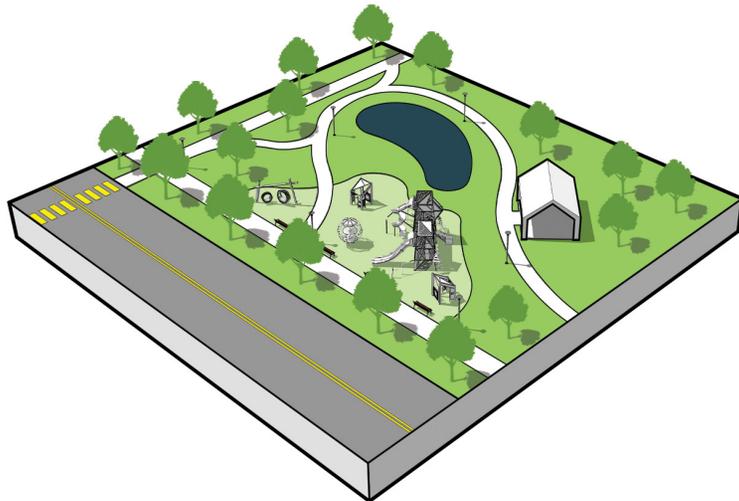


Chapter 4: Proposed Plan

Future Land Use Definitions

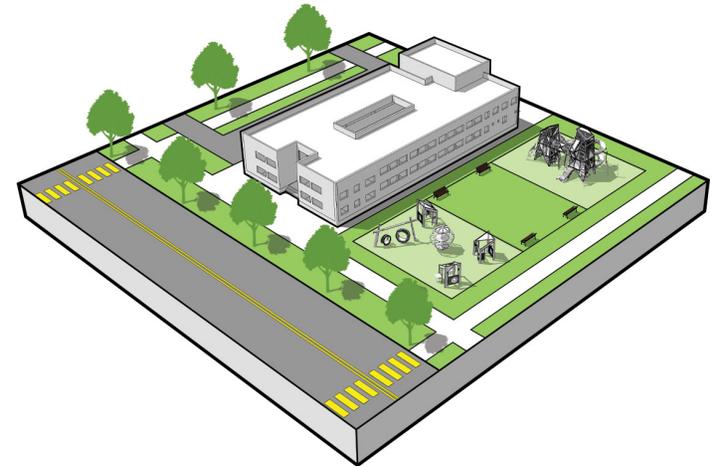
COMMERCIAL

Areas designated "Commercial" are recommended for retail sales, commercial services, medical, research, lab, technology, office, financial, restaurants, entertainment, convenience stores, and automobile-oriented sales and services. All development should have direct access to a major road and provide buffers or screening between less intense uses. All buildings should include visible street oriented entrances, landscaped features, monument signage and a unified design theme.



INDUSTRIAL

The Industrial-Light future land use category is designed to allow for emerging technologies as well as warehouse, distribution, and manufacturing or any combination thereto. Uses should be located along major roadways and buffered from all other uses. The design and overall site layout and orientation shall be reviewed by the Planning Commission and approved by the Council. Outdoor storage or operations should be buffered and screened.





Chapter 4: Proposed Plan

Future Land Use Plan

FUTURE LAND USE PLAN CONSIDERATIONS

The current and proposed roadway network greatly expanded development opportunities throughout the Southwest Growth Area. This plan considers how to focus more intense land uses, such as commercial and multi-family residential developments, toward Lexington Avenue, W 95th Street, and 103rd Street. By doing so, the development focuses activity and like-uses to centralized corridors and maintains continuity throughout.

VARIETY OF HOUSING TYPES

Creating a variety of housing types is critical to the success of the Southwest Growth Area. Public Input placed a stronger preference toward low-density residential types; however, to support the viability of development and gradually decrease intensities and densities of uses, it will be imperative to include a mix of medium-density and multi-family residential types as well. These can take a variety of forms, such as townhomes and apartments and mixed-use developments, and provide opportunities for a greater mix of residents to live in the Southwest Growth Area.

ACTIVITY NODES

The Southwest Growth Area intentionally considers how to incorporate activity nodes throughout the primary and secondary study areas. These take the form of nodes throughout the developments and can look like a mixed-use or commercial central

node, surrounded by a ring of multi-family residential, and then stair-stepped down into medium- and low-density residential uses.

NATURAL RESOURCES

The floodplain and future floodplain identified in Figure 41 present **opportunities for natural green spaces and recreational opportunities**. These difficult to develop and natural features should be preserved as much as possible. Proposed routes for natural trails are presented in Figure 18. The area identified as Parks and Recreation on the Future Land Use Plan is where the retired water treatment plant is located. This site provides an opportunity for creative adaptive reuse, most likely in some park form. This effort will require additional planning and feasibility studies.

FUTURE LAND USE PLAN

The Future Land Use Plan, shown in Figure 41, identifies specific land use designations to better define the character, density, and connectivity of land uses throughout the study areas. These land use designations are detailed below. This proposed plan focuses more intense uses along 103rd Street, Lexington Avenue, and the stretch of W 95th Street that is within the primary study area due to higher traffic volumes and immediate roadway access. From these primary roadways, densities and intensities of uses have been gradually decreased to buffer some of the existing uses, lessen strain on infrastructure, and respond to development demand in the area. A variety of residential uses are proposed to ensure there are opportunities for residents, both current and prospective, to obtain housing that meets their needs.

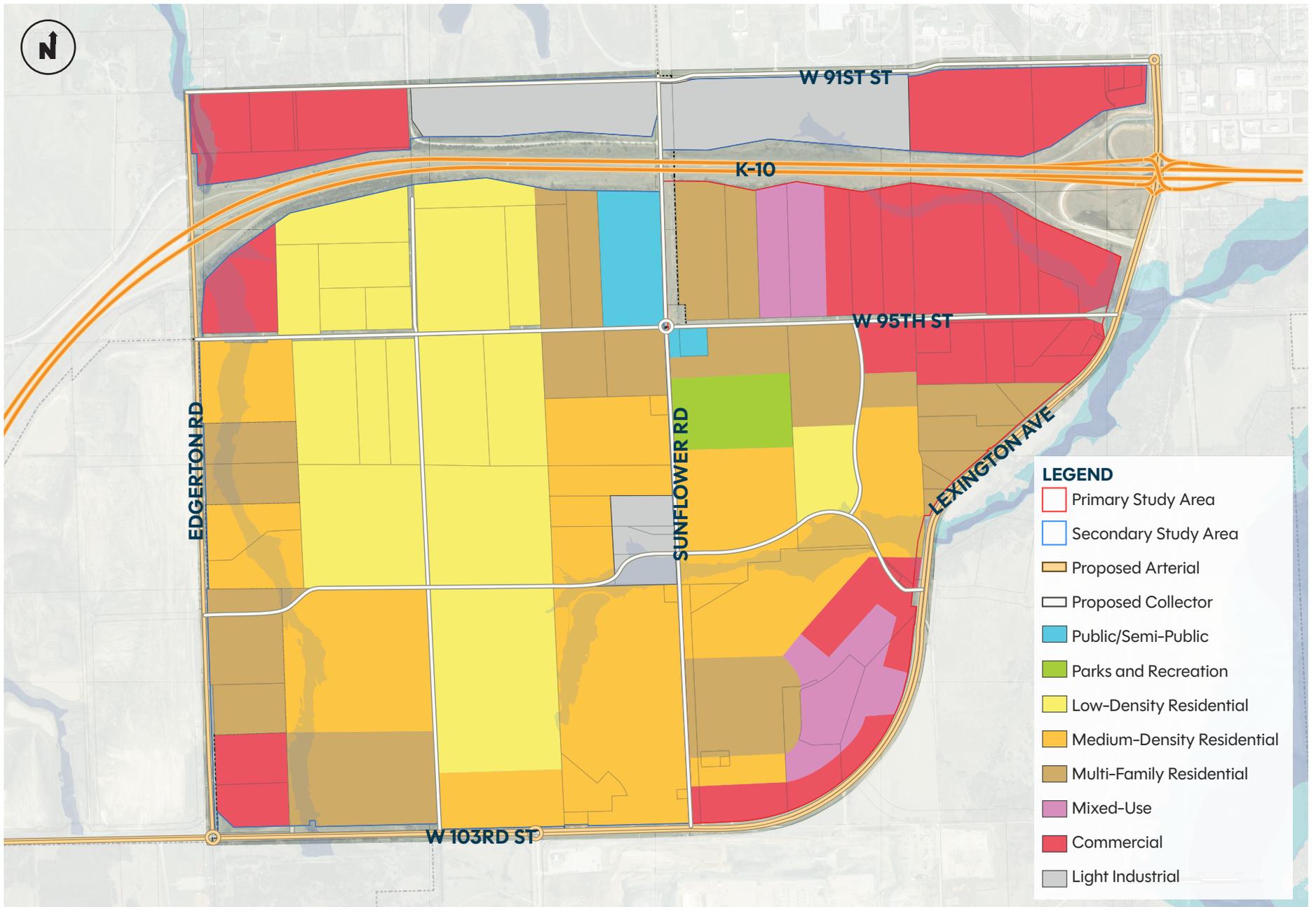


Figure 41. Future Land Use Plan

Chapter 4: Proposed Plan

Detailed Concept Plan

A

The Southwest Growth Area Plan aims to respond to series of growth considerations through the update to the Future Land Use Plan and Detailed Concept Plan. The detailed concept plan shown on the opposite page presents one scenario for land development and build-out. This plan is not concrete and should remain flexible and adaptable to market changes and the needs of the community.

B

This Plan considers projections and future needs to support employment and added residents due to the development of the Panasonic Electric Vehicle Battery Plant and adjacent Astra Enterprise Park development. Incorporating a mix of residential types and opportunities for services and amenities is critical to creating a vibrant neighborhood and community.

C

The Detailed Concept Plan is just one way in which the primary study area may develop. In the concept shown in Figure 42, central green spaces and activated nodes of development create a dynamic space to live, work, and play. The Detailed Concept Plan considers how people might move throughout the space from day-to-day, with or without a car. Nodal development, as it is shown, is one way to support these efforts.

D

The floodplain, existing tree canopy, and rolling topography are all natural features that should be preserved and highlighted throughout the study areas. Building in natural areas and maintaining tree canopies are great opportunities for maintaining the character of De Soto today and developing the Southwest Growth Area into a distinct and dynamic development.

E

The Lexington Avenue and W 95th Street intersection is a key gateway into the greater study area. Setting the stage and providing wayfinding, signage, and character elements will help let people know when they have entered the Southwest Growth Area.

F

Utilizing the Proposed Roadway Network Plan in Figure 31 and 32, the City and developers should examine opportunities to incorporate streetscape design elements, such as planted medians, shared-use paths/sidewalks, and a design family of fixtures for lighting, benches, planters, and more. These design elements will help support walkability and bikeability throughout the developments.



Figure 42. Detailed Concept Plan

Chapter 4: Proposed Plan

Detailed Concept Plan - 3D Renderings

3D RENDERINGS

A series of 3D renderings were created to better illustrate what the Detailed Concept Plan's development scenario could look like in the built environment.



Figure 43. Detailed Concept Plan - 3D Rendering #1



Figure 44. Detailed Concept Plan - 3D Rendering #2



Figure 45. Detailed Concept Plan - 3D Rendering #3



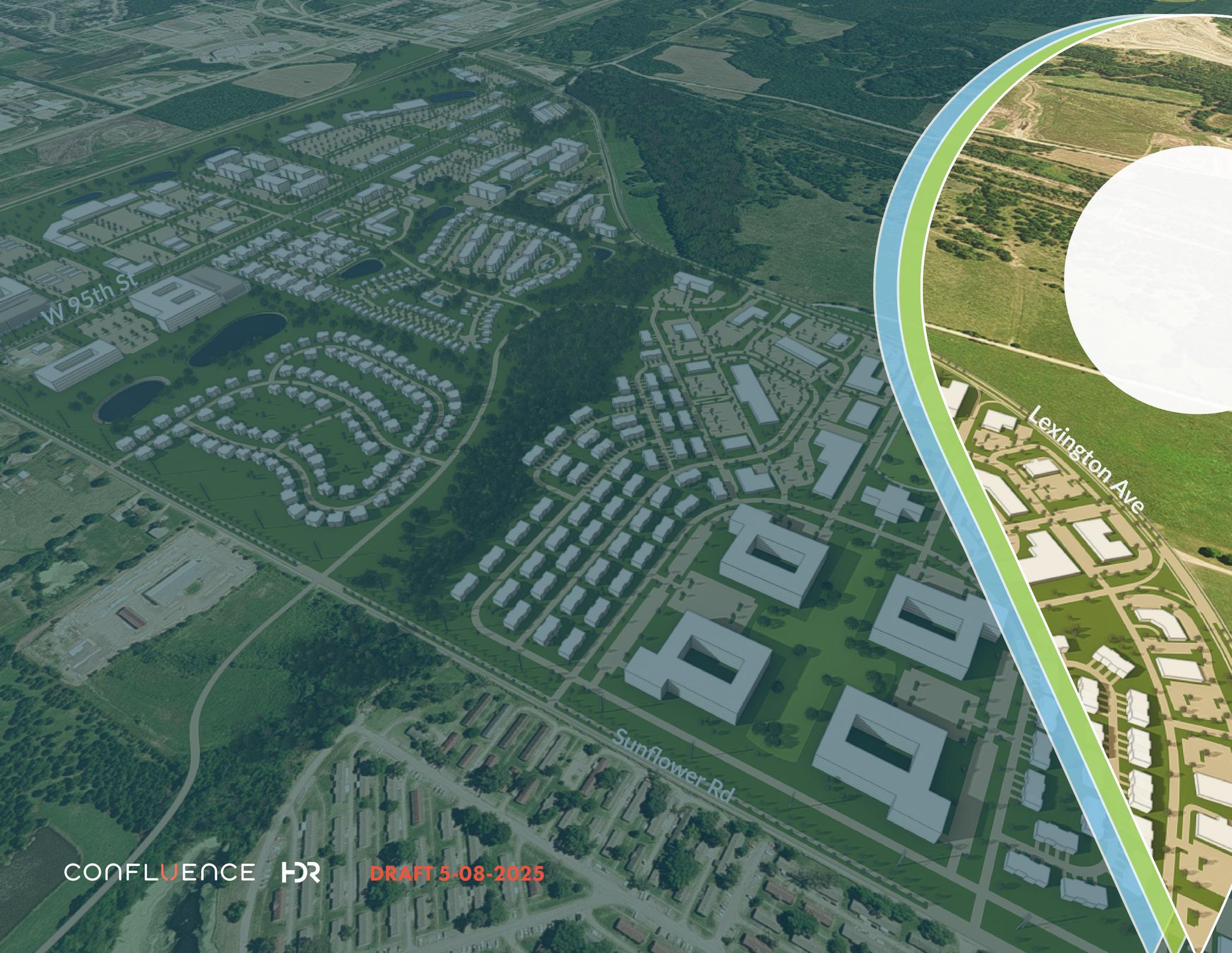
Figure 46. Detailed Concept Plan - 3D Rendering #4



Figure 47. Detailed Concept Plan - 3D Rendering #5



Figure 48. Detailed Concept Plan - 3D Rendering #6



W 95th St

Lexington Ave

Sunflower Rd