95TH STREET
2.13 Subarea 3

At 1,043 acres, Subarea 3 is the largest study area in the Corridor. Subarea 3 extends along Metcalf Avenue from 87th Street to 101st Street and includes the major east-west Corridor, 95th Street. In the 1960s, 70s and 80s, the intersection of 95th Street and Metcalf Avenue was a prime location for commercial and office activity. Metcalf South Mall and the Embarq Towers define this intersection and subarea.

The Vision Plan for the Metcalf Corridor proposes connecting centers for major retail and office development to the existing neighborhoods. The mix of a new lifestyle shopping center, expanded office space and a large public park with city hall will provide citizens of Overland Park with a centerpiece for the entire Corridor.

Mixed-use development will create vibrant neighborhoods. Housing options will be attractive to young professionals, families with children, and elderly couples. Providing residents the options to walk to retail, great civic spaces, and work from modern housing will revitalize this tired area which is currently full of empty surface parking and under utilized retail stores.

**Vision**
This area is redefined by the transformation of outdated retail into new shops, movie theaters, and a grand public green space.

**Mobility**
Several new streets are proposed that will transform a series of surface parking lots into pedestrian-friendly developable blocks.

**Land Use**
Development in this area focuses on creating neighborhoods, as well as, a variety of shopping draws.

**Landscape**
A large public park located near the intersection of Metcalf Avenue and 95th Street will be one of the centerpieces of the Metcalf Corridor.
Vision for 95th Street and Metcalf Avenue (Area 3)

Renewal at the crossroads. One of Overland Park’s most important intersections and the center of the Metcalf Corridor is transformed by new shops, movie theaters, office towers, housing, and civic grandeur.
Sub Area 3: 95th and Metcalf

The 95th Street and Metcalf Avenue node focuses redevelopment along Metcalf Avenue from 87th Street south to the current location of the Metcalf South Mall. Several new streets are proposed here to create developable blocks out of what are currently an extensive series of surface parking lots. Where possible, the proposed grid is formed around existing buildings that continue to play important roles in the future. Central to the plan for this area is the division of the existing Kmart shopping center at the northeast corner of 95th Street and Metcalf Avenue. This series of blocks is envisioned as an important civic complex and park surrounded by new mixed-use development.
A street system is proposed for Subarea 3 at 95th Street and Metcalf Avenue which emphasizes both the commercial nature of the proposed land uses, and the east-west connections that stem from Metcalf Avenue. Pedestrian considerate tree-lined boulevards with parallel parking to the west and head-in parking to the east of Metcalf Avenue are proposed for the Subarea’s major retail center. Access to and circulation within a redesigned Metcalf South retail center at the southeast corner of 95th Street and Metcalf Avenue may need to be reconsidered if it is determined that the existing signalized intersection at 97th Street should remain unchanged.

Other internal roads are primarily dedicated to vehicular and pedestrian movement generated by the area’s retail and office centers. Streets surrounding the new civic complex accommodate for those working, living and playing in the area. Metcalf Avenue remains three lanes in each direction. A two-lane BRT system is proposed at this area. The boulevard along the length of 95th Street generates a fluent east-west connection from this Subarea to those located at Antioch Road and Nall Avenue.

Cyclists are able to access all retail, office, and civic districts due to the bicycle system in place on the outlying commercial streets in this Subarea. In addition, 95th Street will have bicycle lanes both directions.

**Streets Reference Table**

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Description</th>
<th>Type</th>
<th>Typical ROW</th>
<th>Street Lane Width</th>
<th>BRT Lanes</th>
<th>Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>Tree-lined boulevard with parking</td>
<td>BLV</td>
<td>94-70</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>B3</td>
<td>Tree-lined boulevard with bike lanes (95th at Metcalf)</td>
<td>BLV</td>
<td>104/74</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
<tr>
<td>B5</td>
<td>Tree-lined boulevard with head-in parking (Area 3 at mall entrance)</td>
<td>ST</td>
<td>104.74</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Diagonal</td>
</tr>
<tr>
<td>C1</td>
<td>Commercial</td>
<td>ST</td>
<td>68.38</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>C2</td>
<td>Commercial with bike lanes</td>
<td>ST</td>
<td>78.48</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>M5</td>
<td>Metcalf BRT</td>
<td>AVE</td>
<td>154/114</td>
<td>11'-0&quot;</td>
<td>2</td>
<td>None</td>
</tr>
<tr>
<td>N1</td>
<td>Neighborhood</td>
<td>ST</td>
<td>56.36</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N3</td>
<td>Neighborhood Driving Lane</td>
<td>LN</td>
<td>26.16</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
</tbody>
</table>

For more details, see Section 2.9 on p 86, Streets Vision.
Pedestrian Activity

The map on this page indicates the streets which will have the highest, moderate, and least amount of pedestrian activity in Subarea 3 – 95th Street and Metcalf Avenue due to the design of the street and the likelihood of pedestrians traveling on those streets. The highest pedestrian activity-level streets include Metcalf Avenue within the study area, streets located around the proposed plaza, and streets within the proposed retail district southeast of 95th Street and Metcalf Avenue.

Two pedestrian sheds are also located on this map. This circle indicates a five-minute walking distance from the center of the circle to its radius, in this case Subarea 3 at 95th Street and Metcalf Avenue’s two priority BRT stops. The proposed office area, new plaza, a range of housing, and shopping districts all fall within the shed.
The block program for Subarea 3 at 95th Street and Metcalf Avenue, shown on this page, contains a total of 58 blocks. Empty parking fields have been infilled, and an appropriate street system has been developed to create systems of neighborhoods, office blocks and retail areas.

In this program, proposed development is focused in two sections.

In the first, located north of 95th Street, blocks 7, 10, 11, 12, 45, 46, 47, 52, and 55 all contain buildings that are fronted primarily along Metcalf Avenue. Blocks 35, 36, 38, 40, and 41 center around the proposed plaza located across from the existing lake.

The second section, located south of 95th, proposes buildings which also align along Metcalf Avenue. Additional building types in blocks 30 through 34 front a cross-street boulevard extending both east and west of Metcalf Avenue. Blocks 44, 48, and 51 have been designated as surface parking and overflow lots for the car dealerships and other surrounding businesses.

A specified development program is listed below: In total, approximately 2,500 residential units, 3.2 million square feet of retail, 2.6 million square feet of office space, and 450,000 square feet of civic space is proposed for this area. Including all parking structures on the site, approximately 18,000 parking spaces have been created.
Land Use

Land Use Legend
- Townhomes
- Multifamily
- Retail
- Mixed-Use
- Parking
- Civic
- Office
- Parks and Open Space

Subarea 3

A. Nelesen Associates, Inc. | Visioning | Planning | Urban Design
Land Use Principles

Land uses are clustered in Subarea 3 to create one of the most important destinations in the Metcalf Corridor. The node focuses on the intersection of 95th Street and Metcalf Avenue with buildings brought up the street edge wherever possible. However, the function and identity created by these buildings and land uses varies throughout the subarea.

The identities created through land uses in this subarea are divided by 95th Street itself. To the northern side of 95th Street the main feature of the site is a civic building that overlooks the city from its elevated site. Surrounding this new institution are office and residential buildings that overlook a prominent public green. The views from these buildings stretch across Metcalf Avenue to the lake and enhanced office center that surrounds the Embarq Towers.

To the south of 95th Street, a regional shopping center has been created along a large, tree-lined pedestrian-friendly boulevard to the east of Metcalf Avenue. Retail uses on the west side of Metcalf Avenue tie these two sides of the street together. Quality multifamily housing has important real estate, located along a potentially naturalized stream and dedicated green space south of 95th Street.

General Land Use Recommendations

- Encourage buildings to develop with consistent build-to-lines along the street edge.
- Encourage an appropriate level of density to create a series of neighborhoods.
- Establish a complimentary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
- Integrate offices into the character of the town and promote innovative businesses.
- Create a new prominent civic center that integrates municipal uses into the heart of the Corridor.
- Develop locations that create neighborhood, community, regional and super-regional shopping draws.
- Integrate stormwater best management practices and detention facilities as necessary.

Specific Land Use Recommendations

- The primary civic building has been moved to this area as the main focal point of an expansive public plaza.
- The Embarq Towers have been supplemented with additional office buildings to create a draw for a number of innovative businesses.
- A regional shopping center is proposed along a boulevard at the southeast intersection of 95th Street and Metcalf Avenue.
- Municipal parking structures have been placed to the rear of the civic building and to the eastern side of the BRT stop in the regional shopping area.
- Mixed-use structures containing multifamily housing and offices flank the new civic space and town plaza.
- Multi-family residences have been placed along the western-most portion of the subarea to take advantage of the added green space and naturalized streambeds.
- Existing car dealerships have been moved to the street and arranged in a pattern that brings interest to passing vehicles and pedestrians.
- Mixed-used housing and retail on the western portion of Metcalf Avenue create a neighborhood that overlooks open park space.
- Additional housing and townhouses are placed to the east of Metcalf Avenue to complement existing neighborhoods to the north and east.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the *Land Use Vision* portion of the document which begins on p. 61.

### Building Typologies Legend

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Building Type</th>
<th>Typical Range Height (Stories)</th>
<th>Semi-Private Edge Depth (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>MU3</td>
<td>Mixed-Use: Retail &amp; Office</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU4</td>
<td>Mixed-Use: Retail, Office &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU5</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU6</td>
<td>Mixed-Use: Retail, Office &amp; Residential with embedded parking</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>RS2</td>
<td>Townhouse</td>
<td>2-3</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RS3</td>
<td>Multifamily Residential with Surface Parking</td>
<td>3-5</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RT1</td>
<td>Retail</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>RT2</td>
<td>Retail</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>O1</td>
<td>Office</td>
<td>3-10</td>
<td>0</td>
</tr>
<tr>
<td>P1</td>
<td>Municipal Parking Structure with Ground Floor Retail</td>
<td>4-6</td>
<td>0</td>
</tr>
<tr>
<td>C1</td>
<td>Civic</td>
<td>4-6</td>
<td>0</td>
</tr>
</tbody>
</table>
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.
LANDSCAPE

A large public park located near the intersection of Metcalf Avenue and 95th Street will be the center piece of the entire Corridor’s green space. This is the largest park space along the Corridor. The location and topography will allow for beautiful views across Metcalf Avenue to the existing lake on the corner of 95th Street. Water features on both sides of Metcalf Avenue will attract the attention of drivers and pedestrians. Since the ground slopes upward from Metcalf Avenue, the new park will be terraced presenting an opportunity for a water wall feature.

Other prominent landscape elements in this area include large public walkways and plazas, plenty of lawn space, formal gardens, as well as neighborhood scale streetscaping. Although surface parking will be greatly reduced evergreen trees will be needed to screen parking areas that will remain in use. Character images of the features discussed can be found on the following pages.

In Subarea 3 the location of floodplains influenced the location of streets and buildings on the western side of Metcalf Avenue. Where possible, the Plan recommends daylighting creeks that are currently culverted. Stream and Creek beds should be naturalized to improve water quality. Storm water best management practices should be instituted wherever possible.
**Subarea 3 (95th Street and Antioch Road)**

The western extension of the Corridor, 95th Street and Antioch Road is transformed into a desirable walkable neighborhood.
MOBILITY

Street Network

The 95th Street and Antioch Road node focuses redevelopment around this intersection one mile west of Metcalf Avenue. The proposed street grid for this area considers environmental constraints by moving development out of the 100 year floodplain. Additionally, a series of neighborhood-scale blocks are recommended in existing commercial areas while the primacy of major roads such as 95th Street and Antioch Road is preserved.
The crossroads of 95th Street and Antioch Road promote connections into existing neighborhoods, the proposed land uses of the Subarea, to the body of the Corridor, and to outlying areas of the region. Boulevards on 95th Street and Antioch Road create a system for vehicles and bicycle traffic to connect to the Corridor. In addition, the small retail streets proposed cater to slower traffic movement, pedestrians, and on-street parking. It must be noted that the streets depicted on the southwest corner of Antioch Road and 95th Street may be subject to stormwater management constraints due to their adjacency to a stormwater ditch.

### Streets Reference Table

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Description</th>
<th>Type</th>
<th>Typical ROW</th>
<th>Street Lane Width</th>
<th>BRT Lanes</th>
<th>Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>B4</td>
<td>Tree-lined boulevard with bike lane (95th at Antioch &amp; Nall)</td>
<td>BLV</td>
<td>98:68</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
<tr>
<td>C1</td>
<td>Commercial</td>
<td>ST</td>
<td>68:38</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N1</td>
<td>Neighborhood</td>
<td>ST</td>
<td>56:36</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N3</td>
<td>Neighborhood Driving Lane</td>
<td>LN</td>
<td>26:16</td>
<td>16'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
</tbody>
</table>

For more details, see Section 2.9 on p 86, Streets Vision.
MOBILITY

Pedestrian Activity

The map below indicates the streets which will have the highest, mid-range, and least amount of pedestrian activity in Subarea 3 – 95th Street and Antioch Road due to the design of the street and the likelihood of pedestrians traveling on those streets. Because no rapid transit system is proposed for this area, a medium amount of pedestrian activity is proposed throughout the site.
The block program for Subarea 3 – 95th Street and Antioch Road, is shown in the map on this page. Blocks 3, 4, and 7 focus buildings along a proposed green space along Antioch Road and fall along the existing floodplain. There are 11 blocks proposed within this Subarea. Empty parking fields have been infilled, and an appropriate street system has been developed to create systems of neighborhoods, office blocks and retail areas.

A specified development program is listed below. In total, nearly 800 residential units, approximately 100,000 square feet of retail and 58,000 square feet of office space are proposed.

<table>
<thead>
<tr>
<th>95th Street and Antioch Road Development Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Residential Units: 643</td>
</tr>
<tr>
<td>Total Retail Square Footage: 92,535</td>
</tr>
<tr>
<td>Total Office Square Footage: 57,870</td>
</tr>
<tr>
<td>Total Civic Square Footage: 0</td>
</tr>
<tr>
<td>Total Parking Spaces: 1,340</td>
</tr>
</tbody>
</table>
Land Use

Land Use Legend
- Orange: Townhomes
- Brown: Multifamily
- Purple: Mixed-Use
- Green: Parks and Open Space

Subarea 3

VISION PLAN

A. Nelesen Associates, INC | Visioning | Planning | Urban Design
Land Use Principles

The land uses within the portion of Subarea 3 at 95th Street located at Antioch Road create a livable neighborhood center, while fronting on newly created green spaces. Mixed-use buildings that include office space, retail and housing are placed along 95th Street and front onto newly planned open space. Housing options are created by adding classic townhouses along 95th Street, terminating at Hadley Street.

General Land Use Recommendations

- Encourage an appropriate level of density to create a series of neighborhoods.
- Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
- Produce a variety of housing types to serve a multiplicity of housing needs.
- Focus development into nodes creating self-sufficient areas that serve a variety of needs.
- Create development blocks that allow for new parking configurations, while maximizing each block’s development potential.
- Integrate stormwater best management practices and detention requirements as necessary.

Specific Land Use Recommendations

- Mixed-use buildings combine housing with ground floor office and retail and front the newly designed linear green space.
- Midrise housing with parking located below is placed adjacent to existing housing to create a flow of uses.
- Multi-family housing with surface parking surround the proposed mixed-use with ground floor retail and office.
- Townhouses are located within close proximity to existing single-family residential and school property.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the *Land Use Vision* portion of the document which begins on p. 61.

### Building Typologies Legend

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Building Type</th>
<th>Typical Range Height (Stories)</th>
<th>Semi-Private Edge Depth (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>3-6</td>
<td>10' - 20'</td>
</tr>
<tr>
<td>MU2</td>
<td>Mixed-Use: Office &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU5</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>RS2</td>
<td>Townhouse</td>
<td>2-3</td>
<td>10' - 20'</td>
</tr>
<tr>
<td>RS3</td>
<td>Multifamily Residential with Surface Parking</td>
<td>3-5</td>
<td>10' - 20'</td>
</tr>
<tr>
<td>RS4</td>
<td>Multifamily Residential with Ground Floor Parking</td>
<td>3-5</td>
<td>10' - 20'</td>
</tr>
</tbody>
</table>
This area is centered around a long linear neighborhood green space. The space will include open lawn space, benches, sculpture, and a variety of planting details. A large green space towards the southern portion of the area fronts new housing. These green spaces will be designed to meet the needs of the neighborhoods that will be utilizing them. A network of heavily landscaped neighborhood streets will provide a sense of green throughout the area as well.
SUBAREA 3 (95TH STREET AND NALL AVENUE)

With its neighborhood park and central shopping, a seamless transition is created between Metcalf Avenue and this eastern extension of the Corridor.
Subarea 3: 95th Street and Metcalf Avenue
MOBILITY

Street Network

The 95th Street and Nall Avenue node focuses redevelopment around this intersection one mile east of Metcalf Avenue. Here, the proposed street network sets the stage for residential development and neighborhood-scale retail that provide a focus for the surrounding area. Streets circumvent existing housing yet offer a template for the redevelopment of several parking lots.

Subarea 3: 95th Street and Metcalf Avenue

Street Network
The street typologies within this Subarea are defined by its slow moving streets which integrate small-scale commercial centers and the area’s neighborhoods. The character of the small retail centers is dependent on slower traffic movement, parallel parking, and pedestrian activity fueled by commercial streets. Boulevards along 95th Street and Nall Avenue act as the connectors for both vehicular and bicycle traffic between the Subarea, the body of the Corridor, and outlying areas of the region.

### Street Typologies

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Description</th>
<th>Type</th>
<th>Typical ROW</th>
<th>Street Lane Width</th>
<th>BRT Lanes</th>
<th>Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>B4</td>
<td>Tree-lined boulevard with bike lane (95th at Antioch &amp; Nall)</td>
<td>BLV</td>
<td>98:68</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
<tr>
<td>C1</td>
<td>Commercial</td>
<td>ST</td>
<td>68:38</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N1</td>
<td>Neighborhood</td>
<td>ST</td>
<td>56:36</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N3</td>
<td>Neighborhood Driving Lane</td>
<td>LN</td>
<td>26:16</td>
<td>16'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
</tbody>
</table>

For more details, see Section 2.9 on p 86, Streets Vision
**MOBILITY**

*Pedestrian Activity*

The map on this page indicates the streets which will have the highest, moderate, and least amount of pedestrian activity in Subarea 3 – 95th Street and Nall Avenue due to the design of the street and the likelihood of pedestrians traveling on those streets. Because no rapid transit system is proposed for this area, a medium amount of pedestrian activity is proposed throughout the site, except for the circular street located around the town green.
The block program for Subarea 3 – 95th Street and Nall Avenue, shown in the map on this page, includes 28 proposed blocks. Existing neighborhoods have been taken into consideration of the block pattern. Blocks 4, 6, 7, and 10 surround a proposed town green. Generally empty parking fields and failing strip malls have been infilled, and an appropriate street system has been developed to create systems of commercial areas to accommodate for pedestrianism.

A specified development program is listed below. In total, approximately 650 residential units, and approximately 220,000 square feet of retail and office space are proposed for the Subarea.

<table>
<thead>
<tr>
<th>95th and Nall Development Program</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Residential Units</strong></td>
</tr>
<tr>
<td><strong>Total Retail Square Footage</strong></td>
</tr>
<tr>
<td><strong>Total Office Square Footage</strong></td>
</tr>
<tr>
<td><strong>Total Civic Square Footage</strong></td>
</tr>
<tr>
<td><strong>Total Parking Spaces</strong></td>
</tr>
</tbody>
</table>
Land Use

Subarea 3

Land Use Legend:
- Orange: Townhomes
- Brown: Multifamily
- Purple: Mixed-Use
- Red: Retail
- Green: Parks and Open Space
Land Use Principles

The land uses placed at Subarea 3 at 95th Street and Nall Avenue emphasize the importance of creating a neighborhood center. Single story retail is placed along the edge of the street at both 95th Street and Nall Avenue. Offices are located along the same area, and three-story, multi-family housing surrounding and located behind a central green. The amalgamation of the land uses creates a small center, where people can live, work, and run their daily errands.

General Land Use Recommendations

• Encourage an appropriate level of density to create a series of neighborhoods.
• Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
• Produce a variety of housing types to serve a multiplicity of housing needs.
• Focus development into nodes creating self-sufficient areas that serve a variety of needs.
• Create development blocks that allow for new parking configurations, while maximizing each block’s development potential.
• Integrate stormwater best management practices and detention requirements as necessary.

Specific Land Use Recommendations

• Single-story retail is pulled up to the street along Nall Avenue and 95th Street.
• A system of townhouses is placed near to retail, and offices along Nall Avenue and Rosewood Street.
• Midrise housing with parking located below is placed around a central “town green”.
• Additional midrise multifamily housing is placed along 95th Street in close proximity to retail and office opportunities.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the *Land Use Vision* portion of the document which begins on p. 61.

### Building Typologies Legend

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Building Type</th>
<th>Typical Range Height (Stories)</th>
<th>Semi-Private Edge Depth (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>RS2</td>
<td>Townhouse</td>
<td>2-3</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RS3</td>
<td>Multifamily Residential with Surface Parking</td>
<td>3-5</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RS4</td>
<td>Multifamily Residential with Ground Floor Parking</td>
<td>3-5</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RT1</td>
<td>Retail</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
Neighborhood parks and small intimate spaces make up the landscape of this area. The neighborhood green will provide a quiet place for residents to relax and socialize. Vibrant streetscaping will provide interest along neighborhood streets. A variety of plant material combined with hardscape detailing will give Nall Avenue a unique neighborhood character. New townhouses will have green, semi-public edges to soften their appearance from the street.
Go to: “Subarea 4 - Indian Creek”