

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

Rural Comprehensive Plan

A Plan for the Unincorporated Area of Johnson County

PART 6

K-10 Highway Corridor Area 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

111 South Cherry, Olathe, KS 66061- 3441
(913) 715-2201

Rural Comprehensive Plan

A Plan for the Unincorporated Area of Johnson County

This is Part 6 of the Rural Comprehensive Plan
The Plan is printed in eight parts as follows:

PART 1
The Plan Process, Analysis, Goals and Objectives

PART 2
Supporting Data, Studies and Analysis for the Rural Comprehensive Plan

PART 3
Johnson County Executive Airport
Comprehensive Compatibility Plan

PART 4
New Century AirCenter
Comprehensive Compatibility Plan

PART 5
Blue Valley Area Plan

PART 6
K-10 Highway Corridor Plan

PART 7
Conceptual Land Use Plan, Sunflower Army Ammunition Plant

PART 8
Woodland Road Corridor Plan

TABLE OF CONTENTS - Part 6

**Rural Comprehensive Plan
A Plan for the Unincorporated Area of
Johnson County, Kansas**

K-10 Corridor Plan

	PAGE
SECTION I. INTRODUCTION AND BACKGROUND	1
SECTION II. ANALYSIS	3
SECTION III. GOALS AND OBJECTIVES	5
MAP OF THE K-10 CORRIDOR AREA	2

K-10 HIGHWAY CORRIDOR PLAN ANALYSIS, GOALS AND OBJECTIVES

SECTION I INTRODUCTION and BACKGROUND

This Part 6 of the Rural Comprehensive Plan includes analysis and goals and objectives for the K-10 Highway Corridor area in Johnson County, Kansas.

The original draft of the Goals and Objectives was prepared in 1991 by the Johnson County Planning Office as part of the K-10 Corridor Study. This involved participation by seven cities and two counties including the cities of Olathe, Lenexa, Shawnee, Overland Park, DeSoto, Eudora, and Lawrence, Johnson and Douglas Counties and other parties. The participants approved report on this study.

In 1992, under the direction of the governing bodies of the corridor communities, staff representatives from each community worked together to review and revise the report. The AK10CD received the staff-revised report and held a workshop in April, 1992 to consider it. On September 11, 1992, the Board of Directors of the Association for K-10 Corridor Development, Incorporated, (AK10CD) adopted a comprehensive set of Goals and Objectives to guide the organization's planning efforts in future years. The AK10CD is a non-profit organization of public and private sector representatives working together to promote and guide growth within the Kansas Highway 10 (K-10) corridor.

The Goals and Objectives have been reviewed by the planning and elected bodies in the AK10CD and those jurisdictions have adopted or at least endorsed the Goals and Objectives.

The Johnson County Planning Commission reviewed and discussed these Goals and Objectives for the K-10 Highway Corridor at its meeting on August 31, 1993, and the Planning Commission voted to include them in the Rural Comprehensive Plan when it was reviewed and revised the next time.

The K-10 Corridor Goals and Objectives were included in draft revisions to Part 2 of the Rural Comprehensive Plan. Part 2 of the Plan includes "Supporting Data, Studies and Analysis for the Rural Comprehensive Plan." The Planning Commission held public hearings on certain proposed changes to the Rural Comprehensive Plan on October 26, 1993, and February 8, 1994.

In 1995, the Planning Commission considered the K-10 Highway Corridor Goals and Objectives further and decided to recommend they be adopted as County policy in a new Part 6 of the Plan: The K-10 Highway Corridor Plan.

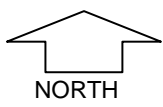
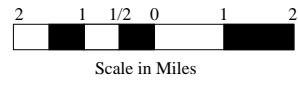
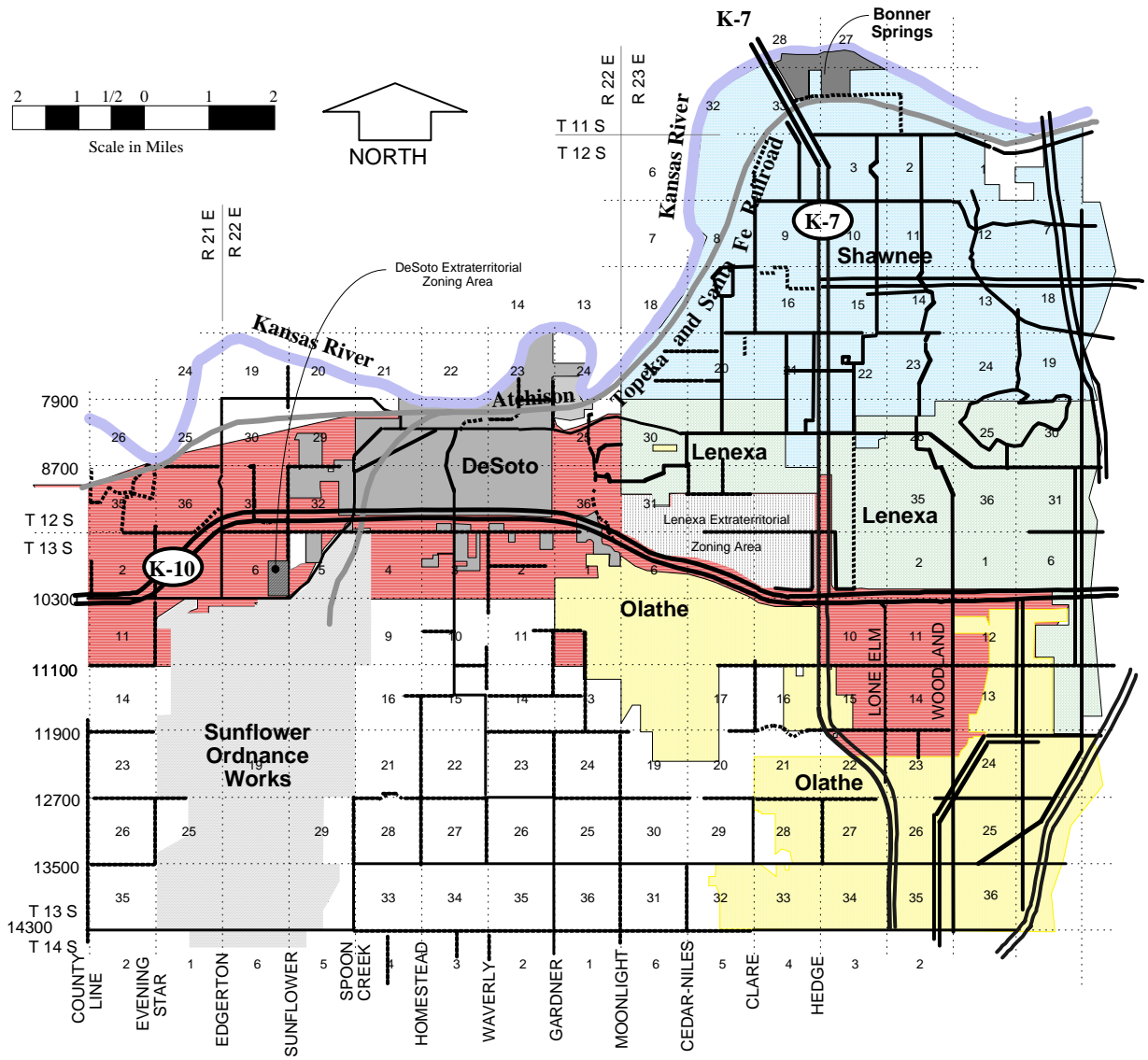
The AK10CD also has drafted "Corridor Design Guidelines" in response to the Goals and Objectives adopted for the corridor. The Johnson County Planning Commission received a summary of those design guidelines at its meeting on May 31, 1994, and at its meeting on June 28, 1994, the Planning Commission voted to consider including the design guidelines in the Rural Comprehensive Plan when it was reviewed and revised the next time. In 1995, the "Corridor Design Guidelines" were added into Part 2 of the Plan for reference and for consideration with respect to future, overall goals and objectives of this Plan. and in support for joint-planning for future land uses and development in this corridor.

Further joint-planning activities should be undertaken to prepare and implement mutually acceptable, coordinated planning for future land uses in the K-10 Highway corridor.

Map 1

Johnson County, Kansas

K-10 HIGHWAY CORRIDOR PLANNING AREA



LEGEND

- Unincorporated Area Roads
- Highways
- Rural Arterial Streets (dust-free surfaced)
- Rural Gravel Roads



SECTION II ANALYSIS

The report on the "K-10 Corridor Study, Douglas and Johnson Counties, Kansas" was completed in April 1991, by the Johnson County Planning Office. The purpose of that study was to:

- A. Obtain a general overview of the existing conditions within the corridor, including:
 1. The corridor's role within the regional economy;
 2. The physical environment;
 3. The transportation system;
 4. The availability of major community facilities and utilities; and,
 5. The location of existing and proposed development.
- B. Obtain a general understanding of the opportunities and constraints to development that exist within the corridor.
- C. Obtain a general understanding of the existing plans and policies of the seven separate jurisdictions that are located within the corridor.
- D. Determine whether or not there is a need or desire on the part of the communities within the corridor to undertake formalized efforts to coordinate future planning for the corridor.

The K-10 Corridor Study reviewed and discussed background topics as follows:

- Transportation Network
- Highway Users
- Regional Trends
- Higher Education
- High Tech Development
- Economic Context
- Regional Scale for Assumptions

The study assessed the K-10 corridor with respect to Traffic and Road Network Characteristics, Demographic and Economic Characteristics, Environmental Features, Existing Land Use and Zoning, and Public Utilities and Services.

The K-10 Corridor Study in reviewing Existing Policies and Plans and discussed Opportunities and Constraints, Existing Plans for the K-10 Corridor, Existing Goals and Objectives, and Options for Long-Range Corridor Development.

Opportunities and Constraints

Opportunities:

1. Connection to Inter-Regional Highway Network.
2. Connection to Kansas City and Lawrence-Douglas County Regional Highway Network.
3. Attractive Business Location.
4. Access to Community Resources.
5. Attractive Residential Location.
6. Opportunity to Plan for Managed Growth.
7. Highway Controls in Place.
8. Environmental Quality.
9. Continuous Growth and Community Planning.
10. Commitment to Cooperation.
11. Available Public Facilities.

Constraints:

1. Independent Community Plans and Regulations.
2. Environmental Protection.
3. Uncoordinated Design.
4. Physical Limitations.
5. Limited Wastewater Control Facilities.
6. Limited Rural Secondary Road System.
7. Limited Public Resources.
8. Diverse Interests.
9. Uncertain Future for Sunflower Army Ammunition Plant.

Existing Plans for the K-10 Corridor:

There is considerable variation in the plans of the five cities and two counties with the corridor focus area. The land use plans of some of the cities overlap and some conflict with the land use plans of the counties for the same areas.

The K-10 Corridor Study summarizes the differences in those plans in 1991 when the report was prepared.

Summary of Existing Goals and Objectives:

The 1991 study noted that it is apparent that the communities served by K-10 recognize the importance of this thoroughfare to their future economic and physical growth. Combined, there are several common development policies contained in these community plans that relate to the highway corridor.

The 1991 study report summarized the policies found in the comprehensive plans reviewed during that study.

Options for Long-Range Corridor Development:

To provide a framework for preparing and evaluating preliminary corridor-wide goals and objectives, the 1991 study examined four alternative general options for development within the corridor. The four options examined were:

Continuation of Past Trends:

Based on the assumption that planning and development would continue to follow the individual city and county comprehensive plans and land use policies then in place. This would result in no single, unified, multi-jurisdictional plan for coordinating design, streets, economic development or the provision of services.

Under this option, some areas would grow and others would not. Overall, the pattern

of growth would include some scattered new residences, some sprawl, and larger developments where infrastructure could be provided.

Concentrated Economic Development:

This option envisions a coordinated, well-funded, multi-jurisdictional economic development program promoting extensive residential, office and advanced technology, and some limited light industrial development throughout the corridor. The primary goal under this option would be to promote development wherever possible.

This option would enable development to occur throughout the corridor where physically feasible, including scattered residential growth, mixed land uses at nearly all intersections, full development of existing business parks and residential projects, and, possibly, some commercial strip development.

Concurrently, implementation of this option would significantly reduce the existing rural character of portions of the corridor and would accelerate exurban growth and the possibility of urban sprawl. With a coordinated program, however, the communities could reduce competition, improve design consistency, and possibly attract valued advanced technology firms or other businesses to the corridor that otherwise might not locate there.

Open Space and Agricultural Preservation:

The comprehensive open space and agricultural preservation option is a stark contrast to the economic development option. Here the primary goal would be to preserve the existing open spaces, rural character, environmental features and natural habitats. The primary coordination between jurisdictions would be to agree to limit all urban-type uses to within cities and

create large minimum lot sizes for the limited rural residential construction allowed outside of a few clustered subdivisions. These restrictions would accelerate infill of existing urban sites and prevent premature development. Agriculture would remain the principal land use for a much longer period under this option.

Urban Concentration/Rural Preservation:

Urban concentration/rural preservation is a combination of the latter two options above. A coordinated economic development and promotion effort would be instituted by the cities and counties, but the rural areas would still be largely preserved. There would presumably be more business development overall, but this development would be limited to the cities. Some development might be allowed outside of the cities, thus potentially disrupting the natural landscape, but such growth would be regulated by a strict growth management plan that would require clustering at nodes and design controls that would limit environmental problems.

Projects would only be approved for sites with adequate infrastructure. A unified system of common general site design policies would be established and applied. The overall goal of this option would be to expand the size and diversity of the local economy, balanced by efforts to conserve and protect the natural environment and preserve the valued rural character of portions of the corridor.

Comparison of Option Impacts:

The K-10 Corridor Study discusses potential Economic, Population, Transportation System, Utilities, Community Facilities, Environmental, Agricultural Land/Open Space and Government/Tax impacts of these options.

SECTION III GOALS AND OBJECTIVES

At least partially as a result of the K-10 Corridor Study, Goals and Objectives have been prepared for the K-10 Highway Corridor. The Goals and Objectives cover eight major issues related to the development within the K-10 Highway Corridor:

1. Economic Development
2. Land Use
3. Agricultural Preservation
4. Natural Environment/Open Space
5. Development Appearance/Image
6. Transportation
7. Minimize Public Expense
8. Coordination

The Association for K-10 Corridor Development, Inc., (AK10CD) has prepared certain goals and objectives for the corridor along Kansas Highway 10 (K-10 Highway) in Johnson County and Douglas County. As outlined above, the Goals and Objectives have been prepared with the participation of numerous persons and have been reviewed by jurisdictions and agencies with interest in the future development of the K-10 Highway Corridor. Those goals and objectives, are included here for consideration with respect to future, overall goals and objectives of this Plan. and in support for joint-planning for future land uses and development in this corridor. Except where cities exercise extraterritorial zoning authority, these goals and objectives are applicable to all unincorporated areas of the K-10 Highway Corridor within the planning area indicated on Map 1 on page 2 of this part of the Plan.

A. K-10 CORRIDOR SUBJECT AREA: ECONOMIC DEVELOPMENT

GOAL: Encourage the attraction, retention and expansion of business while enhancing the surrounding environment to increase employment opportunities within

the K-10 highway corridor and strengthen community economies and tax bases.

Objectives:

1. Capitalize on the relationship of the corridor to the higher education facilities and well-educated labor pool accessible within the region by promoting quality business development along the corridor in strategic locations.
2. Promote the economic advantages of the corridor's convenient access to existing established employment centers.
3. Encourage and support the location of continued business development in existing business and industrial parks within the corridor to take advantage of the existing pool of skilled labor that now resides within the area.
4. Capitalize on the linkage of K-10 Highway to the regional air transportation network by promoting its convenient access to Kansas City International Airport (KCI) and Johnson County Industrial Airport.
5. Support the continued upgrading of individual community services and facilities to promote and attract high quality residential and commercial/industrial development including innovative methods to finance infrastructure to support new development.
6. Prepare a jointly adopted or endorsed economic development plan that may be used by communities within the corridor to coordinate their individual economic and marketing efforts including the reuse of the Sunflower Army Ammunition Plant.
7. Promote the higher educational facilities, business environment and

overall quality of life available within the corridor.

8. The unique role of the Association to supplement existing economic development strategies of area communities should be clarified and expanded to include comprehensive goals and objectives for the K-10 area.
9. The Association should support and participate in the regional "Capital Resources Network".
10. The excellence of area public schools and educational facilities, prevailing business vitality should be the major focus of corridor promotional efforts.

**B. K-10 CORRIDOR SUBJECT AREA:
LAND USE**

GOAL: Prevent sprawl and promote development that is orderly, compatible with one another, and appropriate for the region. Manage land uses to accommodate a full range of uses necessary to strengthen the economic base of the communities served by K-10.

Objectives:

1. General Development
 - a. Development within the corridor should be orderly. Compatibility between land uses should be encouraged.
 - b. High-density or more intensive land uses should take particular care to be designed to blend with the natural character of the environment and enhance the overall appearance of the corridor.
 - c. Whenever practical, development within the corridor should occur where services are already available and preserve as much natural area

and open space as possible to minimize public infrastructure and service costs resulting from sprawl.

- d. New development should respect existing significant natural land forms (hills, ponds, forests, etc.) by either avoiding or enhancing them through imaginative and integrative design.
- e. Before approval is granted for any rezoning within the corridor, applicants should be required to verify that adequate utilities and infrastructure will be available in a timely manner to support permitted new uses. New development should be discouraged where it may create adverse impacts on the capacity and safety of the transportation system.
- f. In cooperation with local and state historic preservation groups, so far as is practical, historic sites, areas or structures should be identified, documented, protected and commemorated for their contribution to local heritage. Development near these features should be sensitively designed to not conflict with them.

2. Non-Residential Development

- a. Commercial development is basically an urban use and only rarely a rural or exurban need. Such development should be limited to clustered locations within or adjacent to municipalities.
- b. It should be a general objective to provide adequate site choices for non-residential uses throughout the highway corridor in planned and appropriate locations with adequate access, services, and infrastructure.

- c. Light commercial and industrial uses, such as research, business parks, light manufacturing and warehousing, should be encouraged to locate within the corridor in areas designated for such activities.

- d. Strip commercial development should be avoided and discouraged from expanding to deter a proliferation of scattered automobile-oriented development.

3. Residential Development

- a. Where allowed, residential development should utilize land conserving techniques such as PUD type design that conserves energy, maximizes open space, and provide recreational opportunities and other amenities.

- b. Residential subdivisions and individual scattered residential lots should be discouraged in agricultural zones.

- c. Where site characteristics warrant it and adequate infrastructure is available, multi-family residences should be allowed. Such developments should be located in cities, near major access points, be of quality design standards, and be adequately buffered from other uses.

- d. A full range of housing choices should be available within the corridor.

- e. The communities within the corridor should consider and strive to "integrate" their comprehensive plans towards the benefit of the corridor as a whole. Existing land uses plans should be updated to reflect the vision of the Association.

- f. The transfer of development rights and/or conservation easements should be explored as viable alternatives to encourage development while protecting lands identified as worthy of preserving in their undeveloped state.
- g. Land uses which are unwanted in the corridor should be explicitly identified by area communities.
- h. The active involvement by the State Historic Society in the identification and preservation of historic sites and/or resources should be solicited by the Association.

**C. K-10 CORRIDOR SUBJECT AREA:
AGRICULTURAL PRESERVATION**

GOAL: Preserve agricultural land with high productivity potential within the K-10 Highway corridor.

Objectives:

- 1. Non-agricultural growth and urban uses should be limited to areas where adequate infrastructure (water, wastewater treatment facilities, roads, drainage and power utilities) are available. Non-farm residential uses should be discouraged in rural areas not served by wastewater treatment facilities. Residential development allowed within these areas should be restricted to platted subdivisions with access to the roads that can adequately support increased traffic loads.
- 2. Agricultural lands with high productivity should be identified and designated to preserve the long-term viability of farm use.
- 3. Proposed non-agricultural development or rezoning requests within agriculturally zoned districts should be adjacent to existing platted

development. Free standing developments should be discouraged unless a need is established and adequate infrastructure is available.

- 4. New development permitted adjacent to existing agricultural lands should be screened and prevented from encroaching on surrounding existing agricultural activities.
- 5. Applicants for development beyond existing corporate limits and adjacent to the highway corridor should provide reasonable documentation showing that similar development sites are not available within corporate limits of the nearby municipalities.
- 6. The preservation of agricultural lands should recognize the rights of property owners to reasonably develop their land for alternative uses consistent with corridor planning standards. The right to continue to farm in the corridor should also be recognized and protected.

**D. K-10 CORRIDOR SUBJECT AREA:
NATURAL ENVIRONMENT/OPEN
SPACE**

GOAL: Preserve and protect the natural environment and the scenic quality of the highway corridor, including flood plains, wetlands and wooded areas.

Objectives:

- 1. Environmental Protection
 - a. Stream valleys and flood plains should be protected and maintained as open space preserves, greenways and parks, as these areas are subject to flooding, require expensive storm drainage systems, and are risky to develop. In general, development within flood plains should be strongly discouraged and limited to

non-structural, recreational or greenway uses.

- b. Individual septic systems should be prohibited from use in areas where there are unsuitable soil conditions.
 - c. Strict enforcement should be imposed for open dumping violations to ensure the K-10 Highway and the surrounding area are free of litter and debris.
 - d. To the extent feasible, natural vegetation and existing mature trees should be preserved on sites to be developed. If vegetation or tree removal is necessary, replacement should be encouraged.
 - e. An environmental audit of the corridor should be undertaken to consider major ecosystems, such as streamways, prairies, heavy timber, etc., in the area.
2. Aesthetics
- a. Areas along K-10 Highway or within the corridor that are of irreplaceable natural or scenic value should be designated as such and prohibited from development. Consideration should be given and strategies encouraged for public acquisition or control of these important and sensitive areas. Two locations for possible consideration are the area near the confluence of Cedar and Camp Creeks along K-10 Highway just west of the Cedar Creek Parkway and Blue Mound in Douglas County.
 - b. Development should be encouraged to maximize the opportunity to preserve and access natural and scenic areas.
 - c. A visual buffer between the K-10 Highway right-of-way (ROW) and the building set-back line should be established to integrate new development with the character of the corridor and to retain open space. This buffered strip should be well landscaped and maintained to enhance the appearance of the corridor and development adjoining the corridor.
 - d. Landscaping and architectural/engineering design treatments should be used to unify, enhance and harmonize the corridor with the adjacent scenic area. Care should be taken, however, to avoid any planting that might create hazards to personal safety or traffic operations.
 - e. Consideration should be given to establishing a roadside park or special boundary marker near the Douglas/Johnson County line to highlight natural and other area features.
 - f. Rock quarries and other mineral extracting industries are important to local development but may pose potential health, safety and visual nuisances and adversely affect surrounding land uses. Such industries should be located in areas where they will have a minimum negative impact. If allowed, they should be adequately screened and buffered from the highway and other adjoining non-industrial land uses and be required to plan for and implement reclamation of these areas as soon as extraction activity has stopped.
 - g. Consideration should be given to renaming K-10 Highway and corridor area to emphasize and

draw attention to the environmental and aesthetic qualities of the area.

- h. A greenway linkage between communities and among land uses should be encouraged. This greenway should also link trails, stream ways and bike paths. Growth should respect natural barriers, such as flood plains, heavy timbered areas, etc.
- i. Open space will largely be preserved as a result of economic factors and/or incentives.

**E. K-10 CORRIDOR SUBJECT AREA:
DEVELOPMENT APPEARANCE
/IMAGE**

GOAL: Enhance the overall appearance and image of the highway corridor by ensuring high quality design standards.

Objectives:

- 1. Development Appearance/ Image, in general
 - a. Consideration should be given to preparing a corridor design guidebook for use by communities along K-10 Highway. Such a guidebook should set forth goals and standards for ensuring a high quality of compatible design that would enhance the general appearance of the corridor. The guidebook could also be used as a reference to identify valuable environmental features and to encourage sensitivity and a general unity of design.
 - b. Consideration should be given to the creation of a special overlay design guidelines for aiding the appearance and orderly development within the corridor. Such guidelines might be jointly

approved and enforced by all the communities within the corridor to include design and development criteria and specifically related to the highway corridor.

- c. A beautification plan along the frontage of K-10 highway and its bridge overpasses should be designed and implemented.
- d. Manufactured homes and any off-site manufactured office-type units should be screened from view of the highway and adjoining secondary roads. Temporary structures should not be permitted within the corridor except those used in conjunction with construction.
- e. All intensive uses, particularly industrial uses, should have minimal off-site impacts including: noise, odor, glare, vibration, and truck and automobile traffic generation. All on-site, outdoor storage should be completely screened from view from K-10 Highway.

2. Community Appearance/ Entries

- a. Each highway interchange to a city should be distinctive with its own easily recognizable and attractive identity. These areas should be treated as gateways or entries to the communities they serve. Special landscaping, architectural or public improvements should be installed to enhance these areas. An investigation should be made along K-10 with KDOT to determine the possibility of adding special landscaping (evergreens, trees, etc.) within the median and ramp areas at highway interchanges.
- b. The entry routes to each community should encourage unified street accessories (street lights,

informational signs, etc.) to create a more orderly appearance and to assist motorists.

- c. The street edge of properties abutting major entry routes into cities should be uncluttered and as maintenance free as possible.

3. Site Design

- a. Buildings adjacent to K-10 Highway or within immediate view of passing motorists should be designed to show sensitivity to the highway traveler. Parking, storage, trash receptacles and other normal rear yard equipment should be screened or out-of-view of the highway.
- b. Permitted commercial and industrial buildings and developments design should blend with or enhance the environment and surrounding area. Adequate safeguards should be provided to protect visual and environmental integrity of abutting properties.
- c. Building setbacks within the corridor should provide for ample space for landscaping, parking, and traffic circulation on the site.
- d. The display or storage of any outdoor goods offered for sale should be restricted to certain locations behind building setback lines. These areas should be adequately screened from K-10 Highway, required to be well-maintained, compatible with surrounding uses and not adversely affect the corridor's overall appearance.
- e. Fenced areas visible to K-10 Highway should be decorative in type of include exterior landscaping

facing the roadway to minimize potential negative impact from extensive or monotonous rows of fences.

- f. To the extent feasible, utilities should not be visible to the highway.
- g. All landscaped areas should be continually maintained and replaced if necessary by more appropriate or suitable materials.

4. Signs

- a. Within cities, near K-10 Highway interchanges, commercial signs visible to the highway should be restricted to prevent the creation of a negative image for the highway corridor. Limitations should be adopted for signs, including number, size, height, illumination and materials.
- b. All billboards should be prohibited from the view of K-10 Highway, a standard already in place for rural interstate highways. Existing billboards should be amortized and eventually eliminated. Advertising media should be restricted to signs on the property where the business advertised is located. Efforts should be made to limit the size and location of such signs.

F. K-10 CORRIDOR SUBJECT AREA: TRANSPORTATION

GOAL: Ensure adequate, safe and efficient traffic service on K-10 highway and on the adjoining secondary road system that serves it.

Objectives:

1. Safety

- a. Access for properties adjoining K-10 Highway should be limited to controlled interchanges. No other

direct vehicular access should be allowed.

- b. The secondary roads serving the corridor should be adequately maintained to handle current traffic demands. Improvements to these roads should be in place before major new development occurs that will significantly increase the use of these roads.
- c. Driveways should be prevented at locations where additional traffic might contribute to or exacerbate a hazardous traffic or road condition. Wherever possible, driveways should be aligned with opposing street intersections. In order to minimize traffic hazards from turning movements, the number of curb cuts allowed on secondary roads should be limited. Property owners should be encouraged or required to share driveways to accomplish this objective.

2. Planning

- a. A long-range planning effort to look at transportation needs and activities should be pursued.
- b. Energy efficiency and conservation should be principal factors in the evaluation of all transportation proposals within the corridor.
- c. Car pooling and other alternatives to single-occupancy automobile use should be encouraged. Safe, adequate, well-screened and well-maintained off-street park-and-ride lots for commuter use should be evaluated and provided where needed and desirable.
- d. Any highway operation or maintenance facilities within the

right-of-way should be adequately screened.

- e. The development of a pedestrian and bicycle path system within or adjacent to the corridor right-of-way should be considered.
- f. The long-range possibility of an inter-city transit system, including existing rail service, to serve communities within the K-10 corridor and the region should be explored. Funding for a demonstration project in alternative and/or mass transit should be pursued.

G. K-10 CORRIDOR SUBJECT AREA: MINIMIZE PUBLIC EXPENSE

GOAL: Minimize the need for and expense of public improvements and maintenance while returning the highest level of service and safety possible for existing and future corridor area development.

Objectives:

1. City comprehensive plans should discourage "leap frog" development.
2. A regional Tax Increment Fund District should be evaluated to fund capital improvements important to the development of the corridor.
3. A legislative agenda should be developed which supports the goals and objectives of the corridor.
4. Encourage Johnson County Community College and The University of Kansas (K.U.) to have appropriate investment along the corridor.
5. Explore the role of state and federal assistance in supporting corridor development.

6. An entity such as the Mid-America Regional Council should/could serve as a coordinator to minimize public expense.
7. Community Capital Improvement Plans should include special consideration for extending or upgrading public improvements within the corridor in a timely manner. Communities should consider developing long-term capital improvement plans in the vicinity of the corridor to encourage area wide coordination.
8. Development proposals in unincorporated areas should ensure limited costs to adjoining communities. Developments that require road improvements or utility costs borne by the community-at-large should be discouraged.
3. A formal mechanism to ensure area coordination needs to be formed. This coordination should address a manner to advise/review/comment on development proposals in the corridor, contain common standards for aesthetics, codes and overlays, etc., and include an implementation plan.
4. Consideration should be given to establishing a multi-jurisdictional advisory group to jointly review and comment on major development proposals or issues within the corridor.
5. A cooperative economic development program within the corridor should be determined. The Association may serve as the organizing body however, any program must be carried out in full cooperation with community's economic development strategies.

H. K-10 CORRIDOR SUBJECT AREA: COORDINATION

GOAL: Accomplish the forgoing goals through cooperative planning by all of the jurisdictions located within the highway corridor to benefit all of the people of Johnson and Douglas Counties, Kansas.

Objectives:

1. A joint program for cooperating in planning and implementing recommendations for the overall improvement of the highway corridor should be established. Cooperation should assure consistency in development standards, street classifications, subdivision regulations and capital improvements for areas located adjacent to the K-10 Highway.
2. School districts in the corridor need to become informed/coordinate/participate with the corridor goals and objectives.

6. A jointly prepared economic development plan should be adopted and endorsed for use by communities within the corridor to coordinate their individual economic and marketing efforts, including the reuse of the Sunflower Army Ammunition Plan and its' adjoining acreage.
7. The joint identification and use of financial resources should be explored including the possibility of multi-jurisdictional funding for infrastructure planning within the corridor.

SECTION IV RELATIONSHIP TO THE K-10 CORRIDOR STUDY

This plan is based in part upon the research, data and analysis contained in the 1991 K-10 Corridor Study. This plan provides further analysis and establishes certain policies, goals and objectives to be considered with respect to land use and development

decisions for the K-10 Corridor Area as identified on the map in this part of the Plan.