

EXHIBIT B, BOCC Resolution 013-96, February 8, 1996

Rural Comprehensive Plan

A Plan for the Unincorporated Area of Johnson County

PART 5

Blue Valley Plan

Adopted by

The Board of County Commissioners
Resolution 013-96

Recommended by

The County Planning Commission

Johnson County, Kansas

*1995 - 1996 Refinements to the Plan adopted by
Board of County Commissioners Resolution 71-86.
The Plan was amended and Part 2 was added by Resolution 081-91, August 22, 1991, and
Parts 3 and 4 were added by BOCC Resolution 020-94, March 17, 1994, and
Parts 1, 2, and 4 were amended and Parts 5 and 6 added by BOCC Resolution 013-96, February 8, 1996.*

Johnson County Department of Planning, Development and Codes
Johnson County, Kansas
February 8, 1996

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PREFACE

This text for the Blue Valley Plan was prepared by staff members of the Johnson County Planning Office and of the City of Overland Park Department of Planning and Research. This text has been reviewed by the joint-planning committee of the Johnson County Planning Commission and of the City of Overland Park Planning Commission.

The joint-planning committee for the Blue Valley Plan is comprised of four members of the Johnson County Planning Commission and four members of the City of Overland Park Planning Commission. The joint-planning committee has reviewed the existing and previously proposed plans for the Blue Valley Planning Area. The joint-committee has become familiar with the area, and it has gathered additional information relevant to future development and land uses in the Blue Valley Planning Area. The joint-planning committee has received a copy of this draft, has reviewed it and has endorsed this draft.

The Johnson County Planning Commission held a public hearing regarding this and other aspects of the Rural Comprehensive Plan on July 12, 1995.

This plan blends, refines and updates text from two primary sources:

- *The Aubry-Stilwell Area Plan that was adopted into the Johnson County Rural Comprehensive Plan in 1991, and*
- *A draft plan prepared in 1990 by the City of Overland Park for what was called an Extraterritorial Area Plan. (The 1990 proposal was forwarded to the Johnson County Planning Commission, but it was not formally reviewed or adopted.)*

BLUE VALLEY PLAN

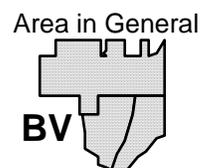
Introduction

This portion of the Comprehensive Plan deals with a special area in southeast Johnson County. It is an area where suburban and ex-urban development have occurred in patterns that require special attention and specific policies to foster orderly growth. Because of the interconnected services and facility plans, this also requires cooperative programming with the adjacent city, Overland Park.

a. History of Cooperative Planning in the Blue Valley Planning Area

Earlier versions of the Johnson County Comprehensive Plan recognized that the eastern Blue Valley area (the Aubry-Stilwell Area and eastern Oxford Township) contains a mixture of residential, commercial and industrial uses unlike the land use patterns in other unincorporated areas of Johnson County. Beginning as early as 1980, various land use studies and reports have identified the area as one experiencing exurban growth and development at a relatively greater rate and concentration than has been occurring in other parts of unincorporated the county. The earlier versions of the county's Plan established an objective for the preparation of a more specific plan for the orderly development of this area, designated as a Growth Policy Area. The Aubry-Stilwell Area Plan was adopted with other amendments to the Rural Comprehensive Plan in September 1991. The Aubry-Stilwell Area Plan adopted in 1991 did not address future land uses in the area north of the Blue River. Instead, that area was identified as an Urban Fringe Policy Area in anticipation of future, joint-planning for that area with the City of Overland Park.

The City of Overland Park has not previously included in its Master Plan areas outside the city's boundary. However, the city's 1988 Master Plan review identified "future land use planning in unincorporated areas" as an issue for further study. The 1989 Review of the Master Plan also supported such planning, and the city staff studied this during the fall of 1989 and the spring of 1990 for consideration as a possible revision to the city's Master Plan. In 1990, the City of Overland Park prepared a land use study and draft future land use plan for a recently annexed area near the south city limits and an adjoining area in the county. The extraterritorial portion of that planning study area included the Urban Fringe Policy Area described above, and some areas in the north part of the Aubry-Stilwell plan area. The future land use proposals resulting from the 1990 study were presented to



the Johnson County Planning Commission in July, 1990, as proposals for future consideration by both the city and the County.

The 1990 recommendations of the City of Overland Park were presented to the County Planning Commission while the Planning Commission was working on changes to the county zoning and subdivision regulations and on certain changes to the Rural Comprehensive Plan. These other tasks kept the Johnson County Planning Commission from considering the city's request until 1994. In July 1994, a joint-planning committee of the Johnson County Planning Commission and the City of Overland Park Planning Commission was formed to review the Extraterritorial Planning Area, study, make revisions as needed, and prepare a plan and land use goals for consideration and adoption by each jurisdiction.

As a result of this joint-study, the Overland Park Master Plan shows the city's future land use proposals for areas beyond city limits, in the northern part of the Blue Valley/Aubry-Stilwell area, but the plans of each jurisdiction clearly note that the future land uses inside the other jurisdiction are shown for illustrative purposes only, that they are not to be considered as officially adopted policy for areas outside their official jurisdiction. The reader is cautioned to check with both jurisdictions to determine if changes have occurred.

b. Blue Valley Planning Area Boundaries

As described below, this Plan now provides guidance for future development within the larger Blue Valley Planning Area instead of just the Aubry-Stilwell Growth Policy Area identified in 1991. This planning area is identified here as follows:

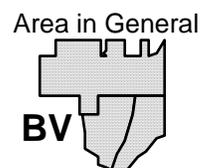
The Blue Valley Plan Area is the portion of Oxford and Aubry Townships roughly bounded by Pflumm Road on the west, the city limits of Overland Park on the north, Kansas - Missouri state line on the east, and the county's Growth Policy Area boundary on the south.

c. Subareas of the Blue Valley Planning Area

This Plan recognizes that existing, expected and preferred future development patterns support the identification of distinct areas of interest within the Blue Valley Planning Area.

There are separate north and south areas of interest as follows:

- 1). The Blue Valley Plan, Urban Fringe Area** is the north part of the Blue Valley Planning Area. The Blue Valley Plan, Urban Fringe Area is



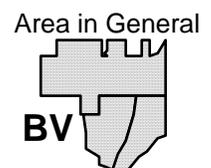
bounded by the city limits on the north, Pflumm Road on the west, 183rd Street and 191st Street on the south and the Kansas - Missouri state line on the east. This is the area that was studied by the Joint-Planning Committee of the planning commissions of Johnson County and the City of Overland Park. In the past, Johnson County referred to part of this area as an "Urban Fringe Policy Area" and the City of Overland Park has referred to it as an "Extraterritorial Planning Study Area." The future land uses in this Plan reflect the results of the study by the Joint-Planning Committee of the county and city.

About one-half of the Blue Valley Plan, Urban Fringe Area is in Oxford Township, and the rest is in Aubry Township. The portion of the Blue Valley Plan, Urban Fringe Area south of the Coffee Creek and Blue River channels was included in the Aubry-Stilwell Area Plan of the County's Rural Comprehensive Plan adopted in September 1991. As described below in the section, "Applicability of this Plan" the future land uses for the county-jurisdiction area are adopted policy of the county only, and, similarly, the future land uses for the area annexed into the city are adopted policy of the city only.

2). **The Blue Valley Aubry-Stilwell Area** is the south part of the Blue Valley Planning Area. It encompasses all of the Blue Valley Planning Area that is not in the Blue Valley Plan, Urban Fringe Area described above. The Aubry-Stilwell Area is a Growth Policy Area per the general land use policies of the county's Rural Comprehensive Plan. Future land use proposals for the Aubry-Stilwell area were first included in the county's Rural Comprehensive Plan in 1991, when distinct policies were established for the Aubry-Stilwell Area. The east and west portions of this area are two subareas of particular importance in the Aubry-Stilwell Area. Separate, appropriate future land use and development policies have been established for each of the two subareas. The two subareas of the Aubry-Stilwell Area are as follows:

a). **The West Aubry-Stilwell Area** of the Blue Valley Planning Area is the primary area of interest in the Aubry-Stilwell Area. It is south of the Blue Valley Plan, Urban Fringe Area in the vicinity of the Aubry and Stilwell communities. This developing part of the unincorporated area is near the 199th Street interchange with U.S. 69 Highway. It is roughly bounded by Antioch Road on the west, Camp Branch Creek on the east, the Blue River watershed boundary on the south, and it extends north to the south edge of the Blue Valley Plan, Urban Fringe Area.

b). **The East Aubry-Stilwell Area.** This Plan recognizes that the Blue Valley Planning Area includes several existing developed areas that

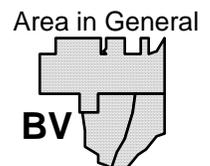


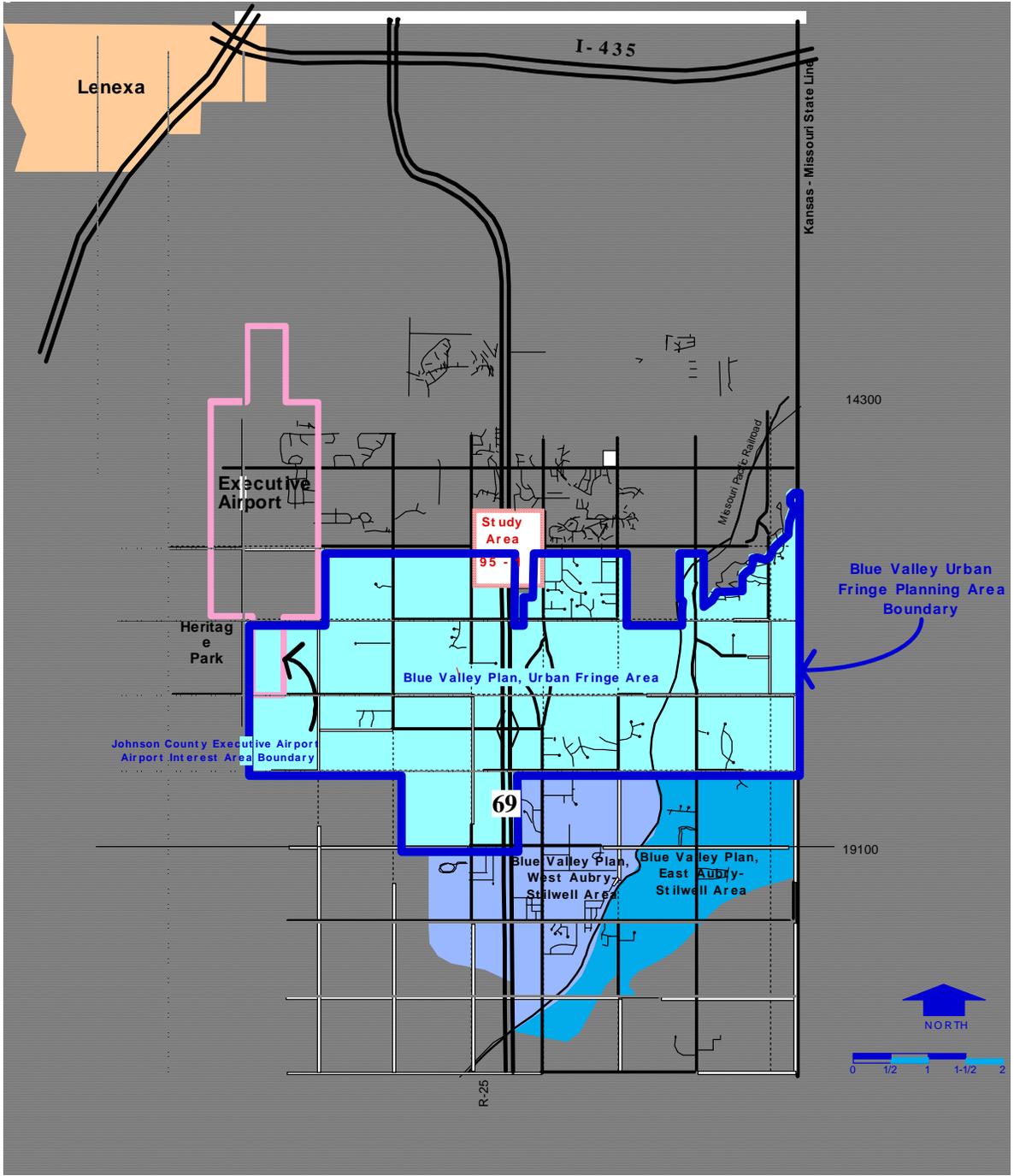
are small, rather isolated or which have more dispersed overall patterns of development than those in other areas. The "East Aubry-Stilwell" portion of the Blue Valley Planning Area is the primary of these other developed areas. The East Aubry-Stilwell area is within the Growth Policy Area but outside the primary area of interest in the Aubry-Stilwell Area. Generally, the East Aubry-Stilwell area is that portion of the Blue River basin east of Camp Branch Creek and south of the Blue Valley Plan, Urban Fringe Area. Others of these developed areas are within the Rural Policy Area near the Aubry-Stilwell Growth Policy Area.

- c). The Blue Valley Plan, Urban Fringe Area includes part of "Study Area 95-1 which is a one-mile square area centered on the proposed interchange of 159th Street and U.S. 69 Highway. The plan analysis and future land use proposals and policies for the 95-1 Study Area are in a separate document titled, "Study Area 95-1, Proposed Future Land Uses."

Adjacent to the Blue Valley Plan, Urban Fringe Area there are other future land use plan changes proposed for sites near 159th Street and Mission Road inside the City of Overland Park. Those changes were considered by the Joint-Planning Committee, and the changes are proposed to be considered at the same time as the future land uses for Study Area 95-1 as mid-year amendments to the City of Overland Park Master Plan.

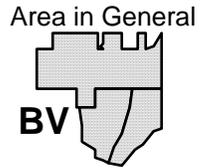
The map below conceptually depicts the Blue Valley Planning Area, the planning subareas, and some of the existing development areas.





d. How the Plan is to be Used

This plan is to be considered during reviews of zoning and development proposals and during preparation of special studies with respect to the Blue Valley Planning Area. Both the city and the county also shall consider this



Plan during preparation of any land use comments and recommendations to the other jurisdiction.

e. Applicability of this Plan

The land use goals and the future land uses cited herein for the Blue Valley Planning Area are adopted Johnson County policy with respect to only those portions of the Blue Valley Planning Area that are under the County's jurisdiction for zoning and subdivision control.

Conversely, the land use goals and the future land uses shown herein with respect to areas inside the City of Overland Park are illustrative of the goals and future uses of the city on the date of adoption of this Plan by the county. The land use goals and future land uses depicted herein must be considered with caution since the official adopted goals and policies of the city are reviewed annually and may have changed since this document was adopted by Johnson County.

f. Organization of this Plan

1). Characteristics Common to All of the Planning Area: Some characteristics of the Blue Valley Planning Area are common to both the Blue Valley Plan, Urban Fringe Area and to the Blue Valley Aubry-Stilwell Area. Those common characteristics, such as the character of the area, development constraints and development opportunities are discussed first in Section A of this Plan.

2). North and South Sections: As described above, this Plan is arranged with separate sections for the north and the south parts of the Blue Valley Planning Area. The Blue Valley Plan, Urban Fringe Area is the north part of the planning area. Specific discussion of this area is in Section B of this Plan.

The Aubry-Stilwell Area is the south part of the planning area, and the discussion for that area is in Section C of this Plan, and it immediately follows the Blue Valley Plan, Urban Fringe Area text.

3). Goals and Policies: To facilitate future reference and consideration of the goals and policies for the Blue Valley Planning Area, they are stated in "Section D" of this Blue Valley Plan.

g. General Background Information

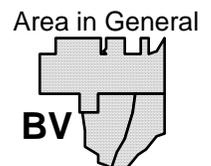
As background information, the joint-planning committee was provided with copies of a 10-page summary of data on county-area subdivisions,



building permits (quantities and patterns), and areas that are available for development. The Aubry-Stilwell Area future land use map from the Rural Comprehensive Plan also was provided to the joint-planning committee.

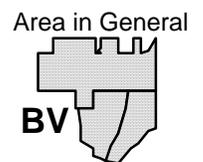
Copies of the City of Overland Park's "Annual Development Report" were provided to the joint-committee as background information. Other background information about Overland Park included a data summary titled "Single-Family Development South of I-435" (June 30, 1994).

A bar graph and data titled "Overland Park Population Change 1960 to 1994" were provided to the joint-planning committee. Separate charts and data tables were provided with respect to the city and the county on the following topics: "Population Growth 1980-94," and "Projected Growth 1995-2000." A map showing City of Overland Park population by precinct also was provided to the joint-planning committee.



Section A.

BLUE VALLEY PLAN
Area In General



Section A.

BLUE VALLEY PLAN
Area In General

1. Existing Conditions in the Blue Valley Planning Area

a. Character of the Area

The Blue Valley Planning Area is rural in character. A number of farmsteads with agricultural and/or livestock operations exist throughout the area but, as shown on the current land use map, there is a mixture of large-lot residential development interspersed with vacant or agricultural land. There are several large-lot subdivisions that are relatively new and of high quality.

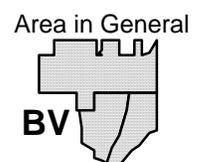
The Blue River and three of its tributaries (Coffee Creek, Wolf Creek and the Camp Branch Creek) traverse the area flowing to the northeast. Coffee Creek flows to the east-southeast to that confluence point, and Wolf Creek flows to the east-northeast to that point. The Blue River Valley is quite scenic east of U.S. 69 with high bluffs and heavily wooded areas. Most of the Blue Valley Planning Area west of U.S. 69 consists of rolling open farmland or pastureland. Ridge lines on the east side of U.S. 69 Highway are also rolling open farmland or pastureland. East of Camp Branch Creek the ridge lines tend to be much narrower, but there also are open farmland and pastureland uses in that area.

The Blue Valley Planning Area is served by gravel, chip-seal and asphalt roads with open ditch storm drainage. Utilities in the area include electricity, limited natural gas, and limited rural water service. There is sanitary sewer service only in the extreme northeast and northwest corners of the Blue Valley Planning Area.

b. Current Land Use

The variety of existing land uses and the intermixed pattern of developed and vacant parcels shows this is not a homogeneous area.

The Blue Valley Planning Area is divided in half by U.S. 69 Highway. This highway is a four-lane, limited access freeway that has a north-south route through the area. The highway parallels and is about one-half mile west of Metcalf Avenue. Metcalf Avenue is the former route of the highway. The areas with older development are more prevalent along Metcalf Avenue.



Most of the area is undeveloped, but a larger number and more diverse types of land uses are found east of U.S. 69 Highway.

Existing land uses east of U.S. 69 include several pockets of large-lot single-family homes located within subdivisions or individually scattered along roadways. The subdivisions are generally in either the Stanley or Stilwell areas. There are more traditional-sized (urban-density) lot subdivisions near Kenneth Road.

The portion of the Blue Valley Planning Area west of U.S. 69 is predominantly undeveloped except for the Glad Acres subdivision between Quivira Road and Switzer Road from 175th Street to 179th Street.

c. Factors Influencing Development

There are pockets within the Blue Valley Planning Area which exhibit relatively low levels of past development or which have important constraints on future development as a result of:

- 1). Existing features such as steep slopes, floodplains, important agricultural use characteristics, vegetative cover, historical value, etc.
- 2). Limitations of existing infrastructure such as road access, services, and utilities, which place constraints on the near-term ability to handle development.

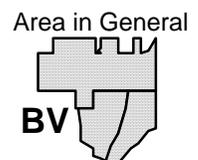
2. Development Constraints in General

a. Floodplains/River Valley

During heavy rains on May 15, 1990, all roads east of Metcalf Avenue were impassable. Access both west and east of U.S. 69 Highway was disrupted by high water wherever the roads crossed the floodplains of Coffee Creek, Wolf Creek, or Camp Branch Creek. U.S. 69 Highway provided the only uninterrupted access to the south portion of the Blue Valley Planning Area.

b. Ridges with Significant Slope

Topography is more of a constraint on the east side of the study area. The Existing Land Use Map depicts the topography of the Blue Valley Planning Area. Areas with steep slopes can be noted by observing the concentrations of topographic contour lines on that map.



c. Limited Existing Sanitary Sewer Lines

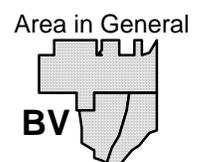
The only existing sanitary sewer subdistricts serve the extreme northeast and northwest corners of the Blue Valley Planning Area. There are some sanitary sewer subdistricts in adjoining areas inside the City of Overland Park.

The joint-committee reviewed the sanitary sewer system as a factor of future development in the Blue Valley Planning Area. The following observations were noted during that review:

- There might be opposition to sanitary sewer district formations in the area along Camp Branch Creek south of 167th Street due to the added costs for retro-fitting sewers into areas already partially developed, and the rather rugged terrain.
- The Blue River No. 8 subdistrict that was established in 1994 will initially use a pump station that probably will be replaced in about 5 to 10 years when gravity sewers are extended along the main stem of the Blue River to 171st Street and Metcalf Avenue.
- There may now be about 3 to 4 years of sewer residential land available for development in the south Overland Park area.
- There is a rather large amount of "vacant" land in the south Overland Park area that will not be developed for residential uses -- i.e. Miller's Woods, business uses along K-150, areas in floodplain areas, and so on.
- Overland Park might grow more quickly to the south on the west side of U.S. 69 Highway because the existing large-lot, unsewered developments to the east of the highway may obstruct the formation of sewer districts east of the highway.

In some cases lateral sanitary sewer costs may be high because of rock excavation costs, long distances between building sites or because of special construction conditions (i.e. construction down steep slopes, tunnels under streets or around other utilities, long connections through unsewered areas, piping through unstable soil areas, etc.).

The costs of constructing lateral sanitary sewers (i.e. the sewers within neighborhoods and blocks) and the costs of the private connection pipes from buildings to the lateral sewers is a cost borne solely by the property owners. In the case of new subdivisions, the lateral sewers usually are paid by the subdivision developer who includes those costs in the selling prices of the lots. In existing subdivisions, a lateral sewer benefit district usually is



created to enable the improvements to be financed with special improvement bonds and to levy special tax assessments that may be paid over a number of years.

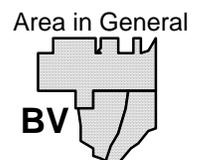
Other than the lateral sanitary sewer costs, the direct cost to existing homes joining into the public wastewater district sewer system is reasonable via the established sewer funding process. The sewer funding process allows for deferments from the Annual Capital Charge (\$62 per home and \$186 per acre for undeveloped land in 1994) for up to 10 years for agricultural and residential uses. Until the property is actually brought into the sewer district via district enlargement, the property owner does not have to pay the Connection Fee (\$1,500 in 1994), the System Development Fee (\$750 in 1994) or the Permit Fee (\$100 in 1994). Upon district enlargement, all properties, deferred or otherwise must pay a mill levy (6.736 mills in September 1994) for operation, maintenance and planning costs. If property owners petition their land into a sewer district, their property would not be eligible for the deferment discussed here.

The cost of constructing sanitary sewers through areas that may not soon be connected to the system tends to increase the capital costs for the public at large since some of the usual revenues to the system will not be collected for several years. Therefore, proposals to build sanitary sewers into areas that may only be partially connected to the system should be carefully evaluated from an overall cost-benefit perspective to assure that the public at-large costs would be reasonable.

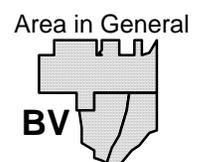
d. Public Water Service

Johnson County Water District No. 1 serves the Blue Valley Planning Area. The joint-committee reviewed the current condition of the water system, its capabilities to expand and serve growth, and the usual methods for water system improvements. In general, the existing water system in the Blue Valley Plan Area is now capable of serving rural uses in most of the area, but the system could be incrementally improved to meet the needs of more intense development as the area develops further. Observations about the water system are as follows:

- The water district serves a 260 square-mile area. During the years 1987-1989 the district's territory increased 3-fold as it merged with former rural water districts numbers 2, 3, and 5.
- The Kansas River and the Missouri River are the water sources for the district, and about 1/2 of its daily needs can be provided from either source.



- The district needs about 130 Million Gallons per Day (MGD) to meet regular needs.
- For overall system development planning purposes, the district monitors building permit and subdivision plat trends. That helps guide water source and treatment planning. Water mains, however, are installed as development occurs, and they are sized to meet the needs of the development occurring. The improvements are targeted for completion just in advance of need. Thus, the types and patterns of future land uses shown in long-range plans are not as important for water main planning purposes as one might expect.
- Forty pounds per square inch (40 psi) pressure is the absolute minimum pressure that is acceptable in the district in general. However, 30 psi has been established as a absolute lowest appropriate pressure for new meters for residential uses on existing lines in the rural areas.
- There is a 1-million-gallon storage tank in this planning area, and that tank is expected to be kept in service in the long run. Some pump improvements for water pressure purposes are underway at that location.
- There is a 5-million-gallon storage tank that was recently completed about 4 miles from the northwest corner of this planning area.
- Demand on the system is highest during the summer months. In the area west of U.S. 69 Highway and north of 159th Street, the summer volume is about 3 or 4 times the volume during the rest of the year. The volume increases from about 3.5 MGD to about 13 MGD in the summer. The recently completed 5-million-gallon storage tank will help meet the needs in the area.
- The water main improvements at the time of development are aimed at meeting future, foreseen needs. The costs of those improvements are paid by the developers. (Other utilities like telephone, electrical are willing to pay 20 - 30% of the system extension costs, but the water district does not do that.)
- When service is initiated to a property, the water district charges and collects a system development fee that is based on the size of the water meter. The minimum fee is \$1,200 for a 5/8-inch (residential) meter. If a meter as large as 6 inches is requested, the system development fee amount is determined by special calculations.



e. Incomplete Roadway Network

The Johnson County Public Works Office's draft Long-Range Road Network Plan and draft 5-Year Road Improvements Plan were summarized for the joint-planning committee. The summary of those draft plans noted county staff's observations about missing links in the road network, rights-of-way requirements, and need for coordination of the design standards for new roads.

The roadway network has missing links both north/south and east/west. In several places, severe conditions (i.e. steep slopes, wide floodplains, existing development or land use patterns) may make completion of the roadway network difficult and perhaps unreasonable to complete.

f. Environmental

In addition to the steep slope and floodplain areas that will significantly affect the cost, type and pattern of development in the future, there are areas with tree cover, especially to the east of the highway. These existing characteristics offer special opportunities for land uses that consider and respect open space, aesthetic amenities, recreational options, and so on.

g. Development Capacities of Watersheds

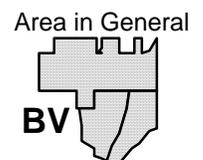
The Johnson County Planning Office has been studying the development capacities of watershed sub-basins in the county. The study method considers regional population growth forecasts and various planning factors such as planned future land uses, past development trends, relative distance to existing sanitary sewers and the acreages of vacant land in the sub-basins. The study method allocates future development to the various watersheds and sub-basins. The general forecast trends being identified in that study were highlighted for the Blue Valley Plan joint-planning committee. In summary, there appears to be considerable territory for urban development to occur in areas farther north than the Blue Valley Planning Area.

h. Other Features That May Affect Development -

- There are several existing electrical substations and high-voltage electricity lines in the Blue Valley Planning Area.
- Areas with tree cover are shown on the Existing Land Use Map.
- Two new schools are proposed in Overland Park near the Blue River in the area south of 159th Street and east of Nall Avenue.
- The oil tank farm on the north side of 159th Street east of Mission Road.



- Topographic features, roads, stream channels, and building footprints shown on the Existing Land Use Map (based on dated gathered in March 1986).
- Blue Valley School District campus on 160 acres on the west side of Antioch Road one-quarter mile south of 159th Street.
- The Unified Wastewater District might be enlarged circa the year 2000 to the area of 171st Street and Metcalf Avenue. A sanitary sewer line northwesterly from that location could then be built to sewer the Blue Valley School District Campus on Antioch Road south of 159th Street.



Section B.

BLUE VALLEY PLAN
Urban Fringe Area



Section B.

BLUE VALLEY PLAN
Urban Fringe Area

1. Existing Conditions in the Blue Valley Plan, Urban Fringe Area

a. Character of the Area

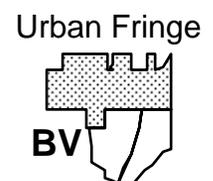
The Blue Valley Plan, Urban Fringe Area has a rural character. There are a number of farmsteads with agricultural or livestock operations, and there are several large-lot subdivisions that are relatively new and of high quality. Some higher intensity uses such as two quarries, the ARCO tank farm, and the Bayer (formerly Miles, Inc.), research farm, are interspersed throughout the Blue Valley Plan, Urban Fringe Area.

See also this topic in the general discussion in Section A above.

b. Current Land Use

Existing land uses in the Blue Valley Plan, Urban Fringe Area include:

- 1). An agricultural research facility** Bayer (formerly Miles, Inc.) on Metcalf Avenue south of the Blue River;
- 2). A quarry** operation between U.S. 69 and Metcalf north of 167th Street;
- 3). A quarry** operation southeast of 167th Street and Switzer Road.
- 4). A highway maintenance facility** of the Kansas Department of Transportation (KDOT) adjacent to the 167th Street and U.S. 69 half interchange at the southwest corner of the quarry);
- 5). A petroleum storage facility** or tank farm (ARCO) east of Mission Road on the north side of 159th Street;
- 6). The Blue Valley High School** on the south side of 159th Street between Metcalf and Nall Avenues;
- 7). The Blue River Treatment Plant** of the Johnson County Unified Wastewater Districts southwest of the intersection of 151st Street and Kenneth Road.



- 8). **A railroad main line** (Union Pacific System Railroad) along the floodplain of the Blue River and Camp Branch Creek. That railroad track crosses the state line near 143rd Street and the Johnson - Miami County line at Antioch Road.

The area west of U.S. 69 is predominantly undeveloped, some scattered large-lot single-family homes exist, and there is a platted large-lot subdivision (Glad Acres) between Quivira and Switzer Roads, south of 175th Street. The 300-acre Overland Park Arboretum site is at the southwest corner of 179th Street and Antioch Road. The arboretum site was annexed by the city in 1994. The quarry operation southeast of 167th Street and Switzer Road is smaller than the other quarry, but it is growing. A Kansas City Power and Light Company electrical substation is being established on the north side of 167th Street one-half mile west of Antioch Road. There is a cemetery on the south side of 159th Street one-half mile west of Antioch Road, and a new church has been built immediately to the west of that cemetery.

See also this topic in the general discussion in Section A above.

- c. **Factors Influencing Development** -- *See the earlier discussion in Section A above.*
2. **Development Constraints** *See also this topic in the general discussion in Section A above.*
- a. **Floodplains/River Valley**

The Blue River floodplain is very broad in several areas and some flooding occurs rather often in areas east of U.S. 69 Highway.

- b. **Ridges with Significant Slope** -- *See the discussion in Section A above.*
- c. **Limited Existing Sanitary Sewer Lines**

Two subdistricts serve the extreme northeast corner of the Blue Valley Plan, Urban Fringe Area. Part of the area of recently formed Blue River No. 8 sanitary sewer subdistricts will serve small portion of the northwest corner of the Blue Valley Plan, Urban Fringe Area near 159th Street and Pflumm Road. Initially, the Blue River No. 8 subdistrict will use a force main system along 159th Street. Force mains area generally regarded as interim methods until gravity-flow sewers can be developed. A gravity-flow system from the Blue River No. 8 area would have to extend through several miles of the Coffee Creek and Blue River channels that are not now sewerred. This situation might become a reason to favorably regard the



formation of more sanitary sewer subdistricts in the area downstream of the Blue River No. 8 subdistrict.

The recently formed Blue River No. 10 sanitary sewer subdistrict will serve an adjacent area within the city (southeast of 159th Street and Nall Avenue) and could facilitate the extension of sewers into the Blue Valley Plan, Urban Fringe Area.

A study of whether to form another sanitary sewer subdistrict (Blue River No. 12) for the area generally north of 175th Street and east of Antioch Road has been proposed in 1995.

A study of whether to form another sanitary sewer subdistrict (Blue River No. 14) for the area generally north of 167th Street and east of Ridgeview Road was the subject of an information meeting held October 14, 1995.

d. Incomplete Roadway Network

Both north/south and east/west access in the area is interrupted by missing links along the mile section-line roads. As examples, Nall Avenue does not cross the Blue River south of 167th Street where the Blue River floodplain is about 1,500 feet wide and where there is a substantial hill to the south of the floodplain. Also, Antioch Road does not cross Coffee Creek north of 175th Street, and 167th Street has not been opened in the mile between Nall Avenue and Mission Road (it would have to cross both the Blue River and Camp Branch Creek in that mile.)

Some existing roads now open for very light traffic and travel conditions would be expensive and difficult to improve to urban arterial or even urban collector street conditions. Such roads include 175th Street between Mission Road and Nall Avenue and Mission Road north of 175th Street.

e. Environmental

Steep slopes and wide floodplains will make roadway construction more costly. Every north/south street west of U.S. 69 Highway must cross both Coffee and Wolf Creeks if the roadway network is to be completed. East of U.S. 69 Highway, the Blue River floodplain is 1,500 feet wide where Nall Avenue must cross if existing segments north and south of the Blue River are to be connected.



3. Blue Valley Plan, Urban Fringe Area Development Opportunities and Constraints

a. Opportunities West of U.S. 69

1). Easily Developed

The terrain is relatively level with slopes of only 0 - 5 percent over most of the area.

2). Two Potential Greenway Systems

The floodplains of Coffee and Wolf Creeks can be used to provide bike/hike trails and other recreation amenities linked to the existing park system. The greenway linkage proposed along the highway can help integrate the greenway system in the area.

3). Overland Park Arboretum

The city's 300-acre Arboretum site is located southwest of 179th Street and Antioch Road in this portion of the Blue Valley Planning Area.

4). Limited Existing Development

The area is relatively undeveloped so it is not committed to a particular land use pattern. Existing zoning in the area is for either agricultural or large-lot residential uses almost exclusively. Existing development is relatively new and high quality.

5). Topography

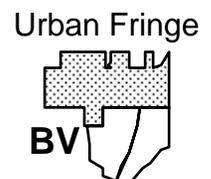
Unlike the other watershed sub-basins, the Coffee Creek sub-basin does not have major soil or slope limitations.

6). Proximity of Existing Development

Similar to the Blue River North sub-basin, the Coffee Creek sub-basin is close to population and employment centers.

7). Transportation Network

The major east-west streets (159th, 167th, and 175th) through the area are hard surfaced as are several of the north-south roads.



8). Utilities

Before 1990, it was forecasted that wastewater treatment facilities would be available in some areas of the Coffee Creek sub-basin of the Blue River watershed as early as 1995 and that the entire sub-basin would have facilities by 2005. Recent actions are showing some accuracy in that forecast. The Blue River No. 8 sanitary sewer subdistrict was formed in 1994 to serve the upper, northwest area of the Coffee Creek sub-basin. In 1995, a study of Blue River No. 12 was proposed for the Coffee Creek sub-basin area north of 175th Street and east of Ridgeview Road.

9). Educational Complex Proposed

The Blue Valley School District proposes to develop an educational complex with an elementary school, a middle school, a high school and a school district sports activity complex on 160 acres on the west side of Antioch Road about one-quarter mile south of 159th Street and about the same distance north of 167th Street.

b. Constraints West of U.S. 69

1). Johnson County Executive Airport

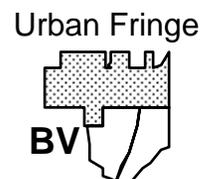
The existing airport at Pflumm Road and 159th Street limits development in that area to uses compatible with air traffic. In March 1994, Johnson County adopted a Comprehensive Compatibility Plan for the area around the Executive Airport. Although the concept for that plan was that it mutually be adopted also by the cities of Olathe and Overland Park, the cities have not yet completed their actions to adopt the airport area compatibility plan. (Although each city has voted favorably to do so, final enactment of the airport area compatibility plan is awaiting completion of joint-review and decision procedures for the drafted airport interest area zoning and subdivision regulations.)

2). Gravel Roads

These roads would require substantial work and acquisition of additional right-of-way to bring them up to urban standards.

3). Incomplete Roadway Network

Antioch Road has not been opened across Coffee Creek and 167th Street has not been opened between Switzer Road and Pflumm Road.



4). Quarry

By its nature, the quarry operation is unsightly, generates noise and dust, and has considerable truck traffic in and out of the facility.

5). Coffee and Wolf Creeks

The two creeks crossing the west side divide the area and will make connecting the various segments of the road network expensive.

6). Right-of-Way

Acquisition of the right-of-way needed to build new thoroughfares or upgrade existing thoroughfares to urban standards may be difficult and costly.

c. Opportunities East of U.S. 69

1). Potential Greenway Systems

The floodplain of the Blue River can be used to tie the area to the Blue River Parkway in Missouri and to the city of Leawood's greenway systems, as well as to other parkland. Again, the proposed greenway linkage along the highway can help integrate the greenway system in the area.

2). Scenic Vistas

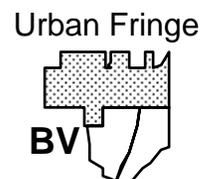
The Blue River Valley offers an excellent opportunity to develop very-low-density residential areas which integrate with the existing topography and woodlands while retaining the scenic vistas.

3). Utilities

The east side of the study area is well served by utilities with the exception of sanitary sewer service which is available only in the northeast portion of the area.

4). Employment Center

Bayer (Miles, Inc.), Research Farm is an employment center for the area.



d. Constraints East of U.S. 69

1). Gravel Roads

These roads would require substantial work and acquisition of additional right-of-way to bring them up to urban standards.

2). Incomplete Roadway Network

Connection of segments of the roadway network and upgrading of existing segments to thoroughfare standards will be difficult and expensive.

3). Quarry

The quarry operation is unsightly, generates noise and dust, and has considerable truck traffic in and out of the facility. In addition, this quarry east of U.S. 69 is a much more extensive facility than the one on the west side, with a greater amount of material excavated from the site.

4). Existing Zoning

Some areas in and along the floodplain and along the railroad tracks near 159th Street and Mission Road are already zoned for nonresidential uses. Some of these sites have floodplain or topography limitations which limit the range of nonresidential uses that might occur. Such existing zoning is not suited to the sites or compatible with orderly development.

5). Right-of-Way

Acquisition of the right-of-way needed to build new thoroughfares or upgrade existing thoroughfares to urban standards may be difficult and costly.

6). Large-Lot Single-Family Development

The existence of several major areas of large-lot single-family development served by private septic systems will make the extension of public sanitary sewer service to the remaining undeveloped tracts in the area more costly. Because of the dispersed housing pattern and the high cost of treatment facilities, there are few remaining areas that could be served with public sanitary sewer service without requiring



sub-district participation by existing residents living in the large-lot subdivisions.

7). **Railroad**

The railroad (mainline of the Union Pacific System Railroad) has a considerable amount of hazardous materials traffic which presents a safety concern.

8). **Topography**

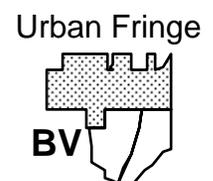
Areas east and south of Stanley may be expected to develop at a slower rate and at lower densities due to rugged terrain and limiting ground conditions such as a high water table or impervious soils.

4. **Blue Valley Plan, Urban Fringe Area - Plan Analysis**

The Blue Valley Plan, Urban Fringe Area Plan focuses on future development of the 21 square-mile Blue Valley Plan, Urban Fringe Area south of the City of Overland Park.

In spite of the existing development pattern and the scattered zoning districts for residential and rural uses, the Blue Valley Plan, Urban Fringe Area has experienced only limited non-residential growth in the past ten years. There are two principal reasons for this slow growth rate:

- a. **The area encompasses a relatively small population** in comparison to the balance of the County, and the labor force is tied to employment centers elsewhere in the metropolitan region. The resulting commuting patterns facilitate shopping for goods and services in locations closer to work. This characteristic has supported only limited services, e.g., convenience shopping, in the Blue Valley Plan, Urban Fringe Area.
- b. **Public sanitary sewers** are just now becoming available in the Blue Valley Plan, Urban Fringe Area. Only very limited commercial and industrial activities could be accommodated in this area in the recent years because of the absence of public sanitary sewers. Because of the recently established Blue River No. 8 and Blue River No. 10 sanitary sewer subdistricts, and the revised sewer system financing method established a couple of years ago, this condition is now changing and additional sanitary sewer system development should be expected in the Blue Valley Plan, Urban Fringe Area in the foreseeable future. This does not mean a great increase in nonresidential development in this area, however, as the population base needed to support extensive commercial development is still absent.



5. Recommendations for the Blue Valley Plan, Urban Fringe Area

a. The Blue Valley Plan, Urban Fringe Area Future Land Use Plan includes the following proposed land uses:

1). Rural Policy Area

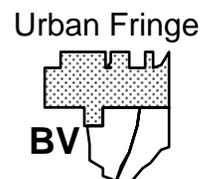
One dwelling unit per 10 acres. More intense development is not appropriate at this time.

- Locate on the west side of U.S. 69 Highway, south of the ridge line between the Coffee Creek and the Wolf Creek basins.
- Locate in Section 15-14-25 west of Camp Branch Creek, east of the Blue River and north of the conservation easement area. (The south boundary of this area would be 167th Street if that street were extended between Nall Avenue and Mission Road.)
- Locate along both sides of Nall Avenue, north of 175th Street, east of the Bayer (formerly Miles, Inc.), property, south of the Blue River floodplain and south the conservation easement area. (Nearby, located in Overland Park in Section 16-14-25 there is a Rural Policy Area north of what would be 167th Street between the Blue River floodplain and the Camp Branch Creek floodplain.)
- Prohibit more intense development at this time.

2). Growth Policy Area - Planned Residential Areas, and Growth Policy Area - Agricultural/Residential Areas

One dwelling unit per 10 acres is the standard density in Growth Policy Areas. Planned residential developments with two- acre, three-acre or larger residential lots may be appropriate as an option in the Growth Policy Area.

- Growth Policy Area - Planned Residential Areas are for infill development of low-density residential uses that complement existing residential development and promote compatibility of existing and future uses.
- Growth Policy Area - Agricultural/Residential Areas may be appropriate for orderly, reasonable expansions of existing residential development areas if there is adequate infrastructure to serve the development.

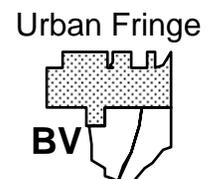


- Locate Growth Policy Area - Planned Residential Areas as infill residential development areas among the existing residential areas in the area west of Camp Branch Creek.
- Locate Growth Policy Area - Agricultural/Residential Areas around the existing residential development areas in the area east of Camp Branch Creek.

3). Parks, Recreation and Open Space (modified to include other types of uses generally not found in a more urbanized setting.)

The location of future park sites is based upon the following criteria:
a). Maximum use by surrounding residents. b). Continued development of the neighborhood park concept. c). Where possible, park sites will be located adjacent to proposed school sites to ensure maximum usage and to avoid duplication of services. d). For optimum management and conservation of natural waterway, floodplains and open space areas of unique environmental or historic value.

- Locate neighborhood parks west of U.S. 69 Highway where residential development at urban densities is proposed.
- Locate one neighborhood park in each square mile section with ties to the floodplains of Coffee and Wolf Creeks to provide greenway ties to the Overland Park Arboretum and other parkland in the area.
- Locate neighborhood parks adjacent to future schools wherever possible.
- Provide greenway linkages along U.S. 69 Highway to tie into the Overland Park Arboretum and the Blue River for eventual connection with the Blue River Parkway in Missouri.
- Provide a greenway linkage in the Coffee Creek floodplain for a tie to Heritage Park.
- Provide ties to the greenway linkages already proposed in the Stanley and Morse neighborhoods and into the greenway system in the city of Leawood.
- Redevelop the quarry at 167th Street and Switzer Road as a park, recreation or open space when extraction operations are complete.



- Recognize and appropriately reflect the nature conservation easement area established in 1994 in Section 21-14-25 southeast of 167th Street and Nall Avenue.
- Consider the guidelines included in the City of Overland Park Master Plan's Parks, Recreation and Open Space Land Use Goals.
- Augment the greenway linkages along U.S. 69 Highway with park and open space areas north of 167th Street on the west side of the highway.

4). Very-Low-Density Residential

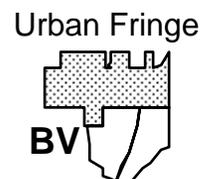
Less than or equal to one unit per acre.

- Locate east of U.S. 69 Highway in areas with topographic limitations.
- Allow in areas having no public sanitary or storm sewer systems.
- Do not allow in the Transition Area west of U.S. 69 Highway, south of Coffee Creek, and north of the ridge line between the basins of Coffee Creek and Wolf Creek unless it is determined that there is not a strong potential for subdivisions with improved roadways, sanitary sewer and storm drainage systems developed to urban standards in this Transition Area. Discourage in the Transition Area east of U. S. 69, south of 167th Street.

5). Transition Areas

These are areas where the pressures for development and the factors that would affect the nature of development are evolving. However, there are reasons to not commit to specific plans for these areas now. For example,

- The evolving direction and pace of the change are not clear in some ways.
- There may be some existing development that would obstruct or conflict with reasonable, appropriate future development options for the area in general, or the existing development has a long enough remaining useful, appropriate life that the pressures to development should be weak in the near-term even though the appropriate long-term development and use of the area probably will not be the same as it is today.



- Some of the key factors that would affect the nature of future development are subject to as yet unpredictable responses to very important questions. For example, sanitary sewers may be expanding into the general area, but there is still an important distance between the Transition Area and the areas that will be served by sanitary sewers in the near future.

Until the proper future trends can be identified, general development controlling policies should be established to protect a broad range of future options. Generally, the Transition Areas should be regarded as areas that might someday develop for residential uses at urban densities with sanitary sewers. In the interim, the areas might be partially developed with residential uses not served by sanitary sewers, but any such development should be carefully guided to not unreasonably obstruct urban-density residential uses in the future.

Three "Transition Areas" have been identified for the Blue Valley Plan, Urban Fringe Area.

- Locate south of Coffee Creek, north of the ridge line between the Coffee Creek and Wolf Creek basins, and west of U.S. 69 Highway.
- Locate south of 167th Street, east of U.S. 69 Highway, and north of the Blue River floodplain.
- Locate south of 159th Street, east of Metcalf Avenue, to the north and west of the existing residential area.

6). Low-Density Residential

Greater than one and less than or equal to five units per acre.

- Locate mostly west of U.S. 69 Highway, north of Coffee Creek where there are few topographic limitations.
- Locate where there is strong potential for subdivisions with improved roadways, sanitary sewer and storm drainage systems developed to urban standards.
- Allow in the Transition Area west of U.S. 69 Highway, south of Coffee Creek, and north of the ridge line between the basins of Coffee Creek and Wolf Creek as sanitary sewer and storm drainage systems are developed to urban standards. Provide for the right-of-way needed for roadway improvements.



- Allow in the Transition Area east of U.S. 69, south of 167th Street.
- Consider the guidelines included in the City of Overland Park Master Plan's Low-Density Residential Land Use Goals.

7). Medium-Density Residential

Greater than five and less than or equal to 12.5 units per acre.

- Use as a buffer between Low-Density Residential and Light Industrial/Business Park uses.
- Locate on the northwest corner of 159th Street and Mission Road.
- Consider the guidelines included in the City of Overland Park Master Plan's Medium- and Higher-Density Residential Land Use Goals.
- Use as a buffer on the west side of U.S. 69 Highway, east of a new north-south collector street located generally along the ridge line that parallels the highway, north of 167th Street for about one-half mile. Locate in the vicinity of the northwest corner of 167th Street and U.S. 69 Highway.

8). Neighborhood Commercial Center

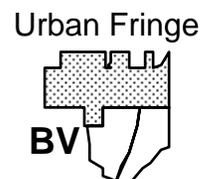
- Locate on the northeast corner of 179th Street and U.S. 69 Highway.
- Locate on the northeast corner of 167th Street and Antioch Road.
- Consider the guidelines included in the City of Overland Park Master Plan's Commercial Land Use Goals.

9). Low-Intensity Office (residential style)

- Locate on the southeast corner of 179th Street and U.S. 69 Highway.
- Consider the guidelines included in the City of Overland Park Master Plan's Office Land Use Goals.

10). Light Industrial/Business Park

Business Park is intended to allow a mix of office; light industrial; and limited retail and service uses in a planned setting of 15 acres or more.



- Locate between 159th Street and 167th Street between U.S. 69 Highway and Metcalf Avenue.
- Locate on the north side of 159th Street west of the Blue River (existing ARCO site).
- Consider the guidelines included in the City of Overland Park Master Plan's Light Industrial/Business Park Land Use Goals.

11). Research and Development

- Locate along the east side of Metcalf Avenue between 179th Street and the Blue River [existing Bayer (Miles, Inc.), research farm facility].
- Consider the guidelines included in the City of Overland Park Master Plan's Light Industrial/Business Park Land Use Goals.

12). Street Designations

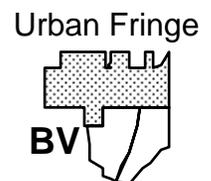
- Continue thoroughfares along section lines at one-mile intervals recognizing that at some locations natural features may be too significant to justify the cost of construction.
- Provide for collector streets in the annexation area and the Blue Valley Plan, Urban Fringe Area as shown.

13. Public and Semi-public

- Locate on the east side of Antioch Road across from the proposed school district sports activity complex.
- Locate southeast of the intersection of 159th Street and Metcalf Avenue, especially north of the existing fire station.
- Locate east of the electrical utility substation on the north side of 167th Street one-half mile east of Switzer Road (especially if a collector street from 167th Street to an educational complex were located there.)

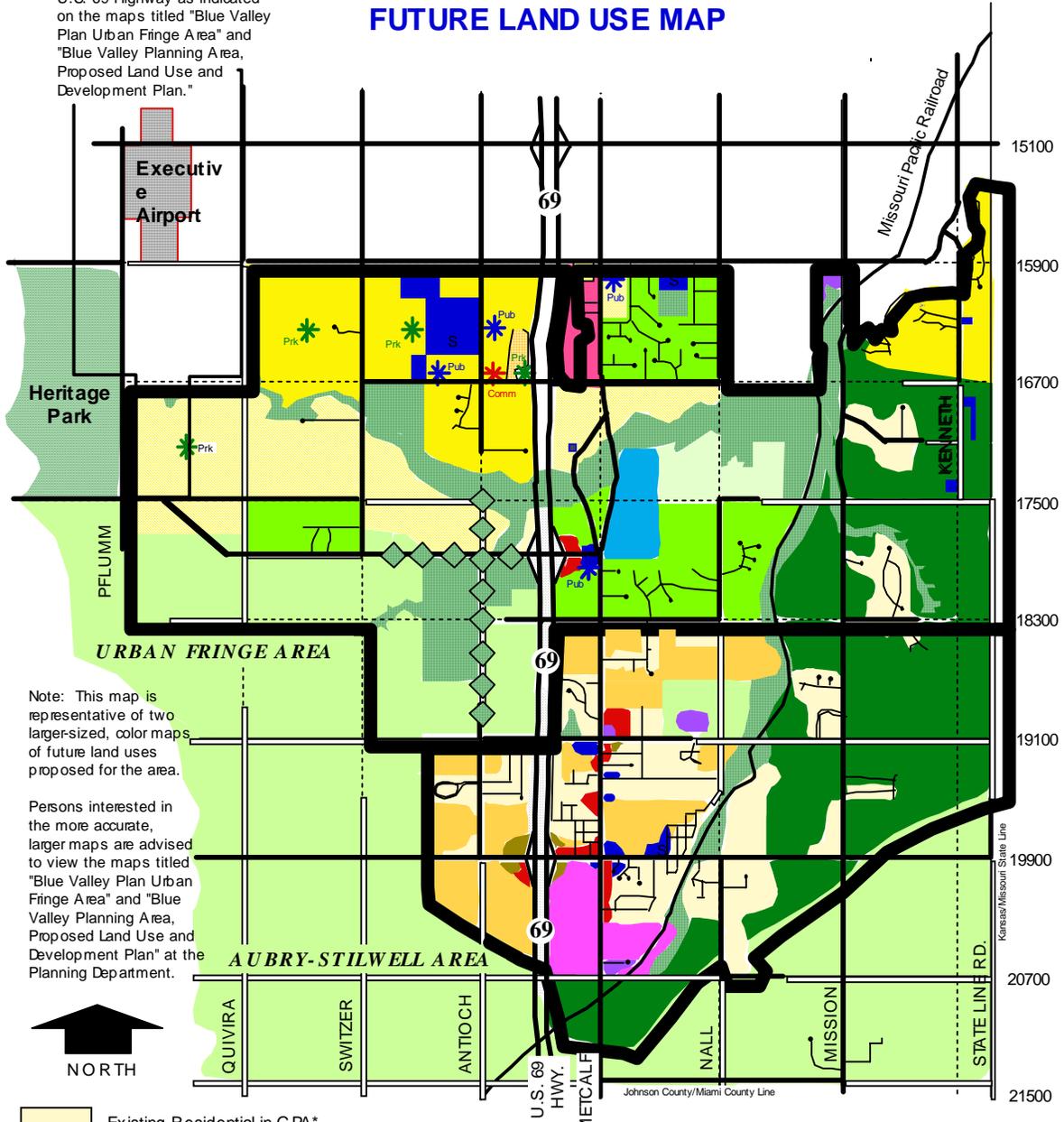
6. Goals and Policies for the Blue Valley Plan, Urban Fringe Area

The Goals and Policies for the Blue Valley Plan, Urban Fringe Area are as stated in Section D below.



BLUE VALLEY PLAN FUTURE LAND USE MAP

Note: Greenway linkages are proposed along both sides of U.S. 69 Highway as indicated on the maps titled "Blue Valley Plan Urban Fringe Area" and "Blue Valley Planning Area, Proposed Land Use and Development Plan."



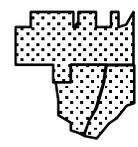
Note: This map is representative of two larger-sized, color maps of future land uses proposed for the area.

Persons interested in the more accurate, larger maps are advised to view the maps titled "Blue Valley Plan Urban Fringe Area" and "Blue Valley Planning Area, Proposed Land Use and Development Plan" at the Planning Department.



- | | | | | | |
|--|----------------------------------|--|---|--|---|
| | Existing Residential in GPA* | | Public/Quasi Public | | Future Office/Research & Development |
| | Low-Density Res. | | Parks/Recreation/Open Space | | Future Business Area |
| | Medium Density Res. | | Rural Policy Area | | Transition Zone (Low-Density Residential) |
| | Commercial/Neighborhood Business | | Growth Policy Area: Ag/Residential | | Proposed Arborescence Corridor |
| | Office/Research & Development | | Growth Policy Area: Planned Residential | | Future Use (Comm=commercial, Pub = public/quasi public, Prk = park) |
| | Lt. Industrial/Business Park | | Very Low Density Res. | | * GPA = Growth Policy Area |
| | Industrial Warehouse | | | | |

Future Land Use



Section C.

BLUE VALLEY PLAN
Aubry-Stilwell Area



Section C.

BLUE VALLEY PLAN
Aubry-Stilwell Area

1. Existing Conditions in the Aubry-Stilwell Area

a. Character of the Area

The Aubry-Stilwell Area of the Blue Valley Planning Area has a rural character. There are a number of farmsteads with agricultural and/or livestock operations, but there is a mixture of large-lot residential development interspersed with vacant or agricultural land. Outside of the Aubry and Stilwell plat areas near 199th Street and Metcalf Avenue, most of the residential development is on large lots or small acreages, and it is relatively new and of high quality. The Aubry and Stilwell plats are older areas where a few of the houses and structures are around 100 years old.

Generally, more development has occurred in the west portion of the area. Some higher intensity uses such as the Kansas City Power and Light Company (KCP&L) service center on the southeast corner of 199th Street and U.S. 69 Highway, the Stilwell Elementary School, the Meyers Company heavy equipment yard, and a variety of small commercial or industrial uses are interspersed throughout the area.

West of Metcalf Avenue, the Blue Valley Plan, Aubry-Stilwell Area drains to the northwest into Wolf Creek. The rest of the Aubry-Stilwell Area drains into Camp Branch Creek.

The Camp Branch Creek tributary of the Blue River flows to the northeast from southeast of 207th Street and Metcalf Avenue to the Blue River near Mission Road. A main line track of the Union Pacific System Railroad is located along the creek bed. Generally, that creek and railroad form a boundary between the west and east portions of the Aubry-Stilwell Area.

The East Aubry-Stilwell Area generally has more rugged terrain, less development and has more rural-like infrastructure.

See also this topic in the general discussion in Section A above.

b. Current Land Use

Most of the Aubry-Stilwell Area is undeveloped but there are pockets of residential development -- mostly in subdivisions but also on scattered lots along existing roads.

In the West Aubry-Stilwell Area, the mixture of exurban residential uses and vacant land each encompass about one-half of the land area. Nonresidential uses are found primarily in the West Aubry-Stilwell Area and include an elementary school at 199th Street and Lamar Avenue, several churches, a post office, a fire station, a couple of retail gasoline and convenience grocery stores, a couple of veterinarian clinics, an automobile repair shop, and miscellaneous other retail business shops. In 1994, the Kansas City Power and Light Company completed an electrical utility service center (warehouse, offices and storage yard facility) on the southeast corner of 199th Street and U.S. 69. There also is a variety of industrial uses in the West Aubry-Stilwell Area including a printing shop, a welding shop, a precast concrete fabrication business, motor vehicle repair and servicing of various vehicles including heavy construction equipment, a school bus servicing shop and storage/dispatching lot.

In the East Aubry-Stilwell Area, there is a fire station, but except for some nonconforming business uses (mostly salvage yards or construction contractor operations) the East Aubry-Stilwell Area is primarily an agricultural area with some wooded areas along Camp Branch Creek and with a few residential subdivisions and some houses on sites scattered along existing roads.

Although not fully developed, the eleven square miles of the Aubry-Stilwell Area contain a mixture of land uses and densities much higher than other parts of the unincorporated area. These clusters of development constitute the core of such uses in the larger area of Aubry and Oxford Townships. Commercial developments in the vicinity extends along parts of both 199th Street and Metcalf Avenue. There is a proliferation of small and medium-sized residential building lots in the original plats of Aubry and Stilwell.

See also this topic in the general discussion in Section A above.

c. Factors Influencing Development

This topic is covered in the general discussion in Section A above.

2. General Development Constraints in the Aubry-Stilwell Area

a. Floodplains/River Valley

Existing 100-year floodplain along Camp Branch Creek and rather rugged terrain along that channel both preclude development along or near that channel but also tend to isolate the East and West portions of the Aubry-Stilwell Area. Section-line roads that do not now cross that channel include 167th Street and 183rd Street. There are two low-water crossings for 175th Street through Camp Branch Creek. A bridge built in the early 1990's on 191st Street at Camp Branch Creek replaced a very steep, twisty low-water crossing. The 100-year floodplain areas in the East Aubry-Stilwell Area are more extensive than those in the West Aubry-Stilwell Area.

b. Ridges with Significant Slope

Topography is more of a development and land use constraint in the East Aubry-Stilwell Area where there are more stream valleys with sharply-sloped sides and where the hilltop areas tend to be narrower than those to the west of Camp Branch Creek.

c. No Existing Sanitary Sewer Lines

Large areas of the Aubry-Stilwell Area have already been developed and now use on-site wastewater collection and disposal systems, usually septic tanks with lateral fields. The dispersed but rather extensive pattern of such development in the west part of the area suggests that it could be difficult to smoothly integrate sewer-density development with the existing large-lot (1-to 3-acre lots) residential areas. New sanitary sewers would have to be built through several existing residential areas, and that could be very disruptive for residents of those areas. It is doubtful that sanitary sewers could be reasonably extended into and through such areas. While there are fewer existing residential areas in the east portion of the Aubry-Stilwell Area, the terrain there is more rugged, so it may be more difficult and costly to build sanitary sewers in that area.

While some owners with failing on-site wastewater systems might be compelled to connect to new sanitary sewers, existing residences are not required to be connected promptly to new sanitary sewers.

d. Incomplete Road Network

As mentioned in item "a" above in this subsection, several existing roads now have low-water crossings through 100-year floodplain areas, and some roads have not been built across rugged terrain, steep-slope areas or the railroad.

For example, 183rd Street has not been open east of Nall Avenue to Mission Road, and it seems unlikely that it would be built any time soon. Further, 183rd Street also ends one-half mile east of Mission Road where it would have to be built across two tributary channels of Camp Branch Creek and along a third tributary channel of that creek. Similarly, 175th Street and 171st Street encounter steep slopes and sharp horizontal turns near their intersections with Mission Road.

Except for the highway, there are no 4-lane roads in the area.

e. Environmental

There should be some environmental concerns due to failing on-site wastewater systems in the area, especially since the area has a rather large number of such systems.

3. Aubry-Stilwell Area Development Opportunities and Constraints

a. Opportunities in the East Aubry-Stilwell Area

- 1). Interesting topography for residential subdivisions.** The rather rugged topography in the northern part of the east area will tend to discourage nonresidential uses which might disrupt the quality or integrity of residential areas.
- 2). Potential Greenway Areas** along the Camp Branch Creek main channel (next to the railroad) and the tributary that extends to the southeast from 175th Street and Mission Road.
- 3). Largely undeveloped area** with some large tracts that could be developed in unified, planned manner.
- 4). Development in Missouri --** The Loch Lloyd residential development east of the State Line at about 167th Street may contribute to residential real estate market interest for quality residential development in the east Aubry-Stilwell Area where the topography and tree cover characteristics are somewhat similar. (The Aubry-Stilwell Area, although farther south, benefits from somewhat better north-south access as a result of the four-lane, U.S. 69 Highway.)
- 5). There is extensive tree cover** in several areas.
- 6). There is a recently constructed fire station** at about 18500 Mission Road.



b. Constraints in the East Aubry-Stilwell Area

- 1). **There is no school** in the East Aubry-Stilwell Area.
- 2). **The more rugged topography** will cause development costs to be higher.
- 3). **Several roads have not been opened** across floodplain or steep slope areas. Many of the roads are gravel surfaced, a few are chip-seal surfaced, but only short segments of the roads (i.e. near recently built bridges) are engineer-designed, paved roads. There are at least two low-water crossings on 175th Street, and that street has a significant vertical grade and sharp curves on the bluff to the west of the railroad tracks.
- 4). **The floodplain and the railroad tend to isolate the area** from the West Aubry-Stilwell Area.
- 5). **There are no existing public park or recreation areas** in the East Aubry-Stilwell Area.

c. Opportunities in the West Aubry-Stilwell Area

- 1). **Stilwell Elementary School at 199th Street and Lamar Avenue** contributes to the sense of community for families with elementary school-aged children. However, the capacity of that school and its ability to be reasonably expanded might reduce this as an opportunity for the area.
- 2). **The existing fire station at about 19500 Metcalf Avenue and the nearby U. S. Post Office** are important amenities for the community.
- 3). **Access to U.S. 69 Highway is reasonably good** for most of the area via interchanges at 179th Street and 199th Street. That highway provides reasonable access to the urbanized area to the north (i.e. the College Boulevard area is 11 miles north of 199th Street.)
- 4). **There is generally better infrastructure** than in the East Aubry-Stilwell Area. Metcalf Avenue formerly was the route of U.S. 69 Highway.

Water lines in the west area are generally larger and better networked than in the east portion of the Aubry-Stilwell Area. (In the long-run this might be a constraint, if the current water system enables further large-lot residential development that might obstruct urban-density development and uses which could be more appropriate in the area in the long run. More study is suggested.)



- 5). **There are a few employment center uses** [Bayer (Miles, Inc.), research farm, KCP&L service center, miscellaneous business and industrial uses], but most job opportunities for area residents are and will likely continue to be located for several more years in other, more densely developed areas several miles north of the Aubry-Stilwell Area.
- 6). **Potential Greenway Systems** along the southern end of Camp Branch Creek, and perhaps, along the highway corridor edge. Also, the greenway linkage along U.S. 69 Highway could be continued into the Aubry-Stilwell Area.

d. **Constraints in the West Aubry-Stilwell Area**

- 1). **Scattered and rather extensive pattern of large-lots** for residential uses may tend to obstruct some types of infill development in the area, especially perhaps if urban-density uses were pursued.
- 2). **Gravel roads** in the area would require extensive improvements to meet the traffic demands of full development of the area, especially if urban-density development were to be undertaken.
- 3). **There is an old, inactive rock quarry** on the north side of 191st Street between Metcalf Avenue and U.S. 69 Highway. That old quarry is now surrounded by residential development, and the site should be reclaimed to increase its compatibility with the nearby residential uses. Of course, any reclamation of the site would have to be done in a manner that respects the sensitivities of the nearby residential areas.
- 4). **There is an extra amount of land area zoned for nonresidential uses** than would be needed in the foreseeable future, especially with respect to the anticipated population of the area during the planning period.
- 5). **There are no existing public parks** and the only public recreation facilities are two tennis courts and softball fields near the Stilwell Elementary School.
- 6). **Water System.** The existing water system cannot meet the fire-flow requirements even for residential uses in many areas.



4. Blue Valley Plan, Aubry-Stilwell Area - Plan Analysis

The Aubry-Stilwell portion of the Blue Valley Planning Area focuses on the eleven square-mile area in the vicinity of 199th Street and Metcalf Avenue (the West Aubry-Stilwell Area, and the East Aubry-Stilwell Area).

a. The West Aubry-Stilwell Area and the East Aubry-Stilwell Area

1). **Limited non-residential growth.** In spite of the existing development pattern and the scattered zoning districts for commercial and industrial uses, the Aubry-Stilwell area has experienced only limited non-residential growth in the past ten years. There are two principal reasons for this slow growth rate:

a.) **Small Population.** The West and East Aubry-Stilwell Areas of the Blue Valley Planning Area encompass a relatively small population in comparison to the balance of the county, and the labor force is tied to employment centers elsewhere in the metropolitan region. The resulting commuting patterns facilitate shopping for goods and services in locations closer to work. This characteristic has supported only limited services, e.g., convenience shopping, in the Aubry-Stilwell portions of the Blue Valley Planning Area.

b.) **Central sewers are not available** in the Aubry-Stilwell Area and such facilities are not anticipated in the planning period of ten to twenty years, (see also the Blue River Population Forecast).¹ In the absence of central sewers, only very limited commercial and industrial activities could be accommodated in this area. Because the area lies in two watersheds, and because of the relative distance from other sewer systems, this condition is expected to continue for the foreseeable future.

5. Recommendations for the Aubry-Stilwell Area

a. **Based on the existing patterns described above, and the projected level of future services and economic demand, the *future* land use plan map below has been prepared to guide future development in this area. The land use categories and densities are based on these policies:**

1). **To promote infill of low density residential uses generally in the West Aubry-Stilwell Area, which is the area generally west of Camp Branch**

¹ The Blue River Population Forecast prepared by the Johnson County Planning Office, 1989.

Creek, complementing existing residential development, and promoting compatibility of existing and future uses.

2). **In the West Aubry-Stilwell Area, the Growth Policy Area policies shall apply and infill development may be found to be appropriate** where the property is adequately situated with available infrastructure and services.

3). **To plan for future nonresidential use needs.** To designate certain locations with arterial street access for future, more intense uses, especially commercial services and light industrial uses, at such time in the future when critical public services are available, especially central sewer facilities.

4). **Current zoning for commercial sites exists** on the east side of Metcalf Avenue, south of 199th Street, and in the vicinity of 191st Street and Metcalf. These are sites currently available for development. Also, there are scattered unused or under-used commercial sites throughout the Aubry-Stilwell area. In total, nearly 40 separate properties are in this category averaging about two acres each. In addition, zoning to allow modest expansion of existing commercial sites might be appropriate after careful assessment of environmental and facility needs (such as septic systems, holding tanks, street network, and other facilities). Therefore, it is recommended that the future nonresidential development areas shown for the West Aubry-Stilwell Area by the Blue Valley Plan but not currently zoned for such use be reserved for future development when urban service systems are provided. Five such locations are designated on the Aubry-Stilwell plan map; first, the southeast corner of 179th Street and U.S. 69; second, the west side of Metcalf Avenue south of 199th Street to almost 207th Street; third, the east side of Metcalf Avenue north of the railroad tracks and south of the Coventry Estates Subdivision; fourth, areas on the northeast and southeast corners of 191st Street and Metcalf Avenue; and fifth, areas adjacent to the 199th Street and U.S. 69 Highway interchange.

b. **With the exception of the ~~four~~ five reserved for future development areas** described in item 4 above, and except for modest expansion of existing commercial/industrial uses, the major appropriate types of development for the Aubry-Stilwell Area of the Blue Valley Planning Area during the next ten to fifteen years is projected to be as follows:

1). **Infill by residential development in the West Aubry-Stilwell Area** which is generally that part of the Aubry-Stilwell Area that is west of Camp Branch Creek.



- 2). **Orderly, reasonable expansions of existing development areas in the East Aubry-Stilwell Area** which is generally that part of the Aubry-Stilwell Area that is east of Camp Branch Creek if there is adequate infrastructure to serve the development.-
- 3). **Where there are existing developed areas whether within the Growth Policy Area, but outside the West Aubry-Stilwell Area, or within the Rural Policy Area, very limited, orderly, controlled expansion of the existing developed areas may be appropriate.** However, significant development additions or expansions which replicate existing development patterns would be contrary to the orderly development pattern policies in this plan. Existing infrastructure limitations, primarily roads, utility mains and services also would make some proposed development additions or expansions inappropriate.

c. **"Other" Developed Areas in the Aubry-Stilwell Area**

Aside from the Aubry-Stilwell Areas described above, most of the Aubry-Stilwell Area is characterized by agricultural and low density residential zoning and uses. The policy here, and elsewhere in this Plan, is to permit gradual, orderly expansion of development areas in a manner which would be compatible with existing development and which, likely, would be similar to existing land uses.

- d. **The land use plan map also reflects areas of significant site impact such as railroad lines, major arterials, areas** which should be retained as open space or used for recreation because of floodplain or steep slopes, watershed boundaries, and special uses such as the electric power substations. As rezoning applications and subdivision proposals are submitted to the Zoning Board, these factors should be considered on a case-by-case basis.

6. **Goals, Policies and Objectives**

The Goals, Policies and Objectives for the Aubry-Stilwell Area of the Blue Valley Planning Area are as stated in Section D below.

Section D

BLUE VALLEY PLAN
Area Goals, Policies and Objectives



Section D

BLUE VALLEY PLAN
Area Goals, Policies and Objectives

Entire Blue Valley Planning Area

The Future Land Use Plan includes the following goals and policies that are appropriate for all of the Blue Valley Planning Area:

ISSUE: Guidelines are needed to address the future transition of the Blue Valley Planning Area from agricultural and rural residential to more urban uses.

Goal 1: Limit Premature Development

Minimize the random, premature conversion of agricultural lands to scattered-site residential, commercial, and industrial uses.

Policy 1.1: Concentrate in the Urban Fringe -

Restrict development outside the Urban Fringe Area as shown on the county's Rural Comprehensive Plan until such time as public services (streets and sewers) which are built to urban standards become available.

Blue Valley Plan, Urban Fringe Area
Land Use Goals and Policies

The Blue Valley Plan, Urban Fringe Area - Future Land Use Plan includes the following goals and policies:

ISSUE: Guidelines are needed to address the future transition of the Blue Valley area from agricultural and rural residential to more urban uses.

Goal 1: Limit Premature Development

Minimize the random, premature conversion of agricultural lands to scattered-site residential, commercial, and industrial uses.

Policy 1.1: Locate Contiguous to Incorporated Areas -

Encourage future development adjacent to existing growth centers and corridors contiguous to incorporated areas.



Policy 1.2: Limit Higher-Intensity Uses -

Direct industrial, office, and commercial uses toward intersections shown on the Future Development Plan in accordance with the Land Use Goals of the Master Plan for sites in the city, and for sites in unincorporated Johnson County in accordance with the Proposed Land Use Map for the Blue Valley Planning Area and the Land Use Goals of the county's Rural Comprehensive Plan.

ISSUE: Guidelines are needed to address the city's and the county's interests and stakes in the manner in which development occurs on their common border

Goal 2: Joint Development Review

Adopt a coordinated approach between the city and the county for joint development review and approval.

Policy 2.1 Adopt Joint Resolution -

Adopt a joint resolution addressing the review process.

ISSUE: Guidelines are needed to ensure the preservation and protection of unique physical features of the area.

Goal 3: Preserve and Protect the Environment

In the area south of the Blue River, east of U.S. 69 Highway, and north of 183rd Street preserve and protect scenic views and significant slopes along the river valley by limiting scale and intensity of future development to very-low-density land uses.

Policy 3.1: Recognize Development Constraints -

Minimize undesirable and irrevocable change to woodlands, scenic views, terrain, and natural drainage systems by respecting the limitations they impose on development.

Policy 3.2: Manage Stormwater Runoff -

Undertake detailed joint-studies to identify the effect that various levels of development will have on stormwater runoff.

Policy 3.3: Transfer Development Intensity -

Encourage development patterns which will preserve the character of the area (scenic vistas, large stands of trees, significant topography) by allowing a transfer of development intensity to areas with 0-5% slopes or ridge lines with minimal tree cover.

ISSUE: Guidelines are needed to ensure the expansion of public park systems into the Blue Valley Planning Area and the linkage of existing city



and county parks, recreation and open space uses with similar proposed uses in the Blue Valley Planning Area.

Goal 4: Parks, Recreation and Open Space

Develop an expanded system of parks, recreation and open spaces in the Blue Valley Plan, Urban Fringe Area with ties to existing facilities and open spaces.

Policy 4.1: Plan for Neighborhood Parks -

Ensure that land is preserved for a neighborhood park in the square mile sections of the Blue Valley Plan, Urban Fringe Area as shown on the Future Development Plan for sites in the city and for sites in unincorporated Johnson County as shown on the Proposed Land Use Map for the Blue Valley Planning Area.

Policy 4.2: Use Greenway Linkages -

Use Greenway Linkages to tie existing parks, recreation and open space into the Overland Park Arboretum, Heritage Park, the county's Streamway Park System, the greenway system in Leawood, and the Blue River Parkway in Missouri.

ISSUE: Guidelines are needed to ensure the availability of adequate public facilities and services prior to more intense development.

Goal 5: Public Facilities and Services

Develop sanitary sewer service, water service, and thoroughfare and collector streets to urban standards in the Blue Valley Plan, Urban Fringe Area.

Policy 5.1: Regulate Patterns of Development -

Ensure that development patterns reflect an efficient and effective use of private dollars and public revenues to fund public facilities and services built to urban standards.

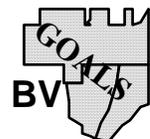
ISSUE: Guidelines are needed to allow for the development of a roadway network to fully serve the Blue Valley Plan, Urban Fringe Area.

Goal 6: Roadway Network

Ensure a complete, efficient, safe and unimpeded traffic circulation system.

Policy 6.1: Develop a Joint Plan -

The city and county should continue to jointly develop a road network plan for thoroughfares and collector roads in all of the Blue Valley Plan,



Urban Fringe Area, providing an overall scheme for coordinated traffic circulation.

Policy 6.2: Develop Design Standards -

The city and county should adopt mutually agreed upon design standards for thoroughfares and collectors in the Blue Valley Plan, Urban Fringe Area.

Policy 6.3: Require Dedication of Right-of-Way -

Ensure that the amount of right-of-way needed to serve development as shown in the Master Plan or the Rural Comprehensive Plan will be available. Upon request for a zoning, subdivision or tract split approval, require a dedication of minimum right-of-way, measured from the center line of the street to the property line of the lot or tract, with the amount required to be based on the classification of the abutting street as shown in the and the joint road network plan.

Blue Valley Plan, Aubry-Stilwell Area Goals and Objectives

The Blue Valley Aubry-Stilwell Area - Future Land Use Plan includes the following goals and policies:

Several of the Goals and Objectives established in Section 5 of Part 1 of the Rural Comprehensive Plan need to be especially noted with respect to the future plans for the Aubry-Stilwell Area. In summary the following Goals and Objectives are especially applicable to the Aubry-Stilwell Area and they deserve special attention during review and decisions on future land uses and zonings in the Aubry-Stilwell Area:

Note to Readers: The Blue Valley Plan is Part 5 of the Rural Comprehensive Plan. The overall land use and development goals and objectives of the county are already in Part 1 of the Plan Although it is repetitive to state the goals and objectives text again here in Part 5, the cross-reference list below is supplemented with an attachment that includes the overall goals and objectives established in Part 1 of the Plan. (To assist the readers, the specific goals and objectives cross-referenced here are highlighted in that attachment.)

- The Land Use Goal and objectives 2, 3, 4, 5, 6, and 7 of the 7 objectives for that goal;
- The Coordinated Approach to Development Practices and Initiatives and both of the two objectives for that goal;
- The Availability of Public Facilities Goal and all 7 objectives for that goal;



- The Environmental Quality Goal and all 5 objectives for that goal;
- The Transportation Goal and all 5 objectives for that goal;
- The Rural Environmental and Open Space Character Goal and all 5 objectives for that goal;
- The Improved Local Intergovernmental Coordination Goal and all 5 objectives for that goal; and
- The Specific Study Area Goal and especially objectives 1, 2, and 4 of the 4 objectives for that goal.



Attachment --
Excerpt of Goals and Objectives --
Johnson County Rural
Comprehensive Plan (1991)

Part One of the Rural Comprehensive Plan establishes 8 goals and related objectives for future development in unincorporated Johnson County. The following excerpt of the Plan shows the goals and objectives of the Plan (adopted in 1986 and refined in 1991 and in 1996).

NOTE: The goals and objectives of special interest for the Blue Valley Planning Area - Aubry-Stilwell Area Plan are enclosed in boxes in this excerpted text.

SECTION V. GOALS AND OBJECTIVES

Goals and objectives are the foundation of the Land Use Element of the Comprehensive Plan. They express the County's collective sentiment toward the future development of unincorporated Johnson County and lay the groundwork for the action-measures of the Plan. Goal statements identify the desirable future conditions toward which land development in the County should be guided. Objectives represent the tangible steps to achieve these goals.

In addition to depicting a state of desirable future land use conditions, an effort has been made to address certain development-related concerns. Eight (8) goals are established, as listed below:

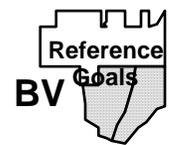
A. SUBJECT AREA: LAND USE

GOAL: To assure the compatible physical and economic coexistence among agricultural and nonagricultural uses of land throughout unincorporated Johnson County. A conscious and equitable balance should be achieved, assuring ample land for the vital expansion of nonagricultural activities and minimizing the random, premature

conversion of agricultural lands to isolated residential, commercial and industrial uses.

Objectives:

1. To establish voluntary programs and technically-supported guidelines designed to retain agricultural lands and stabilize agricultural uses and operations within appropriate areas of unincorporated Johnson County.
2. To encourage future development which occurs within unincorporated Johnson County to be located in existing growth centers and corridors. These include existing sewer districts, New Century AirCenter, (formerly named the Johnson County Industrial Airport), the Blue Valley area, and locations contiguous to incorporated areas.
3. To integrate the character, scale and density of residential subdivisions with adjoining residential developments, to optimize land use compatibility, and to respect prevailing environmental conditions.
4. To direct industrial and commercial uses toward strategic intersections and corridors with suitable environmental and infrastructure characteristics, especially sanitary sewers; such uses should be unified developments and be integrated with any nearby or surrounding residential development.
5. To encourage unified and coordinated decisions affecting the development of multiple, large (>40 acres) and small (0-40 acre) tracts in developing areas, in an effort to achieve compatible orientations and complimentary relationships with nonagricultural uses.
6. To encourage development which takes advantage of energy-conscious patterns and site design layouts.
7. To recognize that some major land uses such as major employment centers or mineral extraction may be significantly important to the overall economic vitality of the entire County to such a great extent that if appropriate sites are not available within cities in the County, the uses may need to occur at strategic locations in the unincorporated area if carefully integrated into the overall, orderly development pattern and if provided with all appropriate and needed infrastructure in an efficient manner.



B. SUBJECT AREA: A COORDINATED APPROACH TO DEVELOPMENT PRACTICES AND INITIATIVES

GOAL: To establish and attain the mutual acceptance among political and service jurisdictions of a common framework for determining the orderly location and orientation of future land uses and also assure adequate public improvements and services to accommodate that development.

Objectives:

1. To improve communication with special service districts operating within Johnson County concerning expansion and extension of public facilities and services.
2. To provide that new or expanded sewer districts and water systems within unincorporated Johnson County will be preceded by a thorough evaluation of related public support services and facilities.

C. SUBJECT AREA: AVAILABILITY OF PUBLIC FACILITIES AND SERVICES

GOAL: To assure that an adequate level of public facilities and services are available and in place to accommodate proposed intensities of development within unincorporated Johnson County, and that the costs of providing these public improvements are distributed in an equitable manner. Development patterns should reflect an efficient and effective use of private dollars and public revenues to fund the necessary level of public facilities and services being demanded.

Objectives:

1. To replace the practice of reacting to requests for expanded public facilities and services as the result of development within unincorporated Johnson County, and to assume a more authoritative role in managing the type, location and intensity of development according to the availability and affordability of public improvements.
2. To develop a capital improvements plan in coordination with the special service districts and other political jurisdictions, which provides a guideline for the orderly expansion,

planning and funding of public improvements and services necessary to assure quality development patterns within unincorporated Johnson County.

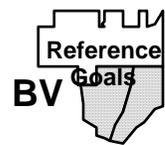
3. To establish mechanisms for developer cost-sharing to finance improvements to major roads, where such facilities are necessitated by adjacent or nearby development.
4. To establish an equitable and effective funding program to upgrade major collector and thoroughfare routes within developing portions of unincorporated Johnson County.
5. To work closely with special service districts and other political jurisdictions to identify those public facilities and services which are being duplicated and which could be provided more cost-effectively.
6. To encourage private development of neighborhood "pocket" parks with new residential development. In addition, Johnson County should continue to administer adopted subdivision regulations which provide for the reservation or dedication of land for open space for either public recreational use or for the future use of the owners or occupants of the subdivision.
7. To generally discourage business uses wherever sufficient sanitary sewers would not be available to serve the development.

D. SUBJECT AREA: ENVIRONMENTAL QUALITY

GOAL: To obtain the maximum use and benefit of Johnson County's environmental characteristics and conditions by reflecting the limitations they impose for construction, by protecting the amenities these natural assets offer for development, and by integrating future types and intensities of development with the environment.

Objectives:

1. To assure that the site of any development proposal intending to use on-site wastewater disposal systems is thoroughly evaluated with respect to the workability of these systems and also to establish the most effective layout of the subdivision in order to maintain water quality.
2. To apply special consideration and appropriate requirements to any development located along the County's major stream valleys in order to minimize undesirable and irrevocable change



- to woodlands, terrain and natural drainage systems.
3. To identify those areas with the most potential and likelihood for mineral extraction activities, and to assure that surrounding developments will occur in a compatible manner.
 4. To undertake detailed studies in conjunction with neighboring cities to identify the effect that various levels of development will have upon stormwater runoff patterns and erosion, and to take appropriate measures to manage runoff and prevent flooding.
 5. To generally discourage uses and development which would have deleterious effects on the environment.

E. SUBJECT AREA: TRANSPORTATION

GOAL: To achieve and sustain a complete, efficient, safe, and unimpeded traffic circulation system, and to plan so that existing and future segments of the roadway network will be of sufficient quality and capacity to meet the demands placed upon the system by the developing portions of unincorporated Johnson County.

Objectives:

1. To develop a road network plan for thoroughfares and collector roads to provide an overall scheme for coordinated traffic circulation within the unincorporated area and with adjoining jurisdictions, including design standards requiring through streets to adjoining properties, and logical street addressing practices.
2. To establish an equitable funding program to upgrade existing thoroughfare and collector roads to necessary design standards and which has sufficient funds to improve these segments of the road network to accommodate future development.
3. To periodically review County standards for road design, construction, and maintenance, for both public and private roads, in order to assure that such standards are adequate to serve traffic demand and to be compatible with other County development policies.
4. To evaluate arterial street and highway corridor needs with respect to the traffic demands of land uses and development and to assure compatibility with County development policies.

5. To develop bikeway and walking pathway plans that are integrated with both the road network and the streamway corridor system.

F. SUBJECT AREA: RURAL ENVIRONMENTAL AND OPEN SPACE CHARACTER

GOAL: To maintain and protect the County's rural character and potential park areas, which are significant environmental assets and amenities of unincorporated Johnson County and to encourage concentrated and orderly development patterns within existing growth areas in order to preserve this open space resource.

Objectives:

1. To protect and preserve land necessary to Johnson County's agricultural economy.
2. To work closely with the Johnson County Park and Recreation District to preserve stream valley corridors since these areas are most appropriately used for park development, especially those areas which should receive immediate attention due to impending development: Cedar Creek, Mill Creek and the Blue River.
3. To further mark the Oregon (Santa Fe) Trail route through Johnson County and to encourage the trail's integration into adjoining developments which should, in turn, be sensitive to and recognize this landmark.
4. To support the preservation of historic sites and structures and to encourage that they be protected or sensitively integrated into adjoining development.
5. To discourage scattered developments in an effort to maintain the aesthetic qualities provided by the rural character of the unincorporated area.

G. SUBJECT AREA: IMPROVED LOCAL INTERGOVERNMENTAL COORDINATION

GOAL: To strengthen the realization that unincorporated Johnson County is part of a larger economic, social and physical environment consisting of Johnson County and the Kansas City metropolitan area, recognize its relative position with respect to other local governments, and to act



responsively in the formulation of plans and decisions affecting development within the unincorporated area.

Objectives:

1. To facilitate compatibility between incorporated areas and the existing development located within the fringe areas of those cities, and consistent with the municipalities' development standards, and to encourage cities to consider carefully the consequences of proposed fringe developments upon adjoining unincorporated areas.
2. To monitor closely and anticipate the effects of development and public improvements within adjoining counties upon the unincorporated area.
3. To participate actively in metropolitan forums and task forces involving the exchange of information related to area-wide socioeconomic trends, land use problems and public service delivery concerns.
4. To incorporate applicable and feasible guidelines for growth and development as recommended by the Mid-America Regional Council (MARC) and to weigh the benefits of making development-related decisions consistent with regional programs and planning proposals.
5. To regularly exchange information concerning neighboring local government plans and to communicate with appropriate Federal and State governmental agencies regarding proposed public improvements (e.g., highways), so that improved decisions can be made to affect land use development within unincorporated Johnson County.

following order (additional areas will be addressed as the need for more detailed study is identified):

1. To implement the more specific plan for the orderly development of the eastern portion of the Blue Valley area (Oxford and Aubry Townships).
2. To adopt additional criteria for development proposals lying within the unincorporated area but adjoining, or located within the planning areas of cities that have adopted land use development plans, especially concerning the differences between city and County development standards (e.g., street design and construction).
3. To develop a more specific plan for the orderly development of the K-10 Highway corridor, particularly in the vicinity of the major development which is initiated in the Cedar Creek drainage basin.
4. To study and, if needed, prepare plans for rural area highway interchange landuses and development, plans for coordination of public utility facilities with the needs of development, methods for developer cost-sharing and plans for coordination of capital improvements with the needs of development and other topics as identified through the planning process.

H. SUBJECT AREA: SPECIFIC STUDY AREAS

GOAL: To assure the orderly and appropriate development of those specific geographic locations within unincorporated Johnson County which are currently developing, or are expected to expand, especially those with relatively high residential densities or intensity of land use.

Objectives: To prepare County studies of specific geographic areas, within the overall framework of the Land Use Element of the Comprehensive Plan for unincorporated Johnson County, in the



