K-10 Corridor Study Update

Growing Communities
Working Together

Douglas and Johnson Counties, Kansas
K-10 Corridor Study Update
Growing Communities Working Together

January 2004

Review Participants

The following planning and transportation staffs participated in the review of the K-10 Corridor Study Update. Their participation, however, does not indicate their sanction or endorsement of the study or its conclusions.

City of De Soto
City of Eudora
City of Lawrence/Douglas County
Johnson County
City of Lenexa
City of Olathe
City of Overland Park
City of Shawnee
Kansas Department of Transportation (KDOT)
Sunflower Army Ammunition Plant
Mid-America Regional Council (MARC)

Prepared by
Dean Palos, AICP, Interim Director of Planning
Johnson County Planning, Development, and Codes Department
111 South Cherry Street
Olathe, Kansas 66061
913-715-2200
# K-10 Corridor Study Update

*Growing Communities Working Together*

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Since completion of the original K-10 Corridor Study in 1991, major changes have occurred within this fast-developing regional highway corridor. This Update provides an overview of many of these changes.

**Background**
Completed in 1985, Kansas 10 Highway (K-10 Highway) has become an integral part of the regional transportation system connecting the Kansas City and the Lawrence/Douglas County metropolitan areas. Community leaders within the corridor have long recognized it is in their mutual interest to work together to ensure that development occurs in an orderly manner. This partnership has become even more active since completion of the 1991 study.

Like the original K-10 Corridor Study, this Update is intended as a resource supplement for each community’s comprehensive plan. This Update does not address “where” or “what type” of land uses each community should allow, but instead focuses on “how” development has and should occur to the benefit of all the communities within the corridor.

The boundaries used for this Update are the 33 mile stretch of K-10 Highway from East Hills Business Park in Lawrence to the terminus of K-10 Highway at I-435 near the border of Lenexa and Overland Park. Compared to the overall influence of K-10 Highway on the region, however, these boundaries are narrow.

**K-10 Association**
In conjunction with the preparation of the original K-10 Corridor Study, the K-10 Association, Inc. was established to help implement the report’s recommendations as well as to coordinate marketing efforts and promote quality development within the corridor. Examples of the organization’s accomplishments since its formation in 1989 include:

- Developing and adopting goals, objectives, and a strategic plan for the K-10 Corridor.
- Securing trademark rights for K-10 AMERICA’S SMARTCORRIDOR™.
- Preparing K-10 Technology Plan.
- Installing a K-10 Corridor Monument Sign in Lenexa.
- Preparing K-10 Corridor Design Guidelines.

Further description of the Association and its accomplishments is provided in Part III, K-10 Association.

**Traffic Increases**
Traffic volume has increased significantly on K-10 Highway reflecting a growing linkage between the Kansas City and Lawrence/Douglas County Metropolitan Areas.
• K-10 Highway has experienced more than a 182% increase in average daily traffic (ADT) volume since its completion in 1985. Traffic volume between Lawrence and Kansas Highway 7 (K-7) was 11,855 ADT in 1986 compared to 33,400 ADT in 2002.

• The 2002 ADT on K-10 Highway is greater than the traffic volume carried by the equivalent parallel stretch of I-70, located less than 10 miles to the north. In 1986, the segment of I-70 connecting Lawrence and K-7 Highway (Bonner Springs) had an ADT of approximately 12,000. In 2002, the traffic volume on this stretch of I-70 was 26,115 ADT – 7,285 ADT less than on the equivalent stretch of K-10 Highway.

A more detailed description of traffic data, as well as, other related K-10 Highway transportation information is provided in Part IV, K-10 Highway Transportation.

Corridor Development
Since 1991, along with increases in population, overall development of the K-10 Corridor has increased significantly.

• Well over 2 million sq. ft. of nonresidential development has occurred within a mile of the roadway since 1990.

• Over 1,000 residential building permits have been issued within a mile of the roadway since 1990.

• Approximately 1 million sq. ft. of industrial development is either under construction or on-line for construction within the corridor over the next five years.

In Part V, Corridor Development, of this Update, Table 4 provides a summary of over 125 major developments that have occurred within the corridor since the original K-10 Corridor Study was completed in 1991.

Population Growth
Evidence of the growth within the K-10 Corridor can be easily seen in the increases in population and development that have occurred over the past 10 years.

• The combined population increase from 1990 to 2000 for Johnson and Douglas Counties was 114,196 persons or 26%. This growth accounted for 54% of the State of Kansas’s total population increase for the same period.

• Johnson County’s population increased by 96,032 or 27%, from 355,054 in 1990 to 451,086 in 2000.

• Douglas County’s population increased by 18,164 or 22%, from 81,798 in 1990 to 99,962 in 2000.

If these trends continue, by the year 2010, Johnson and Douglas Counties’ populations may be expected to reach an estimated 550,000 and 120,000 respectively.

The extent of growth is further magnified by the fact that some of the fastest growing large cities in the state are located within the K-10 Corridor:

• Olathe, with a year 2000 population of 92,962, led large Kansas communities in population growth with an increase of 47%.

• Overland Park, with a year 2000 population of 149,080 increased by 33%.

Even the two smaller cities within the K-10 Corridor have grown significantly:

- Between 1990 and 2000 De Soto nearly doubled in population from 2,291 in 1990 to 4,561 in 2000, an increase of 99%.
- Eudora’s population increased 43% from 3,006 in 1990 to 4,307 in 2000.

A more detailed description of the population, as well as housing changes that have occurred, is provided in Part VI, Corridor Demographics.

**Educated Work Force**

Education attainment levels for Johnson and Douglas Counties are some of the highest in the nation.

- More than 40% of both counties’ populations over age 25 have at least a college degree compared to a national level of 26% and over 16% of both counties’ populations have post graduate degrees.
- Both counties have high school graduation levels of approximately 90% compared to a national level of 84%.
- Johnson County ranks No. 7 and No. 6 among the nation’s largest counties in percentage of residents 25 years and older with high school degrees and college diplomas, respectively.

Part VII, Educational and Research Supports, provides a more detailed description of the educational and research support resources available within the corridor.

**Support for Corridor Development**

During the 1990’s a broad range of events and plans were undertaken that present unique potential or support for future development within the K-10 Corridor. Examples of some of these attractions and supporting elements are:

- Closure and potential reuse of the Sunflower Army Ammunition Plant.
- The growth of Cedar Creek Community, a high quality mixed-use development.
- The availability of fiber optics throughout the K-10 Corridor.
- The ample availability of public and private recreational facilities.

A summary of the some of the unique elements and plans that serve as attractions for new development is provided in Part VIII, Support for Corridor Development.

**Community Planning**

Each of the communities has its own plans and guidelines for development within the K-10 Corridor. The following are some examples of these programs:

- Johnson County has updated its Rural Comprehensive Plan to include the K-10 Association Goals and Objectives for the corridor. The County’s plans for the unincorporated area in the vicinity of K-10 Highway call for limited development until adequate infrastructure is available to support it.
• The City of Lawrence and Douglas County have continued to experience residential and commercial development as planned within the vicinity of K-10 Highway; particularly in response to the completion of portions of K-10 Highway west of Lawrence, connecting with I-70.

• The City of De Soto has leased the water treatment facility at the former Sunflower Army Ammunition Plant. This has significantly improved the city’s ability to provide water service to the area near K-10 Highway including the new Intervet animal pharmaceutical facility located adjacent to K-10 Highway.

• Lenexa is continuing with its plans to develop a new town center at 87th Street and Renner Road, north of K-10 Highway. The new center will be a mixed-use development with residential, retail/entertainment, and office uses.

An overview of each jurisdiction’s relevant plans for the corridor is provided in Part IX, Community Planning.

Opportunities and Constraints
The original K-10 Corridor Study contained a section that described the opportunities and constraints to development that existed then. This report provides an update of these opportunities and constraints including:

Opportunities

Connection to Inter-Regional Highway Network
K-10 Highway has become an integral part of the major highway network that serves the Kansas City, Lawrence, and Topeka regions providing an attractive location for businesses and economic development throughout the area served by the highway.

Economic Prosperity
Johnson and Douglas Counties, respectively, rank first and fifth in Kansas economic prosperity according to the 2001 Kansas Strength Index.

Environmental Quality
The corridor possesses a high level of environmental and scenic attributes that are important resources and amenities.

Commitment to Cooperation
Each community along the corridor has expressed an interest in cooperating to coordinate planning, ensure orderly development, and preserve the natural beauty of the area.

Reuse of Sunflower Army Ammunition Plant
The reuse of this 9,065 acre facility has the potential to significantly benefit the entire region as well as the K-10 Corridor.

Constraints

Independent Community Plans and Regulations
Although there are mutually agreed upon goals and objectives for the K-10 Corridor, development along the corridor is still occurring without an overall corridor-wide plan.

Limited Public Resources
The communities within the corridor have limited budgets and staff resources to commit to monitoring or managing development along the highway.

Diverse Interest
The corridor contains a mix of small cities, growing suburbs, new large-scale developments, and long-time resident landowners. This combination of diverse interests often results in conflicting aspirations about the extent and location of growth in the corridor.

Uncertain Future for Sunflower Army Ammunition Plant
The transfer of this facility to a new unknown use could have a potentially adverse affect on the communities within the corridor.

A summary overview of the findings from this report regarding the major factors that will contribute to or influence future development within the corridor is provided in Part X, Opportunities and Constraints.
Conclusions
The findings presented in this Update are not intended to contradict or replace the existing plans or studies of the corridor communities. Instead, this Update is intended to supplement and support efforts to coordinate, manage, and enhance development within the corridor.

Some of the more important issues raised by this Update that all of the communities within the Corridor should continue to address, include:

Sustaining Quality Development
In a regional context, the K-10 Corridor remains an undeveloped corridor available for urban expansion. Nodes of development exist and are expected to increase along the K-10 Highway. At the time of the original K-10 Study, growth forecasts for much of the corridor were for moderate increased development due to the limitations of infrastructure to support it. Since 1991, major new and planned infrastructure improvements have significantly increased the potential as well as likelihood for major new development within the succeeding 10 years and beyond. So far the overall quality of development has been high. As development pressures continue, sustaining this level of quality may become a challenge that each community independently will have to face.

What Stage Now?
The major questions confronting corridor development are ones of timing and staging for alternate patterns of “second phase” growth. For example, given that land consumption rates and infrastructure programs are fairly well established in both the Kansas City region and in Douglas County, is it better to accelerate development along K-10 Highway, in advance of other areas, or is it more efficient to continue the existing gradual pattern of growth? Should certain areas within the corridor be reserved or protected from premature development that might preclude orderly growth?

Sunflower Army Ammunition Plant Reuse
The future reuse of the Sunflower Army Ammunition Plant will have a major impact on the future K-10 Corridor. All of the communities within the corridor have an important interest as well as stake in the redevelopment of this facility. For this reason, it is important that all of the communities should have a role or input in the redevelopment process.

These policy issues show that development within the K-10 Corridor will not only impact the jurisdictions within the corridor, it will also have a significant impact on the entire region. This underscores the need for cooperative long-range planning among all the cities, counties, and other entities in the K-10 Corridor.

It is anticipated that these issues will be addressed jointly by the communities within the corridor in subsequent phases of the project. Working cooperatively, the resolution of these issues will benefit the entire region and the communities directly served by K-10 Highway.
Part II Introduction

Purpose

This report is an update of the 1991 K-10 Corridor Study. This Update summarizes the major changes that have occurred within the corridor over the past ten years and provides an overview of the continued potential for development within this fast growing highway corridor.

The original K-10 Corridor Study included an overview of existing conditions in the corridor and a summary of the opportunities and constraints for future development. It also summarized existing plans and policies for each of the nine separate jurisdictions within the corridor. The 1991 study was prepared by the Johnson County Planning, Development, and Codes Department, in cooperation with Douglas County and the seven cities directly served by the highway - Lawrence, Eudora, De Soto, Olathe, Lenexa, Shawnee, and Overland Park - the Kansas Department of Transportation (KDOT) and the Mid-America Regional Council (MARC).

Figure 1, K-10 and Regional Highway Network, shows the location of K-10 Highway in relation to the regional highway network and the communities it serves.

The original K-10 Corridor Study still serves as a resource supplement for each community’s comprehensive plan. Rather than designate “where” or “what type” of land uses each community should allow, the 1991 study instead provides recommendations for “how” development should occur for quality growth to continue throughout the corridor. The result of this joint effort has been a consensus on the issues to be addressed, as well as a catalyst for further community and private sector cooperation.

The findings from the original study are still relevant and most remain unchanged. This is particularly true of the findings pertaining to the physical environment, the highway itself, and the availability of community facilities and services. While most of the communities within the corridor have updated their individual plans, they have all continued to affirm their commitment to ensuring quality development within the corridor.

Other findings from the original study have changed significantly, particularly the corridor’s role within the regional economy and the extent of development that has occurred over the past ten years. This Update summarizes these major socioeconomic changes and highlights some of the major developments and activities that have occurred since 1991.

The Update includes a separate section on each of the following topics:

- Accomplishments of the K-10 Association
- K-10 Highway Transportation
- Corridor Development
- Corridor Demographics
- Educational and Research Support
- Support for Corridor Development
- Community Planning
- Opportunities and Constraints
Figure 1
K-10 and Regional Highway Network
**Findings**
Along with the information contained in the original K-10 Corridor Study, this Update should be useful to community leaders and public officials as well as to individuals and businesses seeking information about the corridor and its potential for growth.

Like the original K-10 Corridor Study, the communities within the corridor have reviewed this report and input has also been received from the K-10 Association. Copies of the original study and additional copies of this Update are available either from the Johnson County Planning, Development, and Codes Department or from the K-10 Association.

**Background**
Since completion in 1985, Kansas 10 Highway has become an integral part of the regional transportation system connecting the Kansas City and the Lawrence/Douglas County metropolitan areas; enabling both population centers to share such resources as employment, shopping, business, and educational services.

Community leaders within the corridor have long recognized that it is in their mutual interest to work together for orderly growth. No single county or city can accomplish this alone as each jurisdiction has its own separate development plans and regulations. Inconsistency and lack of coordination, if not appropriately addressed, can result in conflicting land uses, inefficient public expenditures, or even strained civic relationships and hostile competition between neighboring communities.

Over the past ten years, the public and private sectors within the corridor have worked together to ensure that development occurs in an orderly manner, thus enhancing the existing quality of life while supporting the continued potential for economic expansion throughout the corridor.

**NACo 1997 Achievement Award**
In 1997, Johnson and Douglas Counties and the K-10 Association received a National Association of Counties (NACo) “Achievement Award” as a model of inter-jurisdictional cooperation in recognition of their combined efforts to promote and manage quality growth within the K-10 Corridor. The award states:

“*The program illustrates the effectiveness of working together to simultaneously accomplish the goals of orderly growth and sound economic development. A voluntary effort, the program demonstrates the kinds of activities and projects that communities and the private sector can undertake together to establish and sustain a commitment to quality development within a rapidly growing highway corridor.*”

**Study Area Boundaries**
The study area boundaries used for this Update have been extended beyond the original K-10 Corridor Study boundaries, which were 29 miles from the east edge of Lawrence (near East Hills Business Park) to the K-10/K-7 interchange. The boundaries used for this Update have been expanded to 33 miles, or from East Hills Business Park to the terminus of K-10 at I-435 near the border of Lenexa and Overland Park. The new 33-
mile study area boundaries, however, are still generally narrow compared to the overall influence of K-10 Highway on both the Kansas City and Lawrence Metropolitan Statistical Areas (MSA).

**Focus Area**
Because of the difficulty in defining the actual physical limits of the highway’s influence, the focus of the Update, like the original K-10 Corridor Study, is on the area generally within one to two miles of K-10 Highway, described as the “Focus Area.” This segment of the highway connects Johnson and Douglas Counties and includes portions of the cities of Lawrence and Eudora in Douglas County and De Soto, Olathe, Lenexa, and Overland Park in Johnson County.

Although outside of the Focus Area, this Update also includes a brief discussion of the new 9-mile segment of K-10 Highway that connects I-70 northwest of Lawrence to U.S. Highway 59 in south Lawrence near the Wakarusa River. Completed in 1997 and known as part of the planned 14-mile South Lawrence Trafficway (SLT), this 9-mile segment is not included in the Focus Area because it is outside of the primary linkage that exists between Douglas and Johnson Counties. Therefore, for the purpose of this Update the term, “K-10 Highway Corridor,” refers only to the 33-mile segment between eastern Lawrence and I-435.

Figure 2, K-10 Highway Corridor, shows the corridor from Lawrence to just east of the K-10/I-435 interchange. The Focus Area is the area generally within one to two miles of K-10 Highway.
Part III: K-10 Association

K-10 Association
Formerly known as the Association for K-10 Corridor Development (AK-10CD), the K-10 Association, Inc. was formed in 1989 as an independent nonprofit corporation to support and promote orderly development within the corridor and to help implement the original K-10 Corridor Study recommendations.

The K-10 Association is comprised of members from the public and private sectors including representatives from each jurisdiction within the corridor, the University of Kansas, Johnson County Community College, local utility providers, and major property and business owners within the corridor and throughout the region.

The Association’s vision statement reads:

To promote the development of the K-10 Corridor into a showcase 21st century community...where people will want to live, work, and play—an area of the region characterized by well-organized, highly aesthetic communities supported by ample green space, commercial services, and cultural amenities.

K-10 Association Accomplishments
Since its inception, the K-10 Association has undertaken a number of activities to promote quality development within the corridor. The following is a summary of some of the K-10 Association’s accomplishments over the past ten years.

Goals and Objectives
As its first major accomplishment, the K-10 Association created the preceding mission statement and a separate set of goals and objectives for the corridor. The goals and objectives include specific recommendations for further cooperation in the areas of land use planning and urban design, economic development, and environmental protection. In 1993, the K-10 Association’s document was adopted and is still used by all of the communities within the corridor. Appendix A contains a copy of the K-10 Corridor Goals and Objectives.

Strategic Plan
In 1992, the Association prepared a strategic plan for the corridor that set forth specific recommendations for stimulating development and managing quality growth. Many of the recommendations have been accomplished, including the preparation of corridor design guidelines and an environmental inventory described further in this report.

K-10 Corridor Design Guidelines
In 1993, with a $10,000 grant from Southwestern Bell and in cooperation with the Johnson County Planning Department, the consulting firm of Ochsner Hare & Hare was retained by the K-10 Association to prepare design guidelines for the corridor. The K-10 Corridor Design Guidelines have been approved and are now in use by all of the communities within the corridor. Since adoption, these guidelines have been applied in numerous cases by individual communities to upgrade the appearance of development proposals. Appendix B contains a summary of this document.

K-10 AMERICA’S SMARTCORRIDOR™
In 1996, the K-10 Association secured trademark rights to the slogan K-10 AMERICA’S SMARTCORRIDOR™. This trademark characterizes the corridor as a location for high-tech development that includes Southwestern Bell, Sprint...
Corporation, and Honeywell. Development within the corridor is supported by the following: 1) infrastructure that includes fiber optics, 2) a highly educated work force, and 3) the location of the University of Kansas, Johnson County Community College, and Haskell Indian Nations University. See Appendix C for SMART-CORRIDOR summary.

**K-10 Corridor Technology Plan**

Under the leadership of the K-10 Association, a consultant was retained in 1998 to prepare a comprehensive *K-10 Corridor Technology Plan* for the K-10 communities. The purpose of this plan is to assist in making the area a SmartCorridor in everyday life and business – to enable communities within the corridor to thrive and succeed in the digital age. The plan describes how the communities and institutions can better work together to provide businesses and citizens with the best technology infrastructure, or “infostructure,” to enhance the long-term economic, educational, and medical opportunities and quality of life for all citizens, businesses, and institutions located within the corridor.

Funding assistance for the project was provided by Johnson County, the University of Kansas, Johnson County Community College, Southwestern Bell, and Sprint.

**Monument Sign**

In 1997 the K-10 Association initiated efforts to design monument signs to identify the K-10 Corridor and enhance the image of the corridor as a location for high-tech development. The signs feature the K-10 Association’s new trademark, K-10 AMERICA’S SMART CORRIDOR™.

**K-10 Technology Plan Objectives**

- Ensure a telecommunications infrastructure to intra- and Internet services for businesses, communities, and schools.
- Ensure the widest possible reach of these services as soon as possible.
- Support the greatest diversity of technological alternatives.
- Plan for a seamless telecommunications system that accommodates future innovations in all segments of the corridor.
- Identify partnership opportunities between public, private, and non-profit sectors to achieve enhanced efficiency and opportunity.

In 2001, the first sign was installed near the K-10/I-435 interchange in Lenexa. Another large sign is proposed for Lawrence in a location yet to be finalized. Over $100,000 in funding for these signs has been committed by Johnson and Douglas Counties and the cities of Lenexa and Lawrence. Private contributions in the form of labor, materials, and money are used to complete the funding of the project scheduled for completion in 2003. Smaller and individualized versions of the signs are proposed for installation at the entries of each of the other cities along K-10 Highway.
Utility Directory
Information about the general availability of utilities within the K-10 Corridor was made available in 1992 upon publication of the *K-10 Corridor Utility Service Directory*. The Directory was prepared jointly by the Johnson County Planning Department and Southwestern Bell. It provides maps showing the general service area boundaries for water, sanitary sewers, gas, electric, and telephone services within the eastern and western portions of the corridor. Addresses, phone numbers, and contacts for each utility are provided, along with similar information for the various planning officials and chamber of commerce representatives of each community within the corridor.

Natural Areas Inventory of the K-10 Corridor
A Natural Areas Inventory of the K-10 Corridor identifies areas within the corridor of significant environmental sensitivity such as wetlands, forests, and natural habitats. The inventory was funded by $15,000 from the K-10 Association and prepared in 1996 by the Kansas Biological Survey of the University of Kansas. The inventory identifies scenic areas to be preserved and the locations of endangered species such as bald eagles that are often seen in the corridor. This study is used to review development proposals within the corridor. Appendix D contains a summary of this document.

Plan Review Cooperation
Since adoption of the K-10 Corridor goals and approval of the highway corridor design guidelines, many of the communities within the corridor have worked together to voluntarily review and share comments on development proposals within the corridor. This cooperation has significantly improved coordination and the quality of new and potential development.

Quarterly Association Meetings
The K-10 Association meets quarterly to discuss corridor business and to update members on current and future activities related to development. These sessions are held in different locations within the corridor and are intended to apprise members of current issues and to further efforts for cooperation and coordination.

Recognition Awards
Beginning in 1995, the K-10 Association has annually recognized individuals and projects that have contributed to the improvement of the K-10 Corridor. A Service Award is given to individuals who have significantly contributed to the goals and objectives of the Association. A Development Award is given to projects which have enhanced the quality, image, and reputation of the K-10 Corridor.

Sunflower Army Ammunition Plant Redevelopment
The K-10 Association has been active in its support of the redevelopment of the 9,065 acre former Sunflower Army Ammunition Plant located adjacent to the City of De Soto, just south of K-10 Highway. The Association has hosted numerous meetings, including a summit of local leaders and government officials, to discuss and make recommendations regarding the reuse of the facility. The Association’s position statement on the facility’s reuse is included in this Update in Part VIII, Support for Corridor Development, under the discussion of the Sunflower Army Ammunition Plant.

LabOne in Lenexa – winner of the K-10 Association 1999 Development Award
Part IV: K-10 Highway Transportation

The quality of transportation access may perhaps be the single-most important influence on the extent, pattern, and rate of development within any locale, including the K-10 Corridor. The following is a summary of some of the significant transportation changes that have occurred within the corridor over the past ten years and those that are being planned.

K-10 Highway
K-10 Highway is the principal transportation route connecting Lawrence and Johnson County. The highway passes through a predominately scenic rural area providing direct access to the seven rapidly growing cities that adjoin it and to the Kansas City metropolitan area highway network (including I-35, I-435, and K-7 Highway). K-10 Highway also provides indirect access to I-70, I-470, and to U.S. Highways 69 and 169.

The present K-10 Highway was designed as an upgrade of the original K-10 Highway that was a narrow two-lane State Highway that began in eastern Johnson County as Shawnee Mission Parkway. Old K-10 Highway passed west from there through the cities of Shawnee and De Soto and provided direct access to the Sunflower Army Ammunition Plant. From there the road proceeded west through Eudora and finally terminated at 23rd Street in Lawrence. Remnants of the old highway are still in use as Midland Drive in Shawnee; 83rd St. in Lenexa and De Soto; Lexington Ave./103rd Street in De Soto; and Douglas County Road 442, which passes through Eudora and terminates at East Hills Business Park at Noria Road in Lawrence.

The new K-10 Highway, east of Noria Road, which began construction in 1971, is designed to interstate freeway standards. K-10 Highway has four 12-ft. wide lanes; 60-ft. wide grass medians; minimum 300 ft. rights-of-way (ROW); and controlled access through the use of interchanges. Since the 1991 K-10 Corridor Study, the 65 mph speed limit on K-10 Highway has been increased to 70 mph. As the highway approaches eastern Lawrence, it becomes part of the city’s arterial street system (East 23rd Street) with less restricted access and lower speed limits.

A 9-mile extension of K-10 Highway, known as the South Lawrence Trafficway (SLT), has already been completed around the western edge of Lawrence. Another five- to six-mile segment planned for the southern portion of Lawrence will be discussed in a following section.

Traffic Counts
The Average Daily Traffic (ADT) volume on K-10 Highway between Lawrence and K-7 Highway has nearly tripled since the completion of the roadway in 1985 (11,855 ADT in 1986 compared to 33,400 ADT in 2002). On average in 2002, approximately 7,285 more vehicles traveled daily along K-10 Highway west of K-7 Highway to Lawrence compared to the equivalent stretch of I-70 to the north.

Figure 3, K-10 Traffic Volume, 1988 and 2002, shows the changes in ADT that have occurred by road segment in 1988 compared to 2002. Over this 15-year period, the average ADT increase for the 13 road segments was 92%. The largest single percentage increase was the segment between the K-10/K-7 interchange and Cedar Creek Parkway, which increased 110% (from 15,855 ADT in 1988 to 33,400 ADT in 2002).

Table 1, K-10 Highway and I-70 Average Daily Traffic (ADT) Comparison, compares traffic volumes along K-10 Highway (west of the K-7 Highway interchange) to traffic volumes on I-70 (west of the K-7 Highway interchange at Bonner Springs) from 1988 to 2002.
Figure 3
K-10 Traffic Volume, 1988 and 2002

Average Daily Traffic (ADT) Volume Between Interchanges

1988 Counts
2002 Counts

Interchange

Lawrence

Doug Co 442

Doug Co1060

Doug Co 1057

Eudora

Doug Co 442

13,350
25,950

13,330
24,000

13,600
24,900

13,775
26,000

DeSoto

Edgerton Rd

76th St

13,270
25,600

13,780
28,800

13,890
28,900

15,880
33,400

Ramm Rd

22,600
41,000

26,230
48,800

24,640
43,700

Woodland Rd

Cedar Creek Pkwy

Olathe


Shawnee

Wyandotte County

Leawood County

Johnson County

Douglas County

Kuwait River

Figure 3
K-10 Traffic Volume, 1988 and 2002

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Lawrence

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15,880
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Ramm Rd

22,600
41,000

26,230
48,800

24,640
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Woodland Rd

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Kuwait River

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Lawrence

Doug Co 442

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Eudora

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13,350
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24,900

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13,270
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Leawood County

Johnson County

Douglas County

Kuwait River
Table 1
K-10 Highway and I-70 Average Daily Traffic (ADT) Comparison

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<td>I-70</td>
<td>West of K-7 Hwy. Interchange</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>14,794</td>
<td>20,580</td>
<td>25,160</td>
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<td>K-10 Highway</td>
<td>West of K-7 Hwy. Interchange</td>
<td>15,880</td>
<td>22,930</td>
<td>29,565</td>
<td>33,400</td>
<td>17,520</td>
</tr>
</tbody>
</table>

Source: Kansas Department of Transportation

Although K-10 Highway traffic volumes are higher east of K-7 Highway to I-435 (49,800 ADT in 2002), traffic counts west of K-7 Highway are more representative of the commuting traffic volume between Lawrence and suburban Johnson County.

Figure 4, I-70 and K-10 Average Daily Traffic Increase, provides a graphic depiction of the differences in traffic volume and traffic increases along equivalent stretches of I-70 and K-10 Highway between Lawrence and K-7 Highway.
Commuting Patterns
Although an estimate of workforce commuting patterns specifically for K-10 Highway is not available, estimates are available for the number of workers commuting between both Johnson and Douglas Counties, regardless of the route (e.g., K-10 or 1-70) used. Based upon findings from the 2000 U.S. Census, the majority of residents in the Focus Area do not work in the cities they live in. Figure 5, Percentage of Population Working in City of Residence, 2000, shows that a majority of workers commute to other areas. Lawrence is the only city in the Focus Area to have a majority of its residents working in the city (73%) rather than commuting to another area (27%). As a whole, approximately 25% or one out of four Douglas County residents commute out of the County. According to the 2000 U.S. Census, of the 13,082 Douglas County residents that commute to work outside of Douglas County, 5,578 (43%) commute to work in Johnson County. Although it is not certain which routes these Douglas County workers use to commute to Johnson County, it may be assumed that a very large number of them use K-10 Highway.

In comparison, according to the 2000 U.S. Census, 68% of Johnson County residents work within Johnson County and only 1,462 Johnson County residents commute to work in Douglas County.

In Johnson County, the City of Shawnee has the highest percentage of commuters at 84%; only 16% of its residents work within the city. Overland Park and Olathe have the lowest percentage of commuters in Johnson County at 59% and 66% respectively.

A 2001 Kansas Department of Transportation (KDOT) origin-destination study conducted in Lawrence for the proposed SLT found that the most common trip purpose (49%) on K-10 was “to or from” work, and that 48% of those surveyed make the same trip five times a week.

Traffic counts taken as part of the study found that 96% of traffic recorded was by passenger vehicles and 4% was by commercial vehicles.
Commuting Travel Time

The 2000 census shows that Johnson county workers spend more time getting to work than Douglas County workers. Figure 6, Commuting Time for Workers in Focus Area, 2000, shows that the highest percentage (38%) of workers in Johnson County commute 10 to 19 minutes to work, and the second highest percentage (27%) commute 20 to 29 minutes. In Douglas County, the highest percentage (40%) of the workforce commutes 10 to 19 minutes, and the second highest percentage (19%) commutes 5 to 9 minutes. Douglas County, however, has more than 10% of its commuters who spend more than 45 minutes to get to work, compared with 5% in Johnson County.

Table 2, Average Travel Time to Work, shows that residents over 16 years old in Johnson and Douglas Counties and the cities in the Focus Area share a comparable average travel time to work. The average travel time for Johnson County residents is 20 minutes, and Douglas County’s is 19 minutes. Among the Focus Area Cities, Lawrence has the lowest average travel time (18 minutes) and De Soto has the highest (24 minutes).

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Minutes to Work</th>
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<tbody>
<tr>
<td>De Soto</td>
<td>23.5</td>
</tr>
<tr>
<td>Eudora</td>
<td>22.8</td>
</tr>
<tr>
<td>Olathe</td>
<td>21.0</td>
</tr>
<tr>
<td>Shawnee</td>
<td>20.6</td>
</tr>
<tr>
<td>Lenexa</td>
<td>20.1</td>
</tr>
<tr>
<td>Overland Park</td>
<td>19.5</td>
</tr>
<tr>
<td>Lawrence</td>
<td>18.4</td>
</tr>
<tr>
<td>Johnson County</td>
<td>20.2</td>
</tr>
<tr>
<td>Douglas County</td>
<td>19.4</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000
Transportation Plans and Improvements

Since 1991, there have been several studies and plans to expand K-10 Highway as well as how to better utilize it and how to connect new roadways. The following is a summary of these plans.

South Lawrence Trafficway (SLT)
The SLT was conceived nearly 15 years ago as a 14-mile extension of K-10 Highway to by-pass Lawrence on the south and west and to connect with I-70 near Lecompton. KDOT completed the first phase of construction from I-70 to U.S. Highway 59 (Iowa Street) in 1997. This new two-lane roadway was constructed with limited access and sufficient right-of-way for two more lanes to be added when warranted. A scenic pedestrian and bicycle trail has been constructed near the roadway. This 9-mile portion of the project was completed with $10.4 million in federal funds.

The final phase of the SLT project is to construct a new roadway that connects the new partially built interchange at K-10 Highway and U.S. Highway 59 (in south Lawrence) to the existing K-10 Highway just east of East Hills Business Park.

In June 1997, opponents of the project forced an injunction to be placed on construction of this final phase of the SLT. The ruling required the completion of a Supplemental Environmental Impact Statement (SEIS) before work could continue on the remaining eastern portion of the project.

Opposition was prompted by concerns of local residents and representatives of Haskell Indian Nations University about the impact of a proposed 31st Street alignment adjacent to university property. Additional opposition came from those concerned about the potential adverse impacts of the alignment on the Baker Wetlands, formerly part of Haskell property.

In the summer of 2001, KDOT officials proposed the possibility of additional alternative southern alignments. One alignment, approximately 330 - 400 feet south of 31st Street, might have less impact on the Haskell campus, but would likely have a more direct impact on the Baker Wetlands to the south.

The second KDOT alternative for further consideration is a possible route to be located south of the Wakarusa River. Previously, this route had not been considered a viable alternative because of the added expense of having to build two bridges and the possibility of additional adverse impacts on the Wakarusa River flood plain.

A 404 Permit from the U.S. Corps of Engineers is required before any construction within a wetland can occur. Completion of the review for such a permit for one of these alignments may be reached by the end of 2003.

21st Century Corridor Study

In 1995, the Johnson County Board of County Commissioners voted to conclude further consideration of efforts to build a proposed controlled-access, 4-lane highway known as the “21st Century Parkway.” The proposed parkway would have been located in the southern and western portions of the County and was intended to encircle the developed area of the County, thus connecting major highways such as K-10 Highway, I-35, arterial roads, and existing and future development nodes.

Recognizing the need to continue planning for transportation service to this growing area, Johnson County Commissioners directed County staff to “seek an alternative strategy for addressing the future transportation needs of Johnson County.” In response, County staff recommended maximizing the utility of the existing section line arterial road system and pursuing a “multi-modal” approach to be known as the Comprehensive Alternative Road Network Plan that is discussed below.
Comprehensive Alternative Road Network Plan (CARNP)
The overriding goal of the CARNP was to achieve a consensus as to the need and location of future road improvements to be implemented within the next 20 years. Since the County's approval of CARNP in 1998, the plan has provided a comprehensive designation of section line roads or corridors to be upgraded, the extent and type of roadway improvements needed, a tentative schedule, and strategies to protect the utility of these designated routes, including the possible acquisition and control of future rights-of-way before actual construction is scheduled to begin.

In 1999, Johnson County retained a consultant to assist with the further refinement of CARNP for the northwestern portion of the county, including the K-10 Corridor. The purpose of this CARNP Northwest Corridor Study was to recommend routes for a new north/south and a new east/west arterial. The two routes approved by the Board of County Commissioners in July 2002 were:

**Kill Creek Road**
The new north/south route would ultimately be constructed as a parkway with four lanes and a right-of-way of 150 - 200 ft. The new north/south route would extend from the existing K-10/Kill Creek Road intersection south to 151st Street, near the city of Gardner. To minimize home displacements, the northern portion of this route would be built approximately 1/4 mile west of existing Kill Creek Road from K-10 Highway to approximately 119th St. where the proposed route would realign with the existing Kill Creek right-of-way.

**111th Street (College Boulevard)**
The alignment proposed for this east/west route is to extend 111th Street from the west boundary of Olathe west through the Sunflower Ammunition Plant property to the Johnson/Douglas County line. The new extended arterial would ultimately be constructed as a four-lane arterial with a right-of-way of 120 feet. The improvement of either or both of these roadways over the next 20 years will significantly improve transportation access, convenience, and safety within this portion of the K-10 Corridor. In particular, the improved connection between K-10 Highway to New Century AirCenter and to I-35 should increase the opportunity for economic growth throughout the corridor, particularly for the cities of De Soto and Gardner. Over time, the improvement of these roadways may also serve as alternative relief routes for some of the traffic on K-10 Highway.

No specific schedule has been set for the construction of either of these proposed road improvements. CARNP, however, anticipates that both roads will be needed by the year 2020.

**Bicycle Transportation Plan**
In 1996, Johnson County and Wyandotte County together prepared a joint Bicycle Transportation Plan that was undertaken in coordination with a similar plan prepared by the Mid-America Regional Council (MARC) for the five counties on the Missouri side of the metropolitan area. The goal of the Bicycle Transportation Plan was to increase opportunities for pedestrians and safe bicycling. This plan includes recommendations for the location of future bicycle facilities, guidelines for design, inter-jurisdictional cooperation, education for bicyclists and motorists, programming, scheduling, and funding.
The plan also recommends numerous improvements within the K-10 Corridor such as establishing a bicycle route between Lawrence and Johnson County using portions of the old K-10 Highway alignment or portions of the K-10 Highway right-of-way. Other recommendations within the corridor are for off-road bicycle trails from the new Kill Creek Park to the Kansas River and a similar trail system along Cedar Creek from Olathe Lake to the Kansas River.

In 2003 MARC prepared K-10 SMART Trail, a bicycle and pedestrian trail feasibility study for connecting Johnson and Douglas Counties. The feasibility study identifies a proposed routing plan for an approximately 17-mile off-road bicycle and pedestrian facility to be located within the right-of-way of K-10 Highway. The proposed trail would include several links with other existing and planned trails in both counties.

**K-10 Corridor Transit Study**

In 1996, a study completed by the University of Kansas (KU) urban planning graduate students examined the potential for providing mass transit service or other alternative modes of transportation for Johnson County residents to the KU campus in Lawrence. The study provided information on improving access to the KU campus and for ways to reduce the growing volume of traffic on K-10 Highway. The study estimated that there are approximately 4,000 students commuting regularly from Johnson County to the KU campus in Lawrence.

The study found that although costly and potentially complex to implement, establishing a transit bus service between KU and Johnson County could help alleviate many commuting needs; it could also possibly reduce peak hour traffic congestion on K-10 Highway. Preliminary discussions by Johnson County and Lawrence transportation officials have been held, but adequate staffing and funding have not been available to conduct more conclusive studies of the potential for this type of service.

The study also found that a well-publicized and coordinated ride-sharing program may offer the least costly, as well as the most viable, opportunity for commuting students and faculty. A survey conducted by the students found general support for a ride-sharing program among the students surveyed.

In 2003, MARC, in conjunction with Johnson County Transit and other area transit providers completed “Smart Moves,” a comprehensive transit service plan for metropolitan Kansas City. The plan envisions a network of regional and local transit centers connected by three service types including “Freeway Flyers” that would provide K-10 corridor commuters peak hour express service between Lawrence and Johnson County. MARC is now actively promoting the Smart Moves Plan but no specific schedule of funding sources have been established.

**Lawrence – Access Management Plan**

In the winter of 2001, the City of Lawrence undertook a study of Access Management for K-10 Highway along 23rd Street from Noria Road to Iowa Street. The plan included recommendations for improving traffic flow and safety along this major arterial while maintaining adequate access to abutting properties. The Plan has been completed, and road improvements such as widening portions of 23rd Street between Massachusetts and Harper Streets have already been made.
**Part V: Corridor Development**

**Building Permits**

Development within the highway corridor has increased significantly since the completion of the K-10 highway in 1985. Well over one million square feet of nonresidential development has occurred since 1985 within one to two miles of either side of the highway, and over 1,000 residential building permits have been issued within the same area since 1990. Another, approximately, one million square feet of industrial development within the corridor is on-line for construction over the next five years.

The largest number of residential building permits issued over the ten-year period between 1991 and 2000 was by Overland Park (17,978), followed by Olathe (12,396), Lawrence (7,981), Shawnee (5,382), and Lenexa (3,425). Eudora and De Soto issued 412 and 338 building permits respectively over the same period. Combined, all seven cities within the corridor issued a total of 47,912 residential building permits during this period. This is equivalent to an average of nearly 4,800 residential permits issued annually by the cities directly served by K-10 Highway.

Table 3, Residential Building Permits, 1991-2000, K-10 Corridor Cities, shows the number of single and multi-family residential building permits issued by each of these cities.

**K-10 Corridor Development Summary, 1991-2001**

Many new major developments and activities have occurred within the corridor since the original K-10 Corridor Study in 1991. Table 4, K-10 Corridor Focus Area Major Development Activity Summary Since 1991, identifies over 125 of these developments.
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<thead>
<tr>
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<tr>
<td><strong>Overland Park</strong></td>
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<tr>
<td>Single Family</td>
<td>5,886</td>
<td>5,554</td>
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<tr>
<td>Multi-Family</td>
<td>1,231</td>
<td>5,307</td>
<td>6,538</td>
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<tr>
<td>Total</td>
<td>7,117</td>
<td>10,861</td>
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<td><strong>Olathe</strong></td>
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<tr>
<td>Single Family</td>
<td>3,536</td>
<td>5,935</td>
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<tr>
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<td>1,304</td>
<td>1,621</td>
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<tr>
<td>Total</td>
<td>4,840</td>
<td>7,556</td>
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<tr>
<td>Single Family</td>
<td>2,022</td>
<td>1,741</td>
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<tr>
<td>Single Family</td>
<td>691</td>
<td>904</td>
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<tr>
<td>Multi-Family</td>
<td>400</td>
<td>1,430</td>
<td>1,830</td>
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<tr>
<td>Total</td>
<td>1,091</td>
<td>2,334</td>
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<tr>
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<td>152</td>
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<td>170</td>
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<td>Total</td>
<td>18,939</td>
<td>28,973</td>
<td>47,912</td>
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</table>

*Source: Home Builders Assn. KC, and Cities of Lawrence and Eudora*
Table 4  
K-10 Corridor Focus Area  
Major Development Activity Summary Since 1991

1991

- Cedar Creek Community issues over 100 building permits and completes construction of a new racquet and swim club.

- Hunt Midwest begins operating a rock quarry near K-10 Highway south of De Soto.

- Intech Business Park opens in Eudora with the completion of M-PACT Worldwide Management Corporation. M-PACT combines its manufacturing operations with Orthopedic Casting Laboratories (OCL) and Martin Medical becoming one of the leading manufacturers of cast application and cast removal products.

- Engineered Air, a division of Airtex Inc., a Canadian-owned air conditioning and heating manufacturer, opens a new 32,000 sq. ft. facility in De Soto.

- Development begins on the 213-acre Corridor 10 Commerce Park, a rail-served business park north of K-10 Highway in De Soto.

- Development begins on Winchester Estates and Prairie Estates residential subdivisions in Eudora.

- LRM Asphalt begins operation in Lawrence adjacent to K-10 Highway (across from the East Hills Business Park).

1992

- Twin Oaks driving range and miniature golf course opens in Douglas County adjacent to K-10 Highway, between Lawrence and Eudora.

- Mallinckrodt Veterinary occupies a building located in the East Hills Business Park.

- McDonald’s restaurant opens in De Soto, adjacent to K-10 Highway.

- Falcon Valley (formerly Woodland Hills) with 438 lots begins construction in Lenexa, on Woodland Road, north of K-10 Highway.

1993

- The University of Kansas Regents Center moves to a 36-acre site known as the Edwards Campus at 127th and Quivira. This extension of the University of Kansas has an enrollment of over 2,100 students and offers degrees in education, business administration, civil engineering, English, and biology.
• Haskell Indian Junior College in Lawrence is renamed “Haskell Indian Nations University” after it receives accreditation to offer a Bachelor of Science degree in elementary education. The university was founded in 1884 and became a junior college in 1972.

• Sunflower Army Ammunition Plant announces a major reduction in operation.

1994

• MCNB Bank, now TeamBank, opens in Corridor 10 Commerce Park in De Soto.

• The Garage Door Group, Inc., now Amarr Garage Door, begins a $4.5 million, 76,000 sq. ft. expansion to its existing 120,000 sq. ft. manufacturing facility located in East Hills Business Park since 1989.

• Construction begins on Riverview Golf Course, an 18 hole public course, located west of Eudora adjacent to the south side of the Kansas River.

• The first portion of the realigned 95th Street east of Woodland Road is completed, and the street is renamed Prairie Star Parkway.

1995

• Cedar Valley Health Care and Valley Parkway Animal Clinic locates in the North Lake Center in the Cedar Creek Community.

• The 9 million gallon per day (mgd) Mill Creek Wastewater Treatment Plant comes online and extension of new sanitary sewers enables major new development to occur within the Mill Creek watershed in Shawnee, Lenexa, and Olathe.

• Falcon Ridge subdivision in Lenexa begins construction.

• Sealright packaging company, now Hutamaki Van Leer, completes construction of a new $20 million, 440,000 sq. ft. manufacturing plant and headquarters in De Soto in Corridor 10 Commerce Park. The plant manufactures paperboard packaging such as food containers and employs over 300 people.
• Astor Universal constructs a facility in the East Hills Business Park for the manufacturing of hot stamping foil.

• Nazdar, a manufacturer of silkscreen ink, begins operation at Perimeter Park on K-7 Highway, just north of K-10 Highway.

• Sac’s, a wholesale distribution warehouse, begins operation at Eudora’s Intech Business Park.

• Communicolor occupies a new building at Intech for its printing operation.

• Broer’s Automotive begins operation in Westerhouse Commercial subdivision adjacent to K-10 Highway in Eudora.

• De Soto High School, located adjacent to K-10 Highway, opens for fall enrollment.

• Seven triplexes are constructed adjacent to K-10 Highway in Eudora.

1996
• Lenexa completes construction of Woodland Road as a four-lane street with medians from K-10 Highway to 95th Street.

• Falcon Ridge Villas in Lenexa begin construction on 178 lots.

• Kansas State University announces plans for the development of a $2.4 million K-State Research and Extension Center for horticultural and forestry research and education to be located on approximately 350 acres of leased property in the Sunflower Army Ammunition Plant.

• Kraft Tool Company, a manufacturer and distributor of masonry tools, occupies a new building in Perimeter Park along K-7 Highway.

• Greenway Plaza in Eudora, adjacent to K-10 Highway, opens with C & S Market Mercantile Bank and Dairy Queen as its primary tenants.

• Mr. Goodcents and Conoco open in Corridor 10 Commerce Park in De Soto.

• K-10 Corridor Design Guidelines are adopted by the K-10 Association and approved by communities within the highway corridor.
1997

- A 10-mile western section of the South Lawrence Trafficway (SLT) is completed between I-70 and U.S. Highway 59 (35th and Iowa Street) in Douglas County.

- $650,000 in improvements to the East Hills Business Park allows National Computer Systems (NCS) to build a new 90,000 sq. ft. facility that expands its local workforce to about 300 employees. NCS handles privacy-sensitive information for government agencies and runs a call center for the U.S. Department of Education.

- KDOT completes widening of Highway K-7 Highway to four lanes from College Boulevard St. to Spruce St. in Olathe.

- Construction begins on a new $35 million regional distribution headquarters for Aldi, a German-based wholesale and retail food grocer. The 140,000 sq. ft. building is on 60 acres at the southeast corner of K-10 and K-7 highways interchange.

- Construction begins on a 20,000 sq. ft. manufacturing facility for Custom Foods in De Soto’s Corridor 10 Business Park.

- Nine miles of the new recreation trail opens along the new SLT segment of K-10 Highway and links US 59 to Clinton Dam and to the I-70 exit, west of Lawrence.

- Highland Crest subdivision in Lenexa is approved for 162 lots and construction begins.

- The first official “Park and Ride” parking lot serving K-10 commuters opens with 30 automobile parking spaces. The lot is located at the northeast intersection of K-10 Highway and I-70, west of Lawrence.

- An 18 hole golf course, Falcon Ridge, opens in Lenexa off Woodland Road and K-10 Highway.

- Twin Oaks, west of Eudora on K-10 Highway, expands its driving range and miniature golf course to include a nine-hole, par-3 pitch and putt executive golf course.

- The US Army announces that the Sunflower Army Ammunition Plant will be declared “excess”, and the Army begins disposal of the property.

- Construction is completed on the $6 million John Deere North American Agricultural Marketing Center located in South Lake Business Park in Lenexa.

- Work begins on a new 247 acre world headquarters for Sprint. The Sprint campus is located in southern Overland Park and will house 14,000 workers in 20 buildings comprising 3.4 million sq. ft.
• Construction begins on a $25 million project in Lenexa that includes 420,000 sq. ft. of warehouse and distribution and 60,000 sq. ft. of office space. The project, located at I-435 and Lackman, is also planned to include a hotel, restaurant, and convenience store in the future.

• Cedar Creek Elementary School located at the southwest corner of College Boulevard and Clare Road opens.

• Oz Entertainment Company announces an interest in locating a new Wonderful World of Oz theme park at the former Sunflower Army Ammunition Plant.

1998

• Allied Signal Commercial Avionics Systems, now Honeywell, completes its new $40 million, 520,000 sq. ft. headquarters plant at the southwest corner of the interchange of K-10 and K-7 Highways. The new site, in Olathe, is in the Cedar Creek community’s business park master plan. Projected employment is over 1,200, an annual average salary of $40,000, and a total estimated annual payroll of $80 million.

• Sauer-Sunstrand, now Sauer Danfoss, a manufacturer of hydrostatic transmissions, announces it will build a new 150,000 sq. ft., $25 million plant on 19 acres in East Hills Business Park. Sauer-Sundstrand plans to employ about 180 people.

• Progress Vanguard, manufacturers of locomotive equipment, opens in East Hills Business Park.

• A new housing development, Meadowlark, is approved for the development of 33 acres south of K-10 Highway, in Eudora.

• A new 45 lot subdivision, Cherished Oaks, begins construction in De Soto south of K-10 Highway near 95th and Clare Road.

• A new 38 lot subdivision, Cedar Ridge West, begins construction in De Soto, north of 87th Street and west of Lexington Avenue.

• Starside Elementary School, adjacent to K-10 Highway in De Soto, opens for fall enrollment.

• The former surface water treatment plant at Sunflower Army Ammunition Plant is converted to a commercial fish farm.

• Stoneview subdivision in Lenexa is approved for 201 lots and construction begins.

• Free State High School opens in Lawrence.

• The K-10 Technology Plan is adopted by the K-10 Association. The Plan calls for the coordinated implementations of telecommunications services throughout the corridor to support business and enhance the quality of life.

• The City of Lawrence Park and Recreation Department opens Eagle Bend, a public, 18-hole golf course with two driving ranges located below Clinton Dam.
**1999**

- LabOne opens its $33 million, 225,000 sq. ft. corporate campus and testing facility on a 54-acre site in Lenexa at Renner Road and K-10 Highway.

- ProSoCo completes construction of an 80,000 sq. ft., $7 million corporate headquarters on 10.5 acres in Lawrence’s East Hills Business Park. ProSoCo produces several cleaners and protective treatments for concrete and masonry.

- The $22 million, 196-bed, 82,000 sq. ft. Douglas County Detention Center opens just outside of Lawrence (south of K-10 Highway).

- Air Filter Plus completes construction of a $450,000, new 8,000 sq. ft. facility fronting onto K-10 Highway at Intech Business Park in Eudora. The company manufactures air filters for commercial and industrial applications.

- Oread Labs in Lawrence completes a $3 million, 20,000 sq. ft. addition to its existing approximately 200,000 sq. ft. of operations.

- Meritex Enterprise, a subsurface office park formerly part of the Holland Rock Quarry, begins leasing office and storage space for a wide range of business needs. The facility offers over 3 million sq. ft. of space with 16 ft. ceilings and state-of-the-art automatic fire protection.

- Lenexa Interstate Center, with two buildings at approximately 175,000 sq. ft., is completed in Lenexa at 112th and Strang Line Road.

- Southlake Waterside #3 office building is completed at approximately 62,000 sq. ft.

- A 27,000 sq. ft. Terracon Building is completed in Lenexa on W. 96th Terrace.

- Sonic Drive-in opens in Eudora adjacent to K-10 Highway.

**2000**

- National Computer Systems (NCS) completes a $4.6 million, 60,000 sq. ft. addition to its existing 90,000 sq. ft. facility in East Hills Business Park in Lawrence.

- Quadrangle I completes a $14 million,
120,000 sq. ft. office complex at Renner Ridge Corporate Center at 95th and Renner Boulevard in Lenexa. George Butler Associates will lease 60,000 sq. ft. in this new building. Plans for future development include five to eight additional Class-A office buildings, 250,000 sq. ft. of retail space, and a 200 room hotel.

- The Trails Apartment complex with 304 units is completed in Lenexa at 90th and Renner Road.

- Johnson County Wastewater District completes installation of Clear Creek #6 sanitary sewer lines that will serve the area north of K-10 Highway, west of K-7 Highway between 79th and 95th Streets.

- The $4.6 million, Class-A, 45,000 sq. ft. Cedar Creek Office opens in the new Cedar Creek Corporate Park in Cedar Creek Community.

- Rehig-Pacific in De Soto completes a $6 million, 90,000 sq. ft. facility for manufacturing plastic pallets using 100% recyclable materials. The new facility is located on 17 acres in the Corridor 10 Commerce Park.

- Super 8 Motel opens in De Soto in the Corridor 10 Commerce Park.

- Pizza Hut Restaurant opens in De Soto in the Corridor 10 Commerce Park.

- 10 Marketplace opens in Lawrence at 23rd and Harper. The 48,575 sq. ft. commercial center includes retail, food service, and offices. Separate buildings house Peoples Bank and a convenience and liquor store.

- K-10 Association dedicates the “AMERICA’S SMARTCORRIDOR” monument sign in Lenexa at the interchange of K-10 Highway and Renner Road. The sign was funded through donations from companies, individuals, and local governments.

- DCCA converts the former India School building in Lawrence on E. 23rd St. into a new office center.

- Mize Elementary School at 73rd and Mize Road opens.

- The new owners of Sealright, Huhtamaki Van Leer, announce that the De Soto plant will serve as the North American Headquarters for consumer packaging and result in an additional 125 new jobs.

2001

- Intervet begins construction of the first phase of its Midwest regional headquarters, a $35 million 215,000 sq. ft. animal research facility at the former 315 acre Bayer Research facility in De Soto adjacent to K-10 Highway. Intervet is a Netherlands based company ranked 3rd in the global market for animal health care with 4,800 employees worldwide. The De Soto facility is expected to employ nearly 200 persons with an average salary of $40,000.

- The National Association Intercollegiate Athletes (NAIA) announces plans to locate its new headquarters in an estimated $3.5 million facility to be located in Cedar Creek Community. The site will consist of two buildings: a 12,000 sq. ft. office and a 20,000 sq. ft. Character in Sports Center.
• Construction begins on Olathe’s new $35 million fourth high school, Olathe Northwest, with state-of-the-art technology at College Blvd. and Lone Elm Rd., just south of K-10 Highway. The school is scheduled to open in the Fall of 2003.

• Water District No. 1’s, approximately 107,000 sq. ft. headquarters is completed in Lenexa at 107th and Renner Road.

• Southlake Waterside Building #4 with approximately 92,000 sq. ft. is completed in Lenexa.

• Lenexa approves initial plans for phase one of Canyon Creek, a mixed-use development located north of K-10 Highway on Cedar Creek Parkway, with approximately 325 single-family residences, 600 apartment units, and over 350,000 sq. ft. of retail and office uses. Additional future plans call for more single-family residences and a 67 acre mixed-use village near the intersection of Mize Road and Prairie Star Parkway.

• Lenexa begins restoration and conversion of the Lackman-Thompson Barn into the new Lenexa Conference Center, which will provide state-of-the-art facilities including 3-way teleconferencing, smart boards, plasma monitors, high speed internet, and superior sound systems.

• The final additional segments of Prairie Star Parkway to K-7 Highway begin construction.

• Lenexa approves a plat for Woodland Reserve, a residential subdivision in Lenexa, north of Highway K-10.

• De Soto School District 232 opens its new Administration Building between Starside Elementary School and De Soto High School.

• Sonic Drive-in opens in De Soto adjacent to K-10 Highway.

• KFC/Taco Bell opens in De Soto adjacent to K-10 Highway.

• Mr. Goodcents Research and Development Center expands its food preparation operations to 14,000 sq. ft. in De Soto’s Corridor 10 Commerce Park.

• Wakarusa Ridge Estates residential subdivision west of Winchester Road in Eudora is approved and construction begins.

• Shadow Ridge residential subdivision west of the new Eudora High School is approved.
- EarthGrains Company opens a 10,000 sq. ft. distribution depot at the new 25,000 sq. ft. Franklin Business Park located in Lawrence south of K-10 Highway on 25th Street. When phase II is completed in 2001, the business park will offer a total of 43,000 sq. ft. of office/warehouse space.

- Wakarusa Center near 15th and Wakarusa in Lawrence begins construction. This 55,000 sq. ft. office building is the first of four planned for this location.

**2002**

- De Soto’s new Intervet complex opens its $35 million, 215,000 sq. ft. animal research facility at the former 315-acre Bayer Research facility adjacent to K-10 Highway.

- Adjacent to and in conjunction with the construction of the new Olathe Northwest High School, construction begins on the new Olathe District Activity Center II with football, soccer, baseball, and softball fields, similar to the District’s facilities on 159th Street.

- Cedar Creek begins construction of a new 60,000 sq. ft. spec office building.

- At the KU Edwards Campus, construction begins on Regnier Hall, a $17.5 million, 82,000 sq. ft. building that will house 18 classrooms, a 240 seat auditorium, and 30 faculty offices.

- HP Pelzer, an automotive furnishing manufacturer, purchases an existing 115,000 sq. ft. building at Intech Park in Eudora. The German-owned company plans to invest $15 million in property and equipment and to employ over 200 employees by 2010.

- Phase one of ECOWORKS, a 40-acre complex of office buildings begins construction at Southlake Technology Park in Lenexa. The first two buildings will be approximately 100,000 sq. ft. Four additional buildings are planned for the future, for a total of approximately 385,000 sq. ft. Besides offices, the facilities will also include daycare, locker rooms, and recreational amenities for employees.

- A new one-mile segment of Kill Creek Streamway Park in De Soto is completed. The new park includes, an off-leash dog area, a paved trail, including four bridges, and parking facilities. The park begins on 95th Street and goes under K-10 Highway to approximately 87th Street.
• Timber Trails, a 79-lot subdivision in De Soto, begins construction north of 87th Street and west of Lexington Avenue.

• Land is acquired and plans are announced for St. James Academy, a Catholic high school, to be located south of realigned Prairie Star Parkway and Clare Road in Lenexa. The development will also include Prairie Star Village, an approximately 150-acre residential subdivision.

2003
• Watson’s Superstore, an 80,000 sq. ft. retailer specializing in outdoor furnishings, swimming pools, hot tubs, and pool tables, opens on the southwest corner of K-10 Highway and Ridgeview Road. Watson’s and a new office building are the first two developments in Ridgeview Marketplace, a 250,000 sq. ft. planned commercial center owned by West Star.

• OPUS Northwest announces plans to develop its 1.2 million sq. ft. Corporate Ridge Office Park to be located on the southeast corner of K-10 Highway and Ridgeview Road. Pivot International will be the first tenant with a 28,800 sq. ft. facility employing 50 people.

• Serologicals Corporation begins construction of a new $28 million biopharmaceutical production facility to produce a variety of drugs. The plant is to be located on a 12 acre site at East Hills Business Park in Lawrence. The facility is expected to employ 40 people when it opens in the first half of 2004.

• Shawnee Mission Medical Center announces plans to construct a 400 bed new hospital on the southwest corner of 95th Street and K-7 Highway. Construction on the first phase of the 80-bed facility may begin within three to five years.

• St. Luke’s Hospital announces plans to construct a new facility on a 46 acre tract located on the northwest corner of K-10 Highway and Woodland Road. No time frame has been set for development at the site.

• Johnson County Wastewater District begins installation of Cedar Creek #3 pump station and sanitary sewer lines that will serve the area north of K-10 Highway in the vicinity of the new north Cedar Creek Parkway.

• A new United Bank of Kansas and Kwik Shop convenience store begin construction on the northeast corner of K-10 Highway and Woodland Road. Future development proposed for this 83,000 sq. ft. shopping center location includes a Wendy’s and Goodyear Tire Center along with other retail and office uses.

• De Soto School District acquires land at 83rd Street and Mize Road for a future middle/high school campus.

• Timber Lakes Estates, a 68 lot residential subdivision in De Soto, begins development north of 87th Street and west of Lexington Avenue.
• Valley Springs Home, a retirement community, begins construction in De Soto at the southeast corner of 83rd Street and Kill Creek Road.

• K-10 SMART Trail, a bicycle and pedestrian trail feasibility study for connecting Johnson and Douglas Counties, is prepared by MARC. The feasibility study identifies a proposed routing plan for a bicycle and pedestrian facility to be located within the right-of-way of K-10 Highway.

• Eastside Acquisitions, LLC of Lawrence announces plans for a mixed-use development (residential, commercial and light industrial) on 180 acres, formerly owned by Farmland Industries Inc. The land is located adjacent to K-10 Highway south of the now vacant Farmland Industry plant on the eastern edge of Lawrence.

Bulls sculpture at K-10 Highway and I-435 Interchange.
Part VI: Corridor Demographics

Another measure of development within the corridor is the change in demographics that has occurred over the past decade. The following is a summary of some of the indicators of this growth that is derived from U.S. Census data for 1990 and 2000.

**Population**
Population growth within the K-10 Corridor has been significant and continuous. Combined, Douglas and Johnson Counties have increased by 114,196 persons since 1990. This 26% increase is equivalent to 54% of the total population growth for the State over the same period. If this trend continues from 2000 to 2010, the populations of Johnson and Douglas Counties would reach an estimated 550,000 and 120,000 respectively.

The largest city population increase was Overland Park, which alone grew by 37,290 persons replacing Kansas City, Kansas as the second largest city in the State. The second and third largest increases were Olathe, which grew by 29,610 persons, and Lawrence, which grew by 14,490 persons.

Table 5, Regional Population Growth, 1980-2000, below, shows the population increases for these seven cities, two counties, the State of Kansas, and the Kansas City Metropolitan area.

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglas County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lawrence</td>
<td>67,640</td>
<td>81,798</td>
<td>99,962</td>
<td>18,164</td>
<td>22%</td>
</tr>
<tr>
<td>Eudora</td>
<td>52,750</td>
<td>65,608</td>
<td>80,098</td>
<td>14,490</td>
<td>22%</td>
</tr>
<tr>
<td>Johnson County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>De Soto</td>
<td>2,061</td>
<td>2,291</td>
<td>4,561</td>
<td>2,270</td>
<td>99%</td>
</tr>
<tr>
<td>Lenexa</td>
<td>18,639</td>
<td>34,034</td>
<td>40,238</td>
<td>6,204</td>
<td>18%</td>
</tr>
<tr>
<td>Olathe</td>
<td>37,258</td>
<td>63,352</td>
<td>92,962</td>
<td>29,610</td>
<td>47%</td>
</tr>
<tr>
<td>Overland Park</td>
<td>81,784</td>
<td>111,790</td>
<td>149,080</td>
<td>37,290</td>
<td>33%</td>
</tr>
<tr>
<td>Shawnee</td>
<td>29,653</td>
<td>37,993</td>
<td>47,996</td>
<td>10,003</td>
<td>26%</td>
</tr>
<tr>
<td>Douglas and Johnson</td>
<td>270,269</td>
<td>355,054</td>
<td>451,086</td>
<td>96,032</td>
<td>27%</td>
</tr>
<tr>
<td>Counties Combined</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State of Kansas</td>
<td>337,909</td>
<td>436,852</td>
<td>551,048</td>
<td>114,196</td>
<td>26%</td>
</tr>
<tr>
<td>KC Metro Area</td>
<td>2,364,236</td>
<td>2,477,574</td>
<td>2,688,418</td>
<td>210,844</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>1,433,458</td>
<td>1,566,280</td>
<td>1,776,062</td>
<td>209,782</td>
<td>13%</td>
</tr>
</tbody>
</table>

*Source: U.S. Census, 1980, 1990, and 2000*
Figure 8, Population Growth in Focus Area Cities, 1990-2000, shows the relative growth for the seven cities in the K-10 Corridor Focus Area.

The highest rate of population growth, including increases from annexations, was De Soto, which increased 99% to a population of 4,561. Eudora increased 43% to 4,307 persons.

Figure 9, Percentage of Population Increase, 1990-2000, shows percentage changes in population for the State of Kansas, the Kansas City Metropolitan Area, and all of the communities within the corridor.
Age
Median age varies considerably within the K-10 Corridor. For example, Douglas County’s 2000 median age of 27 years is considerably lower than Johnson County’s, which is 35 years. This can be attributed to the large number of students living in the City of Lawrence, which has a median age of 25 years.

In general, Johnson County cities have a high median age, with Overland Park having the highest at 36 years and Olathe having the lowest at 31 years.

Table 6, Median Age for Focus Area and Johnson and Douglas Counties, 2000, shows the 2000 median age for Douglas and Johnson Counties and the cities in the Focus Area.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>De Soto</td>
<td>32.3</td>
</tr>
<tr>
<td>Eudora</td>
<td>31.0</td>
</tr>
<tr>
<td>Lawrence</td>
<td>25.3</td>
</tr>
<tr>
<td>Lenexa</td>
<td>35.1</td>
</tr>
<tr>
<td>Olathe</td>
<td>30.8</td>
</tr>
<tr>
<td>Overland Park</td>
<td>36.3</td>
</tr>
<tr>
<td>Shawnee</td>
<td>34.8</td>
</tr>
<tr>
<td>Douglas County</td>
<td>26.6</td>
</tr>
<tr>
<td>Johnson County</td>
<td>35.2</td>
</tr>
<tr>
<td>Kansas</td>
<td>35.2</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000

Table 7, Age Composition for Focus Area and Douglas and Johnson Counties, 2000, illustrates that Douglas County is the only jurisdiction in the area with the highest percentage of its population (almost 30%) in the 15 - 24 year age bracket. As noted earlier, this is due to the high percentage of Douglas County’s population that attends The University of Kansas and Haskell Indian National University in Lawrence and Baker University in Baldwin City.

Comparatively, Johnson County has an older population than Douglas County. For example, over 65% of Johnson County’s population is older than the age of 25, while only 53% of Douglas County residents are in this age bracket. Johnson County has a higher percentage of its population younger than the age of 15 than does Douglas County. While almost 23% of Johnson County residents are younger than 15, only 17% of Douglas County residents are in this age bracket. Within the Focus Area’s cities, Overland Park has the highest percentage of persons older than 25 years-of-age (almost 67%), while Lawrence has the lowest percentage (almost 51%) of its population in this same age group.

Every city in the Focus Area has the highest percentage of its population is in the 25-44 year age bracket. This is also true in Johnson County, where almost 33% of persons are between 25 and 44 years of age. Lawrence is the only municipality that does not have the highest percentage of its population in this bracket. Its highest percentage age bracket is the 15 - 24 cohort.
Education levels within both counties and the cities in the Focus Area are very high. The following is a summary of the educational attainment levels of residents within the area served by the K-10 Corridor. Following Part VII, Educational and Research Support, provides a summary of the major educational opportunities that are located within or serve the K-10 Corridor.

The relatively high educational attainment of Johnson and Douglas County residents is evident from recent U.S. Census statistics. Of persons 25 years and older, 48% of Johnson County’s and 43% of Douglas County’s residents have a bachelor’s degree or higher, and 16% and 18%, respectively, have received a master’s, professional, or doctorate degree.

Among the cities in the Focus Area, Overland Park has the highest resident population with a bachelor’s degree or higher (52%), followed by Lenexa (50%) and Lawrence (48%). Lawrence, however, has the highest resident population with a master’s, professional, or doctorate degree (21%), followed by Lenexa (16%) and Overland Park (12%).

### Table 7

**Age Composition of Focus Area and Douglas and Johnson Counties, 2000**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>0 to 4</th>
<th>5 - 14</th>
<th>15 - 24</th>
<th>25 - 44</th>
<th>45 - 64</th>
<th>65+</th>
</tr>
</thead>
<tbody>
<tr>
<td>De Soto</td>
<td>8.7%</td>
<td>17.3%</td>
<td>12.5%</td>
<td>32.5%</td>
<td>20.9%</td>
<td>8.1%</td>
</tr>
<tr>
<td>Eudora</td>
<td>8.1%</td>
<td>17.7%</td>
<td>13.7%</td>
<td>34.1%</td>
<td>15.9%</td>
<td>10.5%</td>
</tr>
<tr>
<td>Lawrence</td>
<td>5.4%</td>
<td>10.2%</td>
<td>33.7%</td>
<td>28.5%</td>
<td>15.1%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Lenexa</td>
<td>6.4%</td>
<td>14.7%</td>
<td>14.1%</td>
<td>32.0%</td>
<td>24.2%</td>
<td>8.6%</td>
</tr>
<tr>
<td>Olathe</td>
<td>9.4%</td>
<td>16.7%</td>
<td>13.9%</td>
<td>36.7%</td>
<td>18.1%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Overland Park</td>
<td>7.1%</td>
<td>14.8%</td>
<td>11.2%</td>
<td>32.5%</td>
<td>23.0%</td>
<td>11.4%</td>
</tr>
<tr>
<td>Shawnee Park</td>
<td>7.7%</td>
<td>14.9%</td>
<td>12.0%</td>
<td>34.2%</td>
<td>22.7%</td>
<td>8.5%</td>
</tr>
<tr>
<td>Douglas County</td>
<td>5.6%</td>
<td>11.4%</td>
<td>29.8%</td>
<td>28.3%</td>
<td>16.9%</td>
<td>7.9%</td>
</tr>
<tr>
<td>Johnson County</td>
<td>7.5%</td>
<td>15.2%</td>
<td>12.0%</td>
<td>32.8%</td>
<td>22.5%</td>
<td>10.0%</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau, 2000*

**Household Income**

Median household incomes for Douglas and Johnson counties increased over the past ten years by 10.5% and 6.8% respectively. Table 8, Median Household Income and Percent Increase in Focus Area, Region, and State, 1989-1999, uses adjusted 1989 household incomes to chart changes in median household income trends. In Douglas County the Focus Area cities had lower median incomes compared to cities in Johnson County, although all cities in both counties had...
Figure 10
Percent of Population with College Degrees, 2000
(25 years and over)

- Bachelor's Degree or Higher
- Master's, Professional or Doctorate Degree

Figure 11
Percentage of Residents Enrolled in College, 2000

- Percent Enrolled
comparable levels of growth since 1989. Eudora had the highest percent change (16.9%) for the whole Focus Area, and Lawrence’s median household income rose by 12.5%. Douglas County’s median household income rose to $37,547 from a 1989 adjusted median household income of $33,976.

In Johnson County, Overland Park had the highest median income ($62,116), which increased 4.3% from an adjusted median income of $59,550 in 1989. Overall, Johnson County’s median income of $61,455 is significantly higher than the State’s median income of $40,624.

Table 9, Per Capita Income and Percent Increase in Focus Area, Region, and State, 1989-1999, compares each jurisdiction’s adjusted 1989 per capita income with its 1999 per capita income. Johnson County’s per capita income grew by 11.6% from $27,715 in 1989 to $30,919 in 2000. Douglas County’s per capita income grew by 23.5% from $16,155 in 1989 to $19,952 in 2000. Per capita income for the State grew 14.6%, although its 2000 per capita income was lower than all but three area jurisdictions: Douglas County, Eudora, and Lawrence.

The highest per capita income in the Focus Area was Overland Park with $32,069, followed by Lenexa with $30,212, and Shawnee with $28,142. In Douglas County, Lawrence’s 2000 per capita income was $19,378 and Eudora’s was $18,693.

De Soto and Eudora had the highest percentage changes in per capita income, with De Soto increasing by 34.6% and Eudora’s increasing by 28.3%.
Employment

By far, the dominant employment sector in Douglas and Johnson counties is the service sector. This sector generally is comprised of professional, scientific, management, education, health and social care, entertainment, and food type jobs. Having added 48,604 combined jobs to both Douglas and Johnson counties since 1990, this sector accounts for nearly 45% of the total employment in these two counties. Figure 12, Percent Employment by Sector in Johnson and Douglas Counties Combined, 2000, and Table 10, Employed Persons by Industry in Johnson and Douglas Counties, 2000, show the individual and combined number of Douglas County and Johnson County residents employed by sector.

While retail trade is the second highest employment sector at 11.9%, it lost about 3,000 jobs since 1990. Manufacturing also lost about 3,000 jobs, and that sector was thus reduced to 9.5% of the total labor force.

Employment in the finance/insurance sector increased in both Douglas and Johnson Counties by about 4,500 jobs since 1990. However, because of the tremendous gain in service sector employment, finance/insurance dropped from 10% of total employment in 1990 to 9.3% in 2000.

The information/communications sector grew to be the area’s fourth largest employment industry (with 6.9% of total employment) by adding over 11,000 new jobs to the local economy since 1990. The wholesale trade sector used to be the area’s fourth largest employment sector, but after losing about 2,000 jobs since 1990 it is now the seventh largest (with 4.3% of total employment).

The construction sector and the transportation sector also added new jobs since 1990, with the former adding about 6,000 jobs and the latter adding about 2,000. However, while construction’s percentage share of the area’s total employment increased with this job growth (to 5.6%), transportation’s percentage share remained

Table 9
Per Capita Income and Percent Increase in Focus Area, Region, and State, 1989-1999

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>De Soto</td>
<td>$17,192</td>
<td>$23,141</td>
<td>$5,949</td>
<td>34.6%</td>
</tr>
<tr>
<td>Eudora</td>
<td>$14,569</td>
<td>$18,693</td>
<td>$4,124</td>
<td>28.3%</td>
</tr>
<tr>
<td>Lawrence</td>
<td>$15,828</td>
<td>$19,378</td>
<td>$3,550</td>
<td>22.4%</td>
</tr>
<tr>
<td>Lenexa</td>
<td>$27,190</td>
<td>$30,212</td>
<td>$3,022</td>
<td>11.1%</td>
</tr>
<tr>
<td>Olathe</td>
<td>$19,779</td>
<td>$24,498</td>
<td>$4,719</td>
<td>23.9%</td>
</tr>
<tr>
<td>Overland Park</td>
<td>$28,552</td>
<td>$32,069</td>
<td>$3,517</td>
<td>12.3%</td>
</tr>
<tr>
<td>Shawnee</td>
<td>$23,241</td>
<td>$28,142</td>
<td>$4,901</td>
<td>21.1%</td>
</tr>
<tr>
<td>Douglas Co.</td>
<td>$16,155</td>
<td>$19,952</td>
<td>$3,797</td>
<td>23.5%</td>
</tr>
<tr>
<td>Johnson Co.</td>
<td>$27,715</td>
<td>$30,919</td>
<td>$3,204</td>
<td>11.6%</td>
</tr>
<tr>
<td>Kansas</td>
<td>$17,900</td>
<td>$20,506</td>
<td>$2,606</td>
<td>14.6%</td>
</tr>
</tbody>
</table>

unchanged at 4.2% despite its job growth. The public administration sector also added new jobs since 1990 (about 1,900 jobs), but this sector’s percentage share of the area’s total employment remains small at 3.3%. The only sector other than wholesale trade that lost jobs since 1990 was agriculture/mining. This is the area’s smallest employment sector (with only 0.5% of total employment) having lost approximately 1,800 jobs since 1990.
Table 10

Employed Persons by Industry in Johnson and Douglas Counties, 2000
(16 years and over)

<table>
<thead>
<tr>
<th>Type of Industry</th>
<th>Douglas County</th>
<th>Johnson County</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Services</td>
<td>29,016</td>
<td>105,415</td>
<td>134,431</td>
<td>44.5%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>6,563</td>
<td>29,540</td>
<td>36,103</td>
<td>11.9%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>5,030</td>
<td>23,683</td>
<td>28,713</td>
<td>9.5%</td>
</tr>
<tr>
<td>Finance/Insurance</td>
<td>3,226</td>
<td>25,011</td>
<td>28,237</td>
<td>9.3%</td>
</tr>
<tr>
<td>Information/Communications</td>
<td>2,449</td>
<td>18,502</td>
<td>20,951</td>
<td>6.9%</td>
</tr>
<tr>
<td>Construction</td>
<td>3,498</td>
<td>13,525</td>
<td>17,023</td>
<td>5.6%</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>973</td>
<td>11,957</td>
<td>12,930</td>
<td>4.3%</td>
</tr>
<tr>
<td>Transportation</td>
<td>1,734</td>
<td>10,817</td>
<td>12,551</td>
<td>4.2%</td>
</tr>
<tr>
<td>Public Administration</td>
<td>2,179</td>
<td>7,750</td>
<td>9,929</td>
<td>3.3%</td>
</tr>
<tr>
<td>Agriculture/Mining</td>
<td>544</td>
<td>966</td>
<td>1,510</td>
<td>0.5%</td>
</tr>
<tr>
<td>Total</td>
<td>55,212</td>
<td>247,166</td>
<td>302,378</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000

Housing and Households

Table 11, Occupied Housing Units by Tenure, 2000, shows the total number of occupied housing units in the Focus Area and the percent change since 1990. A combined total of 160,750 new dwelling units are located within the Focus Area cities. This is a 34% increase over the total units in 1990.

All of the communities within the corridor have experienced significant housing growth. However, the number of dwelling units in the smaller cities in the corridor increased at a much faster than average rate. For example, De Soto doubled its total number of occupied housing units, and Eudora’s housing stock increased by 48%.

The 2000 Census data in Table 12, Households in Focus Area, 1990 and 2000, show a high percentage of owner-occupied housing units in the Focus Area, with the exception being the City of Lawrence. The high percentage of rental units in Lawrence (54%) is attributed to the University of Kansas’ large student population.

Table 12 also shows that of the larger Focus Area cities, the City of Olathe’s occupied housing units increased by the significant rate of 51% since 1990.

Finally, Table 12 shows that between 1990 and 2000 the total number of households in the Focus Area increased by 34% (or from 120,071 households in 1990 to 160,750 households in 2000). Overland Park added the largest number of households during this period – 14,767 households, De Soto experienced the largest percentage increase in households. During this 10-year period, De Soto’s number of households increased by 102%, going from 814 in 1990 to 1,642 in 2000.

Table 13, Household Size in Johnson and Douglas
Table 11
Occupied Housing Units by Tenure, 2000

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Renter Occupied</th>
<th>Owner Occupied</th>
<th>Total Units</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Units</td>
<td>%</td>
<td>Units</td>
<td>%</td>
</tr>
<tr>
<td>De Soto</td>
<td>564</td>
<td>34%</td>
<td>1,078</td>
<td>66%</td>
</tr>
<tr>
<td>Eudora</td>
<td>627</td>
<td>39%</td>
<td>980</td>
<td>61%</td>
</tr>
<tr>
<td>Lawrence</td>
<td>16,995</td>
<td>54%</td>
<td>14,393</td>
<td>46%</td>
</tr>
<tr>
<td>Lenexa</td>
<td>5,808</td>
<td>37%</td>
<td>9,766</td>
<td>63%</td>
</tr>
<tr>
<td>Olathe</td>
<td>9,200</td>
<td>29%</td>
<td>23,114</td>
<td>72%</td>
</tr>
<tr>
<td>Overland Park</td>
<td>18,954</td>
<td>32%</td>
<td>40,749</td>
<td>68%</td>
</tr>
<tr>
<td>Shawnee</td>
<td>4,747</td>
<td>26%</td>
<td>13,775</td>
<td>74%</td>
</tr>
<tr>
<td>Focus Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entities Combined</td>
<td>56,895</td>
<td>35%</td>
<td>103,855</td>
<td>65%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 1990, 2000

Table 12
Households in Focus Area, 1990 and 2000

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>De Soto</td>
<td>814</td>
<td>1,642</td>
<td>102%</td>
</tr>
<tr>
<td>Eudora</td>
<td>1,083</td>
<td>1,607</td>
<td>48%</td>
</tr>
<tr>
<td>Lawrence</td>
<td>24,513</td>
<td>31,388</td>
<td>28%</td>
</tr>
<tr>
<td>Lenexa</td>
<td>12,713</td>
<td>15,574</td>
<td>23%</td>
</tr>
<tr>
<td>Olathe</td>
<td>21,445</td>
<td>32,314</td>
<td>51%</td>
</tr>
<tr>
<td>Overland Park</td>
<td>44,936</td>
<td>59,703</td>
<td>33%</td>
</tr>
<tr>
<td>Shawnee</td>
<td>14,567</td>
<td>18,522</td>
<td>27%</td>
</tr>
<tr>
<td>Focus Area Combined</td>
<td>120,071</td>
<td>160,750</td>
<td>34%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 1990, 2000
Counties and the Focus Area, 1990 and 2000, shows overall smaller household sizes in 2000 compared to 1990. The City of Olathe has the largest household size at 2.83 persons per household, despite the fact that its household size dropped by 2% since 1990. The only city in the Focus Area with an increase in household size was De Soto at 1%. Nationwide, the average household size declined from 2.63 in 1990 to 2.59 in 2000, while Johnson and Douglas Counties’ combined household size declined from 2.50 in 1990 to 2.48 in 2000.

### Table 13
**Household Size in Johnson and Douglas Counties and the Focus Area, 1990 and 2000**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>De Soto</td>
<td>2.75</td>
<td>2.78</td>
<td>1%</td>
</tr>
<tr>
<td>Eudora</td>
<td>2.68</td>
<td>2.63</td>
<td>-2%</td>
</tr>
<tr>
<td>Lawrence</td>
<td>2.35</td>
<td>2.30</td>
<td>-2%</td>
</tr>
<tr>
<td>Lenexa</td>
<td>2.66</td>
<td>2.54</td>
<td>-5%</td>
</tr>
<tr>
<td>Olathe</td>
<td>2.89</td>
<td>2.83</td>
<td>-2%</td>
</tr>
<tr>
<td>Overland Park</td>
<td>2.47</td>
<td>2.47</td>
<td>0%</td>
</tr>
<tr>
<td>Shawnee</td>
<td>2.60</td>
<td>2.58</td>
<td>-1%</td>
</tr>
<tr>
<td><strong>Focus Area Entities Combined</strong></td>
<td><strong>2.63</strong></td>
<td><strong>2.59</strong></td>
<td><strong>-2%</strong></td>
</tr>
<tr>
<td>Douglas County</td>
<td>2.42</td>
<td>2.37</td>
<td>-2%</td>
</tr>
<tr>
<td>Johnson County</td>
<td>2.58</td>
<td>2.56</td>
<td>-1%</td>
</tr>
<tr>
<td>Johnson and Douglas Counties Combined</td>
<td>2.50</td>
<td>2.48</td>
<td>-1%</td>
</tr>
</tbody>
</table>

*Persons per household

*Source: U.S. Census Bureau, 1990, 2000*
Educational and research support institutions are increasingly recognized as a vital factor contributing to a community’s quality of life and potential for growth. The perceived quality and availability of educational opportunities and research support are a major consideration for families and businesses seeking new locations.

The importance of a well-educated workforce is underscored by an increasing awareness of how many businesses today choose new locations for their operations. Instead of relying primarily on conventional location criteria such as low taxes or cheap land and labor, many businesses today select sites based upon the community itself and the quality of its available labor force. This is especially true for knowledge-based businesses comparing the “quality of life” offered by competing communities.

Factors that many businesses now seek are good schools, abundant green space and parks, a wide selection of housing, and convenient access to jobs, shopping, and entertainment. Proximity to universities or institutions of higher learning offering needed education or training, alone, can be the determining factor of whether a community is even considered as a candidate.

These quality of life factors, and particularly a highly educated work force, are found throughout the K-10 Corridor and are considered to be the primary ingredients for the growth that has been occurring there.

The K-10 Corridor is closely connected to a network of highly rated public schools (K-12th grades), and nationally recognized universities and colleges. The institutions available within the K-10 Corridor offer professional and technological advancement to individuals, families, and businesses alike.

The quality of these educational resources, particularly colleges and universities, are a notable attraction to professional and technology-oriented businesses. These institutions can provide the academic, public policy, and entrepreneurial support necessary to create private sector jobs in professional and technology-based areas.

Public Schools K-12
The public school districts that are located within the K-10 Corridor are some of the very best schools in the nation. More than 80,000 students receive their primary education from the following school districts: Lawrence, Eudora, De Soto, Olathe, Shawnee Mission, and Blue Valley. School records indicate that 75% to 85% will go on to college.

Educational achievement by students within the Focus Area is perhaps the best evidence of the quality of education available with the K-10 Corridor. The Kansas State Department of Education maintains records for Kansas students taking national college entrance exams like the SAT. In 2001, of the Kansas class of 2,730 high school seniors who took the SAT, seven seniors...
earned the highest score possible (800 points) on both verbal and math. Of those seven, four were from the Shawnee Mission School District, and two were from Olathe. Nationally there were only 587 perfect scores.

**Educational Awards**

Since 1991, the Shawnee Mission, Blue Valley, Olathe, Lawrence and De Soto school districts have received national recognition for their academic achievements. These awards have come from such sources as the U.S. Department of Education, Expansion Management magazine, SchoolMatch, and the Places Rated Almanac.

**USDE Blue Ribbon Award**

Each year the U.S. Department of Education (USDE) selects 172 schools nationwide to receive the Blue Ribbon award. The USDE states “this national award is given to select schools around the nation that demonstrate standards of excellence in student achievements, instructional leadership, innovative teaching and community involvement.”

Since 1991, a total of 31 Blue Ribbon designations have been awarded to school districts serving the K-10 Corridor. The Olathe School District earned 12 National Blue Ribbon School Awards; Shawnee Mission earned 10 (six of those since 1997); Blue Valley earned eight (including one school named in 2002); and the Lawrence School District received one in 1999.

In addition, the U.S. Department of Education annually selects seven school districts nationwide to receive the Award for Model Professional Development. This award began in 1996, and according to the USDE its purpose is to “highlight and recognize schools and school districts with exemplary professional development programs.” The Lawrence school district was selected for this award in 1997, and Olathe was selected in 1999.

**Expansion Management**

Expansion Management magazine rates cities based on a variety of factors necessary to help corporations choose the best area to relocate. One of the primary factors is the quality of schools. The award is based on the premise that schools are where our nation’s future work force is trained, and if the schools are not up to the task, it will adversely impact a community’s ability to maintain a thriving and growing local economy.

Expansion Management magazine began using their current rating system in 1995. In 1997, within the K-10 Corridor in Johnson County, the Olathe, Blue Valley, and Shawnee Mission School districts each received the highest “Gold Medal” rating, and the De Soto School District received a “Blue Ribbon” rating.

In 1999, the Lawrence, Shawnee Mission, and Blue Valley School districts each received “Gold Medal” ratings, and Olathe received a “Blue Ribbon” rating. In 2001, Shawnee Mission and Blue Valley School districts, again received “Gold Medal” ratings, and Olathe and Lawrence received “Blue Ribbon” ratings.

The Shawnee Mission and Blue Valley School districts have been the most consistent recipients of the Gold Medal rating. Blue Valley has received a Gold Medal rating every year since 1997, and according to Expansion Management magazine, in 2002 the Blue Valley School District was one of 13 school districts nationwide with graduation rates approaching 100% and college board scores 15 - 20% above the national average.
SchoolMatch
Each year the top 15% of the nation’s schools are recognized by SchoolMatch, an independent school selection consulting firm, with the “What Parent’s Want” award. The award is given to school districts that meet the needs of families who are relocating. Schoolmatch continuously analyzes schools on a national level and recognizes schools that maintain competitive academic test scores; receive recognition for excellence from a national foundation or the U. S. Department of Education; remain above national averages in instructional and in library/media services expenditures; pay competitive teacher salaries; and have small class sizes.

SchoolMatch started the “What Parents Want Award” 11 years ago, and in that time the Shawnee Mission School District has received the award every year. Olathe and Blue Valley have each received the award all but one year. The Lawrence School District has won the award seven times, including each year of the last five years. The De Soto School District has received the award six times — four within the last five years.

Places Rated Almanac
The Places Rated Almanac, Special Millennium Edition 2000, lists schools recognized nationally for excellence in education. Each state’s Superintendent of Instruction and the Council for American Private Education nominate individual schools in each state. The USDE then screens each nominated school for curricula, academic achievements, buildings, and classrooms. The USDE observes classes and assemblies and even samples school lunches. During the screening process, students, teachers, parents, and administrators are interviewed. Eight Johnson County schools (three in the Olathe District, three in Shawnee Mission, and two in Blue Valley) were recognized through this process for excellence in education.

New Free State High School in Lawrence.

Enrollment Changes
While the K-10 Corridor school districts have continued to receive national recognition for providing high quality education, they have also continued to expand to accommodate increasing enrollments.

The growth of school enrollment in Douglas and Johnson counties over the last ten years reflects the growth of businesses and residential expansion in the area. While this growth has often been significant, the districts have not compromised quality.

As Table 14, School Enrollment Changes, shows, the Olathe and Blue Valley School districts already large student populations grew by 30% in Olathe and 68% in Blue Valley. If these school districts continue to grow at their present rates, they will both be close to the current size of the Shawnee Mission School District, which has remained stable between 1991 and 2001.

The Lawrence School District’s enrollment has also continued to increase during this period by about (14%), but not to the extent of most of the other school districts. Lawrence’s enrollment, however, has grown enough over the last decade to show that families indeed make up a sizable portion of the district’s incoming resident population, which has increased 22% in the same time period.

The De Soto and Eudora School districts both represent smaller population centers, but their growth differs from the rest of the corridor in
that school enrollment growth for each city is much more representative of the growth of the two cities’ overall population. For example, between 1991 and 2001 the De Soto School District increased its enrollment by 82%, while the city population increased by 99%. Similarly, Eudora’s school enrollment grew by 39% while the city population increased by 43%.

New Schools/Additions
Within the K-10 corridor, there have been numerous new schools and school building additions since 1991. For example, the Olathe School District has added nine elementary schools, two junior high schools, and one senior high since 1991. In 1997, Cedar Creek Elementary School opened just south of K-10 Highway on the southwest corner of College Boulevard and Clare Road. The school district passed a bond issue in 1997 that included construction of Olathe Northwest High School that opened in fall 2003. This new high school is located one mile south of K-10 Highway at College Boulevard and Lone Elm Road. The school district is anticipating continued steady growth for at least the next ten years. Completion of construction of the Olathe School District’s eight junior high, Prairie Trail, at 106th Street and Lone Elm Road is anticipated for 2004.

The De Soto School District has added a middle school and a senior high school since 1991. The district passed a $37.6 million bond issue in April 1997. The bond funded a 10-room addition to the existing high school, a new high school, elementary school, and new administrative office. Each of these facilities will be visible from K-10 Highway near the K-10 Highway/Lexington Avenue interchange. The district anticipates a student population increase of 10% every year for the next ten years. According to school officials, this forecast is based on recent growth in the area and enrollment trends.

An addition to an existing elementary school, a new elementary school, and a new high school (approximately one mile south of the K-10 Highway/Douglas County Road 1061 interchange) are among the expansions experienced by the Eudora School District since 1991. A new school to replace the existing facility opened in 2003. The new high school is located just north of the existing high school, which will be converted to a middle school. The district anticipates a 3% annual growth in enrollment well into the future.

Since 1991, Lawrence has built two elementary schools, one junior high, one senior high, and
upgraded 11 other sites. The district has experienced a 2% annual growth in enrollment since 1991.

In 2002, plans were announced for a new Catholic high school, St. James Academy, to be located in Lenexa south of Prairie Star Parkway near Clare Road.

Institutions of Higher Learning

University of Kansas
The University of Kansas (KU), located at the western end of the K-10 Corridor in Lawrence, is a major research and teaching institution that serves as the corridor’s premier center for learning. According to the 2000 Fiske guide, KU is one of the nation’s top universities, receiving four of five stars for academic achievement, student social activity, and the quality of student life.

KU has an annual enrollment of approximately 25,400 students. KU’s students are routinely recognized nationally for their outstanding academic achievements. More than 500 University of Kansas students in 2000 received Rhodes scholarships, Fulbright fellowships, Truman scholarships, Phi Kappa Phi fellowships, and numerous other academic scholarships.

KU offers more than 100 fields of study and is comprised of 14 schools. The schools include the College of Liberal Arts and Science, Architecture and Urban Design, Engineering, Fine Arts, Allied Health, Business, Journalism, Nursing, Social Welfare, and Pharmacy.

KU is the only Kansas Regents institution to hold membership in the prestigious Association of American Universities. This select group of 62 public and private research universities represents excellence in graduate and professional education and the highest achievements in research internationally. According to a 1999 survey released by the National Science Foundation (NSF), KU is ranked 83rd among 500 universities. Among publicly funded universities, KU is ranked 53rd.

University of Kansas – Edwards Campus
The Edwards Campus of the University of Kansas is located in Overland Park on 127th Street and Quivira Road. The 36-acre campus was established in 1993 and has an enrollment of 2,100 students. The facility offers master’s degrees in such fields as education, social welfare, business administration, and civil engineering. In 2001, the Edwards Campus added Bachelor of Arts degrees in English and biology to its offerings. The KU Edwards campus also has partnered with Johnson County Community College to offer degree-completion programs in literature, language and writing, and molecular biosciences.

Construction began in 2002 on a $17.5 million, 82,000 sq. ft. building to be known as Regnier Hall that will house 18 classrooms, a 240-seat auditorium, and faculty offices. With this new facility as well as a new planned student union, enrollment is expected by university officials to double by the year 2008 to over 4,000 students.

University of Kansas and Public/Private Cooperation
Not only does the University of Kansas provide a high-caliber education to area residents, it also provides support to the area through collaboration with individual companies and through various public/private partnerships to make research, professional expertise, and technology widely available throughout northeast Kansas.
Funding is often secured through federal, state, local, private, and university/college sources.

**Johnson County Community College**

Johnson County Community College (JCCC) offers a full range of undergraduate courses that form the first two years of most college or university curricula. In addition, more than 50 one and two-hour-credit career degree and certification programs are offered at the college, thereby providing technical and educational support to the community.

From an initial enrollment of 1,380 students, JCCC now has a student population of nearly 34,000 credit and continuing education students. JCCC is the third largest institution of higher education in Kansas.

With over 750 full-time faculty and 1,800 part-time faculty, the student teacher ratio is 18:1.

The 234 acre campus, located in Overland Park at College Boulevard and Quivira, opened in 1972. The newest facilities house the Police Academy and the Horticulture Science Center, which opened for the Fall 2001 semester. The Carlsen Center, completed in 1990, is one of the area’s most comprehensive performing and visual arts complexes.

The continuing education and community service division at JCCC has about 200 active partnerships with area businesses, industries, and agencies. Established in 1983, its Business and Industry Institute provides quality training, consulting, and economic development services to area businesses and organizations. The Center for Professional Education offers certification, re-certification, and re-licensure workshops to workers in the professions and trades.

JCCC has been recognized nationally as one of the top ten U.S. community colleges in recent studies by North Carolina State University and Rolling Stone magazine. JCCC is accredited by the Commission on Institutions of Higher Education of the North Central Association of Colleges and Schools and is a member of the League for Innovation in the Community College.

**Haskell Indian Nations University**

Founded in 1884 as the United States Indian Industrial Training School, an agricultural school for Native Americans, Haskell Indian Nations University has evolved into a fully accredited institution of higher learning. In 1894, the institution was renamed Haskell Institute, and its academic training was broadened beyond the eighth grade and later included post-secondary courses.

In 1972, the institution was renamed Haskell Indian Junior College, and in 1993 it was renamed “Haskell Indian Nations University” upon becoming fully accredited by the North Central Association of Colleges and Schools.

Haskell Indian Nations University offers four degree programs: Associate of Arts, Associate of Sciences, Associate of Applied Sciences, and Baccalaureate Degrees in American Indian Studies, business, elementary education, and environmental sciences. With an enrollment of just over 1,000 students, the University provides higher education to federally recognized Native American tribal members. The curriculum also includes courses in tribal management, Indian real estate, and land management. More than half the students were enrolled in a liberal arts curriculum, and almost one-third were enrolled in the business department.
The 320 acre campus, located on 23rd Street/K-10 and Barker Street in Lawrence, is listed on the National Register of Historic Places. The facility has over 40 buildings, including eight residential halls that can house up to 300 students. The facility’s oldest buildings date to 1897. The university library contains over 46,000 volumes, including approximately 7,500 books written by or about North American Indians.

An annual powwow and an annual Native American Arts fair hosted by the University are major attractions, drawing Native American dancers, performers, artists, and visitors from throughout the country.

**Research Support Institutions**

**The Center for Management of Technology**

The Center for Management of Technology, located within the University of Kansas School of Business since the early 1990’s, works with individual businesses to improve the management of technology. Companies aspiring to better achieve their goals enlist students and professors of the Center to evaluate management practices and procedures regarding technology. Accompanying course work has been developed within the School of Business focusing on technology management so that students can strengthen skills through both experience and study. Currently, the Center is working with Hoechst Marion Roussel, Inc., an area pharmaceutical company, to refine the company’s product development cycle.

**Kansas Technology Enterprise Corporation**

The mission of the Kansas Technology Enterprise Corporation (KTEC), a state-owned agency, is to help create and expand Kansas enterprises through technological innovation. Established in 1987, KTEC has expanded its activities within eastern Kansas and in the K-10 Corridor. KTEC is affiliated with state universities and private industry and has developed programs to fund the research, development, and commercialization process of new technologies.

Funding sources available through KTEC include the Ad Astra Funds I and II, providing seed monies to early-stage companies that have an advanced technology base; the Applied Research Matching Fund, assisting in financing research; Training Equipment Grants, providing matching grants to two-year academic institutions to buy state-of-the-art equipment for training students and employees; and Sunflower Technology Ventures, L.P., investing in expanding technology-based Kansas companies.

**Lawrence Regional Technology Center**

Lawrence Regional Technology Center (LRTC), formerly known as the Kansas Innovation Corporation (KIC), assists in commercializing technologies from the University of Kansas. It emphasizes assisting biotechnology and computer/information technologies. LRTC provides administrative and managerial expertise to incubate high-impact, technology-driven businesses. LRTC works collaboratively with carefully selected technology-oriented businesses to assess business needs and to create individualized business plans — providing assistance (e.g., business development and tenant services) to selected start-up companies. Since its establishment in 1994 as KIC, LRTC has generated $1.5 million in sales, hired 52 employees, and leveraged $3.2 million in investment as a result of work with fledgling companies. Additionally, an active
The internship program has been established in association with KU, thereby providing well-prepared graduates to serve area businesses.

**Centers of Excellence**
Centers of Excellence are university-based research centers that serve the technical needs of Kansas businesses. These centers offer high-quality applied and basic research, product development, and technical consulting for client companies. Two of the five centers are located at the University of Kansas. The Center for Excellence in Computer-Aided Systems Engineering (CECASE) assists companies with computer-aided analysis and design of advanced engineering systems by developing prototype software products and spin-off companies.

**Higuchi Biosciences Center**
The Higuchi Biosciences Center (HBC) includes three research centers that focus on the pre-clinical aspects of the pharmaceutical industry (discovery, analysis, formulation, delivery, toxicology, and pharmacology of drugs). The HBC Center for Bio-analytical Research develops methods to detect, identify, and analyze trace amounts of biologically active compounds in living systems and environmental contaminants. The HBC Center for Drug Delivery Research develops chemically driven drug delivery systems, such as pro-drugs, and focuses on the efficient delivery of pharmaceuticals throughout the body. The Center for Neurobiology and Immunology focuses on exploratory research in neurological and immunological diseases.

**University of Kansas Institute for Public Policy and Business Research**
The University of Kansas Institute for Public Policy and Business Research (IPPBR) is located within the KU School of Business and is available to Kansas businesses for services such as demographic and market analyses.
Part VIII: Support for Corridor Development

During the 1990s a broad range of events and plans were undertaken to support future development within the K-10 Corridor. The following is a summary of some of these supporting events and plans:

**Sunflower Army Ammunition Plant**
In 1992, the U.S. Army placed the Sunflower Army Ammunition Plant (SFAAP) on “standby” status. The 9,065 acre facility (approximately 14 square miles) abuts the city limits of De Soto and is located approximately one mile south of the K-10/Lexington Avenue interchange. The facility was activated in 1941 for the production of propellants for rockets and other explosives. At its peak during WW II, the plant employed nearly 10,000 people. Placed on inactive status in 1946, the facility was reactivated for the Korean, Vietnam, and Gulf War conflicts.

**Facility Reuse**
Since 1992, Johnson County and the K-10 Association have worked together with plant officials to prepare plans to coordinate the conversion of portions of the site for private sector uses. In 1994, Hercules Incorporated, which operated the plant for the Army, was purchased by Alliant Techsystems, Inc., and a Facilities Use Contract was executed with the Army authorizing Alliant to lease SFAAP facilities for private commercial use. From 1992 to 2001, at least 13 businesses leased facilities at SFAAP, and Kansas State University began operation of a major horticultural research facility on approximately 350 acres.

In 1997, the Army declared the SFAAP “surplus” property and initiated statutory procedures to dispose of it. Since then, the United States General Services Administration (GSA) has been assigned responsibility for disposing of the property on behalf of the Army and in compliance with federal requirements.

Alliant’s management contract with the Army expired in September of 2001, and all of the business leases at SFAAP have been terminated. The Army intends to continue to manage the property through a maintenance contract with a private company, Spec Pro. The Army has also indicated that it will continue its cleanup operation, including the eventual burning or removal of remaining structures.

**Community in a Park**
In 1998, Johnson County adopted a redevelopment plan for the entire SFAAP property in response to the Army’s intent to dispose of SFAAP and the possibility that portions of the facility might be redeveloped as a theme park. Under Federal jurisdiction, SFAAP is not subject to State, Johnson County, or other local government regulations or taxation. If, or when, the property is transferred from Federal ownership, it may become subject to Johnson County regulations and taxes. Figure 13, Future Land Uses –Concept Plan, is the County’s Plan for the redevelopment of SFAAP.
Johnson County’s plan establishes a general vision and policies for how the site should be developed as a master-planned community. Known as “Community in a Park,” the focus of the plan is to preserve and enhance approximately 3,450 acres for open space and parks to be woven throughout the property connecting various land uses and activities. A greenbelt park is designated along the east, south, and west boundaries of the property, thus taking advantage of existing heavily wooded topography and flood plains. The greenbelt would provide a buffer zone to the surrounding rural properties and serve as a boundary for growth within the 9,065 acres.

Nearly 3,000 acres are planned for residential development centered on neighborhood schools and small neighborhood commercial areas within easy walking distance. Residential densities are planned to range from three to four single-family homes per acre to multifamily residences of up to 10 dwelling units per acre. A traditionally designed town center located near the geographic center of the property would serve as the community’s focal point and public gathering place. This area would serve as the location for retail and office establishments, as well as for government offices, medical facilities, schools, and churches.

The remaining area is designated for business center uses, highway-oriented commercial uses, and research and technology center activities. These businesses would be located at the north boundary, which has primary road access and would have a minimum impact on the planned residential areas to the south.

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**Planned Community Concept Objectives:**

The planned community concept seeks to achieve the following primary objectives for the property:

1. Minimize the impact of the development on surrounding properties and maintain the overall natural character of the area;

2. Utilize existing infrastructure and topography to best serve the property;

3. Establish land uses that are compatible with existing infrastructure and existing comprehensive plans, including the K-10 Corridor Plan, with an emphasis on high-tech, research industry, and business center uses;

4. Establish diverse but compatible land uses to fully integrate sections of the property into a comprehensive whole, while ensuring that sufficient properties can be developed in a reasonable time period to make the development viable;

5. Establish a prominent community presence for governmental and public uses at the center of the development; and,

6. Provide for adequate green space and parkland in a community setting to create a park-like atmosphere and to provide accessible park ground as a buffer zone for surrounding properties.
Figure 13
Sunflower Army Ammunition Plant
Future Land Use -- Concept Plan

Legend:
- Low-Density Residential
- Rural Residential
- Mixed Use
- Commercial
- Business Center
- Highway Commercial
- Neighborhood Center
- Town Center
- Kansas State University
- Light Manufacturing
- Multi-Family Residential
- Park
- Single-Family Residential
- Pedestrian/Bicycle Trails

Map showing the future land use concept plan for the Sunflower Army Ammunition Plant, with various areas designated for different types of development and amenities.

115th Street
127th Street
135th Street
143rd Street
NORTH
Environmental Concern

According to Sunflower officials, over 60 sites on the property have been identified as “solid waste management units” (SWMU) having environmental contamination. These contaminants consist of concentrations of nitroglycerin, chromium, and lead from the production of large gun propellants. The single largest contaminant on the site is asbestos, which is found in numerous structures and wrapped around several miles of pipes used to carry steam throughout the facility.

Army officials have acknowledged full and ultimate responsibility for cleanup of the site and have conducted an “Environmental Baseline Study” to determine the extent of cleanup necessary. A Restoration Advisory Board (RAB), comprised of local residents, has been established by the Army to participate in the oversight of the cleanup operation. The Kansas Department of Health and Environment (KDHE) and the U.S. Environmental Protection Agency (EPA) have responsibility for monitoring the cleanup.

According to Sunflower officials, as of May 2001, 1,155 structures containing explosive residue, totaling 1.5 million sq. ft., have been disposed of through burning. The Army has not yet made a final determination of how many of the remaining structures it will dispose of. According to the December 2000 Installation Action Plan, Sunflower officials estimate the cost to cleanup the SWMUs, not including the burning or demolition of building, to be over $58 million.

Utilities

Originally the Sunflower facility had its own utilities system. Since 1997, however, the Army has sold or leased these utilities. In May of 1998, the Army leased the sewer and water treatment utilities to the City of De Soto. The existing sewer system has a 250,000-gallon per day capacity. A separate wastewater treatment facility built by the Army in 1992 for treating nitrogen was leased to a private company, Kansas Wastewater, Inc., which commercially processes industrial wastewater. This private business ceased its operation as part of the lease termination on September 30, 2001.

The existing water treatment facility has a storage capacity of over 13 million gallons, thus making it capable of serving very large users. Power to the site is now provided by Western Resources (approximately 115,000 Kilovolts) with 40,000 Kilowatts of capacity available. Natural gas (100,000 cubic ft./hour) is available to the site from the Williams Natural Gas Company. Also telephone and fiber optic services are now available to the site.

Public Safety

Rural Fire District No. 3 now provides limited (nights, weekdays, and holidays) fire suppression service to the Sunflower facility on a contract basis. The facility has its own security service and does not rely on the County Sheriff’s Office.

Wonderful World of Oz Theme Park

In 1997, a now defunct plan by the Oz Entertainment Company (OEC) was announced for the development of 1,500 acres of SFAAP into the Wonderful World of Oz theme park. After four years of discussion, the Board of County Commissioners, on October 4, 2001, voted to reject any further consideration of the plan which would have involved a complex arrangement between the GSA acting on behalf of the Army, the State of Kansas Development and Finance Authority (KDFA), the Environmental Protection Agency (EPA), Kansas Department of Health and Environment (KDHE) and Johnson County.

Under the proposed plan that was rejected, OEC would have taken over responsibility for the cleanup of the remaining hazardous sites on the property.
SFAAP Redevelopment
Since the conclusion of the efforts by OEC to redevelop SFAAP, there have been ongoing efforts within the public and private sectors to redevelop the facility. In June of 2002, a redevelopment team led by Kessinger/Hunter & Company, a Kansas City real estate firm, and its partner, Cherokee Investment Partners of Raleigh, NC, announced interest in acquiring and redeveloping the entire SFAAP site. Preliminary proposals from the Kessinger/Hunter team call for generally adhering to the County’s adopted plan for SFAAP being a “Community in a Park,” which includes mixed residential, commercial, and business park uses along with over 2,800 acres of parks and open space.

Kessinger/Hunter’s proposal calls for the property to be transferred to it in the same complex manner that was to be used by OEC, with the exception that there is no theme park involved. The Governor of Kansas has indicated to the Army and to the GSA that the State may be interested in exploring the possibility of a transfer of the property to the Kessinger/Hunter team subject to the parties reaching an agreement that includes: cleanup, economic benefit to the State, and consistency with local government plans.

In April 2003, the State approved Senate Bill 237 that enables the Johnson County Board of County Commissioners to establish, if it chooses to do so, a redevelopment authority to oversee the reuse of the facility and to take title to the property. If created, the redevelopment authority could be comprised of seven members appointed by the Board of County Commissioners, or the Board of County Commissioners could act on its own behalf.

In response to efforts to redevelop SFAAP, the K-10 Association adopted the following position in April 2003 supporting redevelopment of the facility:

A. Accelerate the transfer of the property for private redevelopment – Transfer the former SFAAP for private redevelopment and complete all public benefits transfers in a timely manner.

B. Adhere to the County Master Plan – The Johnson County Master Plan will serve as the guide for future development.

C. Continued Property Clean-Up and Remediation – The property should be cleaned by additional federal government and private resources as quickly as possible. The clean-up standards should render the property suitable for future residential development.

D. Financial Incentives – The K-10 Association endorses the use of State of Kansas tax and related financial incentives that will contribute to the cleaning, remediation, marketing, and reuse of the property.

E. Redevelopment Authority – The K-10 Association strongly encourages Johnson County to utilize a redevelopment authority to oversee the planning and reuse of the former SFAAP.

Shawnee Indian Claim
In June 2002, the Shawnee Tribe of Oklahoma asked the Bureau of Indian Affairs to make a public benefits request for all 9,065 acres of the SFAAP property on its behalf. Federal law gives Native American claims a high priority when federal property is made available for transfer out of federal control.

A lawsuit filed by the Shawnee Tribe in June 2002, claims that SFAAP property is covered by a series of treaties between the federal government and the Cherokee tribe in 1825, 1831, and 1854. The Shawnee Indians, in 1869, were removed from Kansas and relocated to Oklahoma where the Shawnee signed an agreement making them a part of the Cherokee Nation. In December 2000, Congress granted the Shawnee Tribe a charter separate from the Cherokee and recognized the Shawnee as a tribe.
At this time, the Shawnee Tribe has not issued any specific plans that describe how it would reuse the SFAAP property. Representatives of the tribe, however, have indicated a desire to work with the Johnson County Park and Recreation District to protect the open space areas bordering the SFAAP property.

**Cedar Creek Community**

Cedar Creek Community is a rapidly growing mixed-use community located adjacent to K-10 Highway at the K-10/Cedar Creek Parkway interchange (one mile west of the K-10/K-7 Highways interchange). This development, which commenced construction at the time the original K-10 Corridor Study was completed, now has over 750 upscale dwelling units, several large office buildings, and commercial services. Shadow Glen Golf Course, was selected by *Golf Digest* as the “Best New Private Golf Course of the Year” in 1989.

The community has established itself as an excellent example of how a mixed-use development can successfully incorporate and enhance the existing natural environment and make the community a desirable place to live and work. A new Cedar Creek Elementary School (1997) and a new Fire, Police, and Med-Act Facility (1999) serve the community; limited commercial services are also available. Most recently, the National Association of Intercollegiate Athletics (NAIA) announced plans for locating its new national headquarters, sports museum, and conferencing center in the Cedar Creek Corporate Park. The 30,000 sq. ft. facility is planned for completion by 2003. Homes in Cedar Creek range in price from $220,000 to $2 million.

Ash Grove Cement Company conceived Cedar Creek Community over 20 years ago when it purchased the 3,000-acre tract that was annexed into Olathe in 1983. Since 1991, the site has been enlarged to 4,500 acres that include the new Cedar Creek Corporate Park that offers 700 acres zoned for retail, office, and mixed-use development. Future plans for Cedar Creek community include the Plaza Shops, a hotel, conference center, and a 27 hole golf course. Upon build-out, the total population of Cedar Creek Community is expected to reach 6,000 families.

**ECOWORKS**

ECOWORKS, located on a 40 acre parcel in Southlake Technology Park in Lenexa, is the first commercial project in the metropolitan area to be designed for acceptance under the Leadership in Energy Design (LEED) Green Rating System. The development is anticipated to serve as a model for incorporating environmental quality and energy conservation into a major office complex.

Phase one of ECOWORKS includes two office buildings totaling approximately 100,000 sq. ft. Four additional buildings are planned for the future, for a total of approximately 385,000 sq. ft. In addition to offices, the facilities will also include daycare, locker rooms, and recreational amenities for employees.

The LEED concept is sponsored by the United States Green Building Council to evaluate environmental performance from a “whole building” perspective. For example, 90% of the steel used in ECOWORKS is recycled, the paint does not emit harmful fumes, the carpeting is biodegradable, and the toilets are water saving. Three small wind generators help power lights in the
new facility’s parking lot. Lakes on the property provide water for landscaping that consists of native plants and grasses that require minimal watering.

**K-10 Technology Plan**

As noted in Part III of this Update, the K-10 Technology Plan was prepared by the K-10 Association because of its interest in expanding the region’s advanced technology capability to support business and educational institution expansion. The plan provides a mechanism for increasing the area’s economic competitiveness and quality of life, as well as further distinguishing the K-10 Corridor as a leader in telecommunications services in the Midwest. Participants in the preparation of the plan included the University of Kansas, Johnson County Community College, Ft. Hays State University, Lucent Technologies, S.W. Bell, Kansas City FiberNet, Brooks Worldcom, Mid-America Regional Council (MARC), Docking Institute, and Johnson County.

The plan describes the technological needs for institutions and leading businesses in the study area and includes a map showing the location of available fiber optic service. The goal is to enhance technology access for the general population, as well as for business, educational, and governmental services. The first phase of the project was an inventory of the existing or planned “infrastructure” (i.e., fiber optic networks) and an assessment of overall business and institutional needs within the corridor. The second phase, completed in 1999, recommended strategies for implementation such as responsibilities and possible funding sources.

**Fiber Optics Availability**

Since 1991, Southwestern Bell has introduced the “Fiber Parks” concept, showcasing several office parks throughout the Kansas City area with fiber optic availability. Fiber optic cable uses hair-thin strands of glass and light to transmit voice, data, and video at extremely high speeds. Because the pipeline carrying this information is greater than the technology it replaces, fiber optics allows telecommunications services to be bundled, thereby reducing capital costs. Everest Communications in Lenexa has installed new fiber throughout the city for cable, phone, and internet service. Southlake Technology Park (immediately south of K-10) has been designated as a Fiber Park. Fiber is also available in most locations east of Cedar Creek along K-10 Highway. West of Cedar Creek, fiber will soon be available north of K-10 from De Soto to Lawrence.

**Open Space and Park Land**

Park and open space opportunities in the K-10 Corridor have undergone significant expansions over the past ten years in Johnson County since the original K-10 Corridor report. The following recreational opportunities have been provided by Lenexa, Olathe, De Soto, Johnson County Park and Recreation District (JCPRD), and the private sector.

**Municipalities**

The City of Lenexa has purchased three future park sites within the K-10 Corridor. The three sites include 60 acres located west of K-7 highway on 95th Street, 80 acres near 91st and Monticello Road, and acreage at Woodland and 87th Lane (adjacent to the JCPRD Mill Creek Streamway Park). Lenexa also acquired an additional 30 acres of parkland at approximately 91st and Clare Road (west of K-7 Highway), 20 acres at the northwest corner of Prairie Star Parkway.

ECOWORKS in Lenexa’s South Lake Business Park.
and Lone Elm Road, and 10 acres adjacent to the new elementary school at 101st Street and Monticello Road for future parks.

As part of its watershed protection program, the City of Lenexa is acquiring additional land around creeks and planning for four new watershed lakes and associated wetlands within the K-10 Corridor. Lenexa is also continuing to implement its trails program that includes construction of a new segment along 91st Street and Woodland Road.

The City of De Soto and the JCPRD have worked together to create a one-mile pedestrian trail around the De Soto City Park that connects to the Kill Creek Streamway Park. A one-mile segment completed in 2002 connects with De Meadows subdivision on 87th Street (south along Kill Creek under K-10 Highway) to a paved parking lot south of 95th Street. The project includes a trail, a fenced off-leash dog run area, and restroom facilities are also planned for the southern access point. JCPRD has been working with De Soto on this project since fall 2001. The next phase will involve extending the trail two miles south to connect with a portion of the streamway trail to Kill Creek Park. Eventually, the goal is to construct a trail from the Kansas River to the existing trails within the Gardner Greenway on the upper reaches of Kill Creek. In addition, the two jurisdictions have worked in cooperation to make improvements to the ball fields within Sunflower Park located near 103rd Street and Edgerton Road.

The City of De Soto recently was approached by the Kaw Valley Sportsman Club to lease and assume responsibility for maintaining the city’s Wilderness Park, located adjacent to the west boundary of Sunflower Army Ammunition Plant. The club hopes to obtain grants to upgrade the facility for its own sporting activities (e.g., hosting hunter safety courses, trap and black powder shots) and to keep it open for public use.

The City of Olathe and the JCPRD cooperated with Cedar Creek Properties, Inc. to complete a greenway study of Cedar Creek. Two Kansas State University landscape architect interns completed a study of a possible linear park system from Lake Olathe north to the Kansas River. The plan was submitted to the JCPRD, the Board of Commissioners, and Cedar Creek Homes Association Advisory Council for review and input. The City of Olathe also aided in the development of a river access point along the Kansas River. This access point is located on city-owned property near 83rd and Gardner Road and incorporates JCPRD’s first Kansas River access point and parking lot at the site.

The City of Lawrence Park and Recreation Department opened Eagle Bend Golf Course in 1998. The 18-hole public facility includes two driving ranges and is located just below Clinton Dam, south of K-10 Highway.

**Johnson County**

In 1988, land was donated to Johnson County for Kill Creek Park, located adjacent to the east boundary of the Sunflower Army Ammunition Plant. The 830-acre regional park site is south of De Soto and K-10 Highway. Entry to the recently dedicated park is from 115th Street. Development of the first phase of this project began in 1998 and included the construction of a 26.5 acre lake with...
a swimming beach, marina, boat rentals, playgrounds, shelter, picnicking areas, multi-use trails, and meeting space. The Kill Creek Park Master Plan, completed in 1996, includes a recommendation to incorporate approximately 2,800 acres of the Sunflower Army Ammunition Plant into the area for future park utilization. The Army property would provide access into the park south of K-10 Highway and east of the intersection of 95th Street and Lexington Avenue.

JCRPD also completed a section of the Mill Creek Streamway Park from 95th Street north to the existing trail near Shawnee Mission Park. This multi-use trail system now provides a continuous facility from 95th Street north to the Kansas River (12.5 miles). The final phase of the Mill Creek Streamway Park was completed in 2000, and the system now provides approximately 18 miles of multi-use trails from 123rd and Woodland north to Nelson Island in the Kansas River.

In association with Johnson County Public Works, JCPKD sponsored the preparation of a Bicycle Transportation Plan for Johnson and Wyandotte Counties. One of the recommendations of this 1996 study was to designate “Old” K-10 Highway (83rd Street) as a proposed bicycle route that provides the primary bicycle connection to Douglas County and Lawrence. Johnson County Public Works made shoulder improvements to a section of this road, (Lexington Avenue/ 103rd Street) from 95th Street west to the County Line to accommodate bicycles. The route will continue to receive improvements as funding becomes available.

**MetroGreen - Kansas City Metropolitan Area**

In 1991, the Prairie Gateway Chapter of the American Society of Landscape Architects completed MetroGreen: Kansas City Metro Greenway System. This project, known as “MetroGreen,” identified a major network of greenway opportunities consisting of two loops and a set of connecting spokes of greenway linkages. The inner loop, 90 miles in length, would encircle the urbanized areas of the Kansas City Metropolitan Area while the outer loop, 140 miles in length, passes through the exurban fringe and rural areas of Johnson County, including the K-10 Corridor.

Among these greenway opportunities identified within the K-10 Corridor are the Cedar Creek Streamway Corridor and portions of the floodplain surrounding the Kansas River.

**Private Sector – New or Expanded Golf Courses**

The private sector has provided recreation improvements in the form of several new or expanded golf courses within the corridor. For example, two new golf courses have been constructed in the vicinity of Eudora over the past ten years. Eudora Riverview Golf Course, an 18 hole public course, opened in 1995 and is located adjacent to the south side of the Kansas River on 1500 Road. Twin Oaks Golf complex (on the southeast corner of the K-10 and Douglas County 1057 interchange, west of Eudora) opened in 1992. This complex offers a 9 hole executive pitch and putt course, a driving range, and an 18 hole miniature golf course.

Falcon Ridge, located near 97th and Woodland in Lenexa, opened in the summer of 1997 and provides a championship-caliber golf course open to the public. Burning Tree, a new 9 hole public golf course recently annexed into De Soto, opened in 2001.
Cedar Creek Properties, Inc. developed Shadow Glen over ten years ago as a championship-caliber private golf course near Cedar Creek Parkway and K-10 Highway. In 1989 *Golf Digest* recognized Shadow Glen as the “Best New Private Course”, and in 1995 the same magazine recognized it as one of “America’s Greatest Golf Courses.” Future plans include the development of at least one additional 18 hole golf course within the subdivision. The proposed course will be open for public play and located near the College Boulevard entrance to the Cedar Creek development.

**Sanitary Sewers**

In Johnson County, the Mill Creek Regional Wastewater Treatment plant that came online in 1995 and new sanitary sewers have recently prompted interest in development along K-10 Highway in the Lenexa portions of the corridor. Sewers constructed by the City of Olathe extending from 119th to K-10 Highway along K-7 Highway now provide service to Aldi and Honeywell, both recent developments within the Focus Area. New Johnson County Wastewater District sewers along Ridgeview Road and K-10 Highway have also enabled the new construction of commercial facilities that began there in 2002. All of the area in Olathe west of Lone Elm Road is served by Olathe Sanitary Sewers processed at the Cedar Creek Plant.

New County sewers west of K-7 Highway in Lenexa and Shawnee will enable new development to occur in this general area, including the Canyon Creek mixed-use development project to be located just north of K-10 Highway and Creek Parkway, and the new Catholic High School, St. James Academy, to be located at the southeast corner of Clare Road and realigned Prairie Star Parkway.

Proposed long-range plans have been made for the eventual construction of a new wastewater treatment facility that would serve both the Cedar Creek and Kill Creek watersheds. Installation of such a facility would be a major catalyst for development in the northwest portion of Johnson County as well as within the K-10 Corridor. Although no site has been selected nor has any date been set for the construction of such a facility, Johnson County Wastewater District officials have been studying possible locations.

In Douglas County, Eudora sanitary sewers installed south of K-10 Highway have enabled the construction of the City’s new high school as well as new residential subdivisions. Lawrence has also installed sanitary sewers south of K-10 Highway across from the East Hills Business Park enabling the construction of the County’s new detention facility as well as additional residential development.
Community Plans and Activity
Each of the jurisdictions along K-10 Highway recognizes the importance of this roadway to its future growth. Since the preparation of the original K-10 Corridor Study, all of the communities have worked together to plan and coordinate development.

Lawrence has addressed development issues along the corridor with a separate section of its comprehensive plan dedicated specifically to K-10. The K-10 Association’s design guidelines are also regularly used by communities such as Lawrence to review development proposals.

In March 2000, De Soto and Johnson County entered into a four-year agreement to jointly regulate development and land uses within an area designated as the “K-10 Highway Corridor Overlay District.” The regulations jointly prepared by De Soto and Johnson County are intended to implement comprehensive and coordinated land use planning and zoning within an area approximately one-half mile on either side of K-10 Highway, between Sunflower Road and Cedar Creek Road. This Overlay District provides a basis for De Soto and the County to regulate the use of land, height and bulk of structures, size of yards, and the design and layout of developments other than single-family residences. The regulations establish the Overlay District boundaries, as well as procedures and requirements for review and administration.

Included in Olathe’s comprehensive plan are guidelines for the new K-7 Highway that form a major highway junction with K-10. Lenexa is in the process of updating its comprehensive plan and plans to take into consideration the K-10 Corridor Design Guidelines. The K-10/K-7 interchange is considered a potential retail center for Lenexa. The Johnson County comprehensive plan is also committed to quality development along the corridor. No development is allowed without adequate infrastructure, and all development is expected to be of the highest quality.

Plans for the K-10 Corridor
Each community within the Focus Area has an existing comprehensive plan that includes general guidelines for its development. The following is a summary of the recommendations contained in these plans that pertain to growth management within the corridor. A review of these plans provides an overview of the goals, objectives, and land use and development expectations of the communities directly served by K-10 Highway.

Figure 14, Generalized Existing Land Uses, shows three major categories of land uses – farmland/open space, residential, and commercial/industrial - found today within the Focus Area of the K-10 Corridor. From Figure 13, it is apparent that the major existing land use within the Focus Area is farmland/open space. Residential and commercial/industrial uses are primarily located within the Focus Area cities where there are adequate public infrastructure and services to support it.
Figure 15, Composite Land Use Plans, shows the combined land use plans within the Focus Area. The Composite Land Use Plan has been generalized to the same three land use categories in the preceding Figure 14. In comparison to Figure 14, the Composite Land Use Plan shows the significant increase in development planned to occur over the next 20 years.

A brief summary of each community’s plans within the corridor is provided below. More detailed information about each community’s plans and copies of their individual land use plans may be obtained from each community.

**Douglas County**

Horizon 2020, adopted jointly in 1996 by Douglas County and the City of Lawrence, contains policies and recommendations for both the unincorporated portions of the county and for the City of Lawrence. In parts of unincorporated Douglas County with new commercial areas, Horizon 2020 recommends all development nodes along the K-10 corridor should be annexed to either the City of Lawrence or the City of Eudora. Requests for development of community and/or regional commercial centers are subjected to an impact analysis that is the city’s responsibility to perform. This analysis is conducted in order to evaluate the potential impact on the future viability of the primary regional retail commercial center as a whole and not the potential impact on individual businesses or properties.

Generally, the development of planned industrial, office research and warehouse distribution facilities within the urban growth areas of unincorporated Douglas County are encouraged. In addition, major entrances into industrial and business parks should be identified by attractive “gateway” features and these gateways should include special signage, landscaping and accent lighting, and/or a common sculpture feature.

In parts of unincorporated Douglas County that are environmentally sensitive due to severe slopes, the presence of floodplains, lakes, streams, ponds, forestation, or natural and wildlife habitat areas, Horizon 2020 does not preclude development of land within these areas nor does it encourage it. Horizon 2020 recommends that non-residential development in environmentally sensitive areas should be subject to site plan review to ensure development is designed in a manner that least impacts these natural features.

Rural development is subject to the overall policies, recommendations and standards of Horizon 2020. This means that land designated as being in a rural service area are not expected to receive urban development during the planning period. So, agricultural uses should continue to be the predominant land use within the areas of the county - beyond the designated urban growth/service areas. Uses permitted in the rural area would continue to be limited to those types of land uses that are compatible with agricultural production and uses. Some examples are seasonal farm stands and pick-your-own farm operations, which provide flexibility and incentives to retain agricultural land in production. Residential development should be limited in these areas so that new development does not unnecessarily remove productive land from agricultural use.

Traffic impacts of a development on the surrounding area should be evaluated in accordance with the Capital Improvement Plan (CIP), the Comprehensive Plan, or the Long-Range 10 Market Place in Lawrence.
Figure 15
K-10 Corridor Focus Area Composite Land Use Plans

Feature Key
Land Use Class
- Farm Land
- Residential
- Commercial/Industrial

Area Roads
- Highways
- Major Roads
- Minor Streets

Map showing the K-10 Corridor Focus Area with various land use classes and roadways marked.
Transportation Plan, which are updated periodically to recognize changes in priorities and to add new projects with designated priorities. An evaluation of the traffic impacts of a development on the surrounding area would consider the existing and projected traffic conditions and their impact on the existing transportation system.

**Lawrence**

In Lawrence, development should correspond with the availability of public infrastructure and services as well as with defined conditions which development must meet in order to conform with the overall intent of Horizon 2020, as identified in the Growth Management Element. Where adequate public facilities and services are in existence, urban service areas will be established.

A development site for office uses has been designated at the intersection of the K-10 Highway and the future South Lawrence Trafficway/K-10 Highway. While this area may alternatively be used for compatible office research uses, the Plan emphasizes development of office uses for sites adjoining the South Lawrence Trafficway/K-10 Highway. Because this corridor serves as an important community gateway, private development which is visible from public streets should be of the highest quality and include aesthetic amenities such as landscaped plazas, open spaces and pedestrian areas to emulate a unified and organized “campus” setting. The scale of development at this location is largely contingent upon the completion of the South Lawrence Trafficway/K-10 Highway.

Office research land uses are also recommended as an appropriate land use at gateways to Lawrence. High quality developments are encouraged to develop at major entrances to the city to present a pleasing community appearance.

Horizon 2020 targets three areas for additional office research development, two of which are near the K-10 Corridor. The first is a new office research/planned industrial area south of 23rd Street and east of E1600 Road (O’Connell Youth Ranch Road). This location would provide a significant new opportunity for office and office research land use. This office research area adjoins a planned medium-density residential area to the west and should include substantial screening and buffering between different land use intensities. This area is adjacent to the Douglas County jail. Additional county facilities may be located nearby to provide a complex of county services and/or planned industrial uses. Ideally, this entire area would be developed in a planned and unified basis. The possibility of shared and interconnected park and recreation improvements, together with links to the larger bicycle and pedestrian improvement system planned for the greater area are also considered as appropriate for this area.

The second area identified as appropriate for office research land use is located north of 23rd Street and along east 15th Street, to the west of the planned interchange for an eastern loop (Eastern Parkway) of the South Lawrence Trafficway/K-10 Highway.

**Eudora**

The City of Eudora adopted an update of its comprehensive plan in 2003. The official update of the City’s 1993 Long Range Physical Development Plan has been drafted with signifi-
cant public input from citizens, elected and appointed officials, and staff. The City of Eudora Comprehensive Plan 2003 outlines development policies for the next 10 to 20 years. During this time frame, community population is expected to double.

Bordered on the north by the Wakarusa River, Eudora’s 2003 Plan envisions the community to experience continued rapid growth along and south of the K-10 Highway corridor with a mixture of uses including residential, industrial, institutional, commercial, and mixed use. Investments by the private sector, particularly for residential subdivisions south of K-10 Highway, and the opening of a new high school on Douglas County Road 1061, have caused community leaders to take steps toward upgrading public infrastructure to accommodate heavier use of roadways and utilities extensions.

The 2003 Plan envisions developments on commercial frontage roads along both sides of K-10 Highway and business park and industrial park development adjacent to these new roadways. Residential development is expected adjacent to commercial and light industrial areas.

Douglas County Road 1061 (Church Street) is being studied for the development of roadway and pedestrian improvements because it is the main collector street accessing K-10 Highway and servicing the new high school, relocated middle school, and major residential subdivisions under rapid development. City officials have initiated a study to develop a conceptual roadway design and cost estimate to accommodate increased use of this county road. Additionally, recommendations will be made on the infrastructure needs of the K-10 Highway bridge and interchange that will serve future growth and development in this area.

Increased residential development and pending voluntary annexations on the west side of Eudora enable community leaders to advocate a new K-10 interchange at Winchester Road. This new interchange would expedite growth to the west and accelerate commercial and industrial development along new frontage roads that will connect with existing K-10 interchanges. A new western interchange would also present a new K-10 access route for those residing in new subdivisions south of K-10 and thus relieve some of the increasing traffic volume on County Road 1061.

Though once considered a “bedroom community” due to increasing residential construction and subdivision development, community leaders are very aware of the need to develop infrastructure and to zone land for industrial and commercial uses adjacent to the K-10 Highway corridor. With relatively low property taxes, a quality education system, a small-town atmosphere, and proximity to Lawrence and the KC metro area, Eudora is increasingly subjected to development speculation. The K-10 Highway is a major impetus and attraction for the present growth and future development of Eudora.

Johnson County
The Johnson County Rural Comprehensive Plan is currently being updated and covers the unincorporated areas of the county, including those portions within the Focus Area. The existing plan identifies the K-10 Corridor as a growth center of countywide importance that requires special consideration. The plan cautions that development within this area will require “greater attention to land use relationships, environmental
constraints, traffic circulation, and coordinated and fundable levels of public service and improvements.”

The County Plan contains numerous policy statements relevant to development within the corridor. These goals include the following: coordinating development between rural and urban areas, protecting the environment, assuring compatibility between land uses, and limiting urban-type development in rural areas until there is adequate infrastructure available to serve it. Another goal of the plan is to improve local intergovernmental coordination.

The current and proposed land use plan designates land within the K-10 corridor as Urban Fringe or Rural Policy Areas. An “Urban Fringe” designation indicates an area that will eventually be annexed by a nearby city and may be suitable for limited development that is generally consistent with nearby city plans for the area. The only Urban Fringe Area within the corridor is a one-quarter to one-mile wide area immediately south of the city limits of De Soto. Proposals for non-residential zoning changes within this area require joint review by the County and City.

A “Rural Policy” designation indicates an area that should be limited to agricultural or very-low-density residential use (10 acres or more per dwelling unit). All other uses are discouraged except for some farm service or agricultural related businesses. Rural Policy Areas include all the remaining portions of the County within the corridor Focus Area that are not covered by other policy designations.

In 2000, Johnson County and the City of De Soto jointly adopted a “K-10 Corridor Overlay Zoning District” and Regulations which sets forth standards for development within the area immediately adjacent to K-10 Highway. The zoning district and regulations provide for a variety of uses and development in a unified manner that is compatible with the surrounding area and fits with each jurisdiction’s comprehensive plan. The primary intent is “to produce a pleasing view from K-10 Highway that enhances the image of De Soto and Johnson County as progressive and attractive places to live, work, and conduct business.”

De Soto

Development within the K-10 Corridor has a significant impact on De Soto. The corridor is one of the City’s most valuable assets, serving as the community’s front door and primary means of access to the surrounding metropolitan area. The City’s location within the corridor and western Johnson County is a substantial asset in attracting and supporting development to De Soto. Since the adoption of the original K-10 Corridor Study in 1991, the City of De Soto has grown by nearly 100 percent making it the fastest growing community in the corridor. In 2000, the City reached a population of over 4,500 residents. This residential growth has spurred previously unfeasible non-residential development including a variety of service-commercial uses and major employers. Most notably, Intervet, an international animal pharmaceutical firm with 175 employees, built a research and development, production, and distribution facility along the corridor in 2002.

In preparation for this growth and anticipation of future growth at similar rates, the City has adopted and regularly updated the De Soto Comprehensive Plan (a major update was underway in 2003). The Plan identifies the communi-
ty’s vision and preferences for the development of the City and surrounding growth area, including the K-10 Corridor from approximately Cedar Creek on the east (three miles west of K-7 Highway) to the Johnson County line on the west. The City’s growth area as indicated in the plan also includes the vast majority of the 9,065 acre Sunflower Army Ammunition Plant which abuts De Soto and is located only one mile south of the City’s primary commercial and industrial node at the K-10 Highway and Lexington Avenue interchange.

The City’s Plan strongly endorses the orderly development of the K-10 Corridor in a way that preserves the corridor’s aesthetic qualities. The plan calls for a mix of well-planned, contiguous, high-quality development along the corridor. A major focus of the Plan is serving growth in a cost-effective manner, promoting development where it can best be served with infrastructure and public services. Based on these objectives, the City’s Plan projects higher-density residential and non-residential nodes around interchanges within the K-10 Corridor and along undeveloped portions of 91st and 95th Streets (the parallel arterial road network). The largest opportunity for non-residential development within the existing City limits is at the interchange of K-10 Highway and Lexington Avenue. Over 200 acres of commercial and industrial land is currently available for development within one mile of the interchange. In 2003, the City completed a “Targeted Industry Study” to identify businesses that operate at a competitive advantage in the local economy. As a result of this initiative, the City can market, encourage, and attract businesses that will be successful and improve the economic base in the community.

To help ensure quality development which preserves the K-10 Corridor as an asset, the City and Johnson County have jointly adopted a K-10 Corridor Overlay District which identifies design guidelines and development standards for development within the corridor. The City has also adopted and utilizes the K-10 Corridor Design Guidelines.

In addition to opportunities for growth and development within the existing corporate limits, the City realizes substantial opportunities in the surrounding growth area. One of the primary opportunities lies in the development of the former Sunflower Army Ammunition Plant. De Soto is the only community within the corridor that abuts this land. With land abutting the northern, northwestern and eastern portions of the site, the only means of regional access to the site is currently through De Soto via K-10 Highway. Due to the site’s size and proximity to the City, its development will have the most significant impact on De Soto. As such, De Soto should play a primary role in the development process. To that extent, the City realizes the development of the site provides an unparalleled opportunity for development with the City, the K-10 Corridor and the Metro, and officially supports the development of the site as an extension of De Soto.

**Olathe**

The overall focus of the Olathe Comprehensive Plan, adopted in 1997, is to continue to make Olathe a better place to live and work. The goals and objectives of the plan deal with a wide variety of quality of life issues including the design and visual impact of the City’s built environment. The future land use map, adopted as part of the
Comprehensive Plan, illustrates anticipated land uses for the south side of K-10 Highway from Gardner Road on the west to halfway between Renner Blvd. and Ridgeview Road on the east.

The City views the future land-use map as a broad-brush map with generalized land use classifications (residential, non-residential, public, and parks). The Comprehensive Plan recommended the City complete studies along gateway corridors to provide detailed land use plans and goals. Since the adoption of the Comprehensive Plan, corridor studies have been conducted along Ridgeview Road, Woodland Road, and Kansas Highway 7. These studies along with the Cedar Creek Community Master Plan provide a detailed analysis of the study area throughout Olathe.

Within Cedar Creek, the plans primarily recommend low-density residential land uses with significant open space. Smaller office and general commercial uses are anticipated for lands fronting on K-10 and extending south along Clare Road. Large office users are anticipated to occur at the southwest corner of K-7 and K-10 Highways. Honeywell anchors this business park. Along the eastern edge of K-7 Highway, the plans anticipate light-industrial uses similar to the Aldi distribution warehouse located at the southeast corner of K-7 and K-10. Much of the land east of Aldi to Woodland Road is developed with public uses (parks and schools) or rural-density residential uses. The City anticipates that Ridgeview Road will develop with Class A office buildings and secondary retail uses to serve office development.

The transportation component of the Olathe plan includes recommendations for an upgraded street system to serve this area. The 1999 Street Network Study recommended the improvement of College Boulevard throughout the area to a divided-four lane arterial. Other transportation priorities include the construction of a new K-10 interchange with Clare Road. This new interchange would improve access to the Cedar Creek and College West Business Parks anticipated in the plan and allow intensities consistent with this type of development. The other project is a new K-10 Bridge with Lone Elm Road. This bridge would improve access to the new Olathe School District projects (Prairie Trail Junior High, Olathe Northwest High School, and College District Activity Center).

**Lenexa**

The last major update of the City of Lenexa’s Comprehensive Plan occurred in May of 2000, with a subsequent amendment in 2001. Lenexa’s future land use plan currently envisions significant, high quality office/research land uses around the K-10/K-7 Highway interchange. A major regional retail center is recommended, most likely, at the northeast corner of that interchange. Directly northwest of this interchange, the future land use plan currently shows additional office/research land uses. Business park uses are recommended further north along the west side of K-7 Highway. Those uses and others in the area west of K-7 Highway, however, are currently under review in conjunction with a planned 2003 amendment to the comprehensive plan. Changes in the future land use plan for this area are likely, given that there have been a number of new proposed developments such as the Canyon Creek project and the more recently approved Prairie Star Village. Overall, this area has plans proposed or approved for a new

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*New Mize Road north of K-10 Highway in Lenexa.*
Catholic high school, new elementary school, new public safety facility (fire and police), a hospital, several residential developments, and several locations for general retail and office development.

Along K-10 Highway further east of the K-10/K-7 interchange, the future land use plan reflects additional office/research uses, another possible hospital site, neighborhood retail and office uses, and the possibility of additional multi-family uses. Significant office/research and business park uses are also designated around all four corners of K-10 Highway’s terminus with I-435. Low-density residential uses (including existing golf courses) for this area are generally indicated for those parcels north of 101st Street and west of Mill Creek.

Lenexa’s transportation plan includes recommendations for several major road improvements that would affect development within the K-10 Corridor. The first proposal has been the continued upgrading and realigning of portions of 95th Street, now called Prairie Star Parkway. With completion of the soon-to-be constructed Mill Creek bridge, this roadway will extend from the eastern city limits to K-7 Highway. Construction plans for extending Prairie Star Parkway west of K-7 Highway have been approved. These plans include special environmental features and the unique use of roundabouts at intersections in lieu of traffic signals.

Another major street improvement planned within the corridor is the construction of Mize Road from the K-10 and Cedar Creek Parkway interchange to just north of 83rd Street. A small portion of this roadway has already been built. A third major road improvement is a new K-10 interchange with Lone Elm Road. This new interchange would improve access for both Olathe and Lenexa and would enhance much needed access for the regional retail land uses recommended for the northeast corner of the K-10/K-7 interchange. This interchange would likely necessitate additional upgrades to Lone Elm Road, both north and south of K-10 Highway. Possible additional overpasses or interchanges with K-10 Highway could also occur at Claire Road and with Prairie Star Parkway’s western terminus into K-10 Highway. Finally, the transportation plan also calls for the extension of Ridgeview Road north to 87th Street Parkway.

See www.ci.lenexa.ks.us/planning/compplan/homepage.htm to review Lenexa’s web-based Comprehensive Plan.

**Overland Park**

Most of the area within Overland Park in the vicinity of K-10 Highway is already built-out. The area within a mile north and south of K-10 Highway contains a mix of land uses including numerous single-family subdivisions, multi-family residences, major institutional uses such as Overland Park Regional Medical Center, Johnson County Community College, and parks and trails, as well as many office and retail complexes of varying sizes. Corporate Woods is approximately 2 miles east of the K-10 and I-435 interchange.
The City’s planning for this area supports the continuation of these existing land uses and no major changes in these types of land uses are proposed for this area within the City’s Master Plan. The City now has proposals before it for over 100,000 sq. ft. of office development south of K-10 Highway along Quivira Road.

The most significant planning for this area is the City’s proposal for an approximately $174 million new highway interchange at Antioch Road and I-435. The new design is intended to relieve traffic congestion within the K-10 Highway and I-435 corridors and improve access to businesses along College Boulevard in Overland Park. The project, entitled Focus 435, is expected to take at least 3 years to build from commencement of construction and will include adding lanes to I-435 and some changes to the I-435 and U.S. 69 interchange. According to Overland Park officials, approximately 135,000 vehicles a day travel along I-435 in this area.

**Shawnee**
The southernmost boundary of the City of Shawnee lies approximately one and a half miles north of K-10 Highway, just west of 87th Street and K-7 Highway. Although not directly adjacent to K-10 Highway, the city has benefited from development along the K-10 Corridor as traffic increases there and along K-7 Highway.

The Perimeter Park business center on the southwest corner of 83rd Street and K-7 Highway is nearing build-out. The recent installation of sanitary sewers to this general area will enable more residential as well as more non-residential development to occur similar to the type of development that is now occurring in Shawnee further north along K-7 Highway.

The City of Shawnee is also pursuing opportunities with the State to make improvements to the 75th Street intersection with K-7 Highway. The southernmost portion of Shawnee along K-7 Highway is developing with business parks and office and warehouse complexes using the combination of K-10 and K-7 Highways as a major transportation route.
Part X: Opportunities and Constraints

The original K-10 Corridor Study contained a section that summarized the opportunities and constraints to development that existed within the corridor in 1991.

The following is an update of this summary, which provides a general assessment of the overall potential for development and the possible impediments to be overcome within the K-10 Corridor.

Opportunities

1. **Connection to Inter-Regional Highway Network**
   K-10 Highway is a well-maintained, safe, and congestion-free roadway that allows traffic speeds of up to 70 m.p.h. K-10 is an integral part of the major highway network that serves the Kansas City, Lawrence, and Topeka region.

2. **Connection to Kansas City and Lawrence-Douglas County Regional Highway Network**
   Within the Kansas City and Lawrence-Douglas County regions, K-10’s connection with I-435, I-35, K-7, and U.S. Highways 59, 69 and 71 has improved the accessibility of communities within the K-10 Corridor. The highway is and continues to be an increasingly important traffic artery as indicated by the doubling of its use during the past ten years.

3. **Planned Road Improvements**
   The future construction of two major roads, the proposed Northwest Corridor improvement of Kill Creek Road in Johnson County and the completion of the South Lawrence Trafficway in Douglas County, will significantly expand the corridor’s role within the regional highway network, as well as increase traffic volume.

4. **Attractive Business Location**
   This high-speed, high-visibility link between Lawrence, Johnson County, Topeka, and the southern half of the Kansas City Metropolitan Area provides an attractive location for businesses and economic development throughout the area served by the highway. For the past ten years there has been a substantial increase in both economic and residential development within the corridor.

5. **Economic Prosperity**
   Johnson County and Douglas County respectively rank first and fifth in Kansas economic prosperity according to a 2001 study by Kansas State University. The report on Kansas Strength Index compares Kansas’ 105 counties relative to wealth, employment and personal income. According to the report, Johnson County’s economy is driven by business, communication services, wholesale trade, finance, insurance and real estate, and Douglas County is benefiting from its location on K-10 Highway and I-70.

6. **Educational Resources**
   Within the K-10 Corridor there are four institutions of higher learning to serve area residents and businesses: The University of Kansas, Haskell Indian Nations University, the University of Kansas – Edwards Campus, and Johnson County Community College.
7. **Well-Educated Work Force**
The labor force in Johnson and Douglas counties is well educated, with a large percentage holding college degrees.

8. **K-10 Association**
Since its inception in 1989, the K-10 Association has played an instrumental role in endorsing and helping to coordinate quality development within the K-10 Corridor. Through its activities and sponsorship, public and private sector individuals and businesses have worked together to promote economic development and orderly growth to the benefit of the region and the communities within the corridor.

9. **K-10 Corridor Goals and Objectives**
In 1993, under the guidance of the K-10 Association, goals and objectives were established for the K-10 Corridor. These included goals and objectives for cooperation in the areas of land use planning, urban design, economic development, and environmental preservation. The document has since been adopted and is used by the communities within the corridor. Appendix A contains a copy of the K-10 Corridor Goals and Objectives.

10. **K-10 Corridor Design Guidelines**
In 1993, the K-10 Association sponsored the development of the K-10 Corridor Design Guidelines, which have been approved and are now in use by all the communities within the corridor. These guidelines are used by communities to review development proposals to ensure that their appearance is compatible with surrounding developments and in keeping with the K-10 Corridor Goals and Objectives. Appendix B contains a summary of this document.

11. **K-10 Corridor Technology Plan**
In 1998, the K-10 Association underwrote the preparation of the K-10 Corridor Technology Plan for communities within the K-10 Corridor. The purpose of this plan is to assist in making the area a Smart Corridor by enabling businesses and residents within the corridor to advance technologically. The plan describes how communities and institutions can work together to provide the best technology infrastructure.

12. **Fiber Optics Availability**
Today, fiber optic lines are located throughout the K-10 Corridor. Connection to this system can provide local businesses and residents with access to data, voice, and video networks throughout the world. Fiber optics provides increased flexibility, high speed for its users, and can play a vital role in attracting new businesses to the region.

13. **Sunflower Army Ammunition Plant Conversion**
In 1997, the U.S. Army announced its plans to transfer the former Sunflower Army Ammunition Plant to private use. The reuse of this 9,065 acre facility, which has three direct access connections to K-10 Highway, could be highly beneficial to the entire region, as well as to communities within the K-10 Corridor.
Corridor. Since 1998, Federal officials have been working with State and Johnson County officials to find a suitable reuse.

14. **Access to Community Resources**
K-10 Highway has made the resources of each of the communities within the corridor more readily accessible to one another. The educational resources of the University of Kansas in Lawrence are now more convenient to Johnson County residents, and Johnson County’s economic opportunities, including the commercial and office developments in the College Boulevard area and the industrial warehousing activity in the I-35 and I-435 areas, are now more readily accessible to Lawrence and Douglas County residents.

15. **Attractive Residential Location**
The corridor’s proximity to employment centers in Kansas City and Johnson County, along with the amenities of a natural setting and good school districts, have made it an attractive location for residential development. Falcon Ridge in Lenexa, Meadowlark in Eudora, Cherished Oaks in De Soto, and Cedar Creek Community in Olathe are examples of each community’s response to the growing interest in this type of development.

16. **Opportunity to Plan for Managed Growth**
Because the corridor is still largely undeveloped, the opportunity remains to plan for and manage its orderly growth.

17. **Highway Controls In Place**
The controlled-access to the highway and its wide right-of-way limit the possibility to construct strip-type development adjacent to the highway and provide an opportunity to preserve and upgrade existing environmental and scenic resources.

18. **Environmental Quality**
The corridor possesses a high level of environmental and scenic attributes that are important resources and amenities. The corridor contains several creeks that can be developed as part of a streamway park system. These types of amenities are increasingly important in business and residential location decisions.

19. **Continuous Growth and Community Planning**
All the communities located adjacent to the corridor are experiencing growth and have an interest in ensuring future quality development. Each community within the corridor has either recently approved a comprehensive plan or is now in the process of updating one.

20. **Commitment to Cooperation**
Each community adjacent to the corridor has expressed an interest in cooperating with other communities to coordinate planning to ensure orderly development and the preservation of the natural environment.

21. **Available Public Facilities**
Some of the communities within the corridor now have adequate public facilities to serve existing development near the highway. As pressure for development increases, these and other communities may have to expand or add facilities to accommodate growth.
Constraints

1. **Independent Community Plans and Regulations**
   Although there are mutually agreed upon goals and objectives for the K-10 Corridor, development along the corridor is still occurring without an overall cohesive corridor-wide plan. Each community has its own independent plan and enforcement and implementation mechanisms. There are eight separate and independent zoning jurisdictions within the Focus Area.

2. **Environmental Protection**
   There is no overall plan and only limited regulations in place to protect the scenic and natural environmental resources that exist within the corridor. In addition, a number of federally and state protected species occur within or near the corridor. The presence of these species may restrict or influence development options.

3. **Uncoordinated Design**
   Some of the existing developments along the highway do not contribute positively to the overall appearance of the corridor. Future development that is of poor design or insensitive to the surrounding environment can establish a poor precedent and downgrade the overall image of the corridor and the communities located within it. (As noted earlier, the K-10 Corridor Design Guidelines are now being used by communities to ensure future quality development.)

4. **Physical Limitations**
   Certain locations along the corridor have topographic or soil limitations that make these areas unsuitable, difficult, and expensive to develop. These environmental limitations, however, may provide opportunities for preservation.

5. **Limited Wastewater Control Facilities**
   Wastewater control in the undeveloped portions of the corridor is generally limited to septic systems. In many of these areas, soil or groundwater conditions may pose problems for such systems.

6. **Limited Rural Secondary Road System**
   Many of the rural secondary roads within the corridor are unpaved or inadequate to handle large traffic volumes without significant and expensive upgrading.

7. **Limited Public Resources**
   The communities within the corridor have limited budgets, and some have limited staff resources to commit to monitoring or managing development along the highway.

8. **Diverse Interests**
   The corridor contains a mix of small rural cities, growing suburbs, new large-scale developments, and long-time resident landowners. This combination of diverse interests often creates conflicting aspirations about the extent and location of growth in the corridor. (The K-10 Association has provided a useful forum for bringing these interests together and for discussing relevant issues.)

9. **Uncertain Future for Sunflower Army Ammunition Plant**
   The future of the Sunflower Army Ammunition Plant is uncertain at this time. The transfer of this facility to a new unknown use could have a potentially adverse affect on the communities within the corridor.
Part XI: Conclusion

This Update of the original K-10 Corridor Study has provided a description of the existing conditions within the corridor and has considered a wide-range of planning issues. Although this report is not intended to be an economic development study or a plan, it does identify existing and potential opportunities within the corridor.

The primary focus of this Update has been on describing the new development that has occurred since 1991 and the potential for even more growth within the corridor.

The underlying objective is to encourage each community, resident, and business to maintain and continue to encourage the orderly growth that has occurred since 1991.

The findings presented in this Update are not intended to contradict or replace the existing plans or studies of the communities within the corridor. Instead, this Update is intended to supplement or support existing and future efforts to coordinate, manage, and enhance development within the corridor.

Some of the more important issues raised by this Update are similar to those raised in the original study and may be summarized below:

- **Sustaining Quality Development**
  In a regional context, K-10 is an undeveloped corridor available for urban expansion. Nodes of development exist and are expected to increase along the K-10 Highway Corridor. At the time of the original K-10 Corridor Study, growth forecasts for much of the corridor were for moderate increased development due to the limitations of infrastructure to support it. Since 1991, major new and planned infrastructure improvements have significantly increased the potential as well as likelihood for major new development within the succeeding 10 years and beyond. The overall quality of development within the corridor has been very high. As development pressures continue, sustaining this level of quality may become a challenge that each community independently will face.

- **What Stage Now?**
  The major questions confronting corridor development are ones of timing and staging for alternate patterns of “second phase” growth. For example, given that land consumption rates and infrastructure programs are fairly well established in both the Kansas City region and in Douglas County, is it better to accelerate development along K-10 Highway, in advance of other areas, or is it more efficient to continue the existing gradual pattern of growth? Should certain areas within the corridor be reserved or protected from premature development that might preclude orderly growth?

- **Sunflower Army Ammunition Plan Reuse?**
  The future reuse of the Sunflower Army Ammunition Plant will have a major impact on the future K-10 Corridor. All of the communities within the corridor have an important interest as well as stake in the redevelopment of this facility. For this reason, it is
Important that all of the communities should have a role or input in the redevelopment process.

**Growing Together**
Because of the extensive commuting levels between the Kansas City and Lawrence areas, their once separate local economies are becoming increasingly linked and interdependent. In the event that commuting patterns continue to increase in the future, federal guidelines allow for combining the two MSAs into a single MSA once an established commuting threshold has been met. An important policy consideration is whether combining the Kansas City MSA and the Douglas County MSA into a single, larger MSA is desirable or not.

**Finding Future Policy Choices**
Assuming that reasonable policy choices are available for the corridor, how can they be identified and evaluated? One approach is to list a wide range of alternative futures and then design policy options that will help implement such futures. This approach to design policy options has been used successfully in the Piedmont Triad Region of North Carolina (Winston-Salem, Greensboro, and High Point) and the Middlesex Somerset Mercer Region of central New Jersey (New Brunswick to Trenton) for highway corridors somewhat like K-10.

Another method would be to more narrowly focus on existing policies in the corridor—rather than create new ones—in an attempt to determine what impacts they have on development options. This method is more pragmatic but has the risk of potentially overlooking a not so obvious, but desirable, design for the future.

It is anticipated that these issues will be addressed jointly by the communities within the corridor in subsequent phases of the project. Working cooperatively, the resolution of these issues will benefit the entire region and the communities directly served by K-10 Highway.
Appendix A
K-10 Corridor Goals and Objectives

The K-10 Association, formerly known as the Association for K-10 Corridor Development, Inc. (AK10CD) prepared goals and objectives for the corridor along Kansas Highway 10 (K-10 Highway) in Johnson County and Douglas County. All of the jurisdictions within the highway corridor and numerous individuals and agencies with an interest in development in this area participated in the formulation of these goals and objectives. Since 1993, these goals and objectives have been adopted and utilized by all the jurisdictions within the K-10 Corridor.

The following eight categories of goals and objectives are:

A. Economic Development
B. Land Use
C. Agricultural Preservation
D. Natural Environment/Open Space
E. Development Appearance/Image
F. Transportation
G. Minimize Public Expense
H. Coordination

A. 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 communi-
ties 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 avail-
able 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 objec-
tives 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. 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 corri-
      dor.

   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 sup-
      port 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. AGROCULTURAL 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. 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 irretrievable 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 buffered 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, streamways 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. 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. 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. 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 (MARC) 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.

H. 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.

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.
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.
In 1993, with an $10,000 grant from Southwestern Bell and in cooperation with the Johnson County Planning Department, a consultant was hired by the K-10 Association to prepare design guidelines for the corridor. This document has been approved and is now in use by all of the communities within the corridor. The document recommends design guidelines for the appearance of development located not only adjacent to the highway but within the entire corridor. Since adoption, these regulations have been used in numerous cases by individual communities to upgrade of the appearance of development proposals.

**Goals and Objectives for K-10**

The design standards and guidelines were prompted by the adoption of new goals and objectives by the K-10 Association. Among the goals that are to be attained by implementing design standards include:

- **Land Use**: Prevent sprawl and promote development that is orderly, compatible, and appropriate for the region.

- **Natural Environment/Open Space**: Preserve and protect the natural environment and the scenic quality of the highway corridor, including flood plains, wetlands, and wooded areas.

- **Development Appearance/Image**: Enhance the overall appearance and image of the highway corridor by ensuring high quality design standards.

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

- **Coordination**: Accomplish the foregoing goals through cooperative planning by all the jurisdictions located within the highway corridor to benefit all of Johnson and Douglas Counties, Kansas.

**Overlay District**

The inextricable link between the automobile and our daily lives emphasizes the importance of transportation corridors. Corridors often dictate where development occurs. Therefore, they also define the fabric of our communities. In order to ensure appropriate development, coordination should be established prior to major building activities. In the near future, it is expected that development will primarily occur at interchanges along K-10. The adopted design standards propose methods that not only enhance development in the near future, but also ensure compatible development for the areas between interchanges that may occur in years to come. Design standards also ensure that the K-10 Corridor results in a quality experience for travelers and business owners.

The K-10 Association introduced an overlay district for the corridor with the presentation of its design standards. This overlay district extends 1,320 feet beyond the highway right-of-way. However, the extent of the boundaries, in some instances, may require flexibility based on protection of the viewshed, topographic features, or the need for continuity. Within the overlay district, guidelines are divided into three principle categories:
Enhancement Guidelines
Enhancement guidelines are standards used to judge improvements to be made within the State right-of-way. The enhancement guidelines can only be implemented through coordinated efforts with the Kansas Department of Transportation.

Enhancement Guidelines affect such design elements such as bridge design, highway signage, lighting, vegetative plantings, and fences.

Design Guidelines
Design guidelines are standards used to judge the development of properties within the overlay district. These voluntary guidelines can act as a framework for the review of proposed development plans by each community. The design guidelines allow the flexibility that is important to creative design.

Design Guidelines also affect such design elements as architecture, design colors, building materials, signage, existing vegetation, lighting, vegetative plantings, parking, and roads.

Design Requirements
Design requirements are conditions that are obligated by developers of properties within the overlay district.

Design requirements include substantial conformity with design guidelines, setback standards, height standards, and parking standards.
Appendix C

The K-10 Highway between Lawrence and Johnson County carries the trademark name AMERICA’S SMART CORRIDOR. As the growth and expansion of businesses in the area occur, the appropriateness of the name continues to be bolstered.

SMART TECHNOLOGY

- SPRINT Corporation world headquarters
- Lawrence’s Serologicals Corporation, biopharmaceutical production facility
- DeSoto’s intervet, animal pharmaceutical research facility
- Lenexa’s EcoWorks, the first privately constructed LEED building in the region

SMART WORKFORCE

- Douglas and Johnson Counties highly educated work forces lead the nation
- Johnson County ranks 4th in the US in percentage of population with a college bachelor’s degree
- Productivity in Kansas is 14.5% higher than the national average

SMART INSTITUTIONS

- The University of Kansas serves more than 28,000 undergraduate and graduate students
- Johnson County Community College consistently ranked one of the nation’s best community colleges
- Public school districts ranked in the top 25 school districts in the nation

And a great place to live and play!

For more information
P.O. Box 3676, Lawrence, KS 66046
smartcorridor@aol.com
Appendix D
Natural Areas Inventory Summary

A Natural Areas Inventory of the K-10 Corridor was prepared in 1996 by the Kansas Biological Survey of the University of Kansas. This report identifies areas within the corridor of significant environmental sensitivity including wetlands, forests, and natural habitats. The report identifies scenic areas to be preserved and the locations of endangered species including bald eagles that are often seen in the corridor. This $15,000 study, financed by the K-10 Association, will be used by the individual communities to review development proposals within their respective jurisdictions.

Three significant events related to the environment have occurred since 1991. These events consider and plan for the welfare of the natural environment in the K-10 Corridor. The Kansas Biological Survey published a report inventorying the natural areas along K-10 in 1996. The Johnson County Parks and Recreation District (JCPRD) has identified new opportunities for open space and park areas in the corridor, including a new Streamway Park. The streamway park, along with a horticultural research center operated by Kansas State University, both plan to locate within the Sunflower Ammunition Plant.

Kansas Biological Survey

The Natural Areas Inventory of the K-10 Corridor was designed to identify protected and rare species and outstanding natural communities along K-10’s portions of both Douglas and Johnson Counties. The specific objectives of the study were to:

- provide early notification of potential natural resource conflicts;
- identify exemplary natural areas that are reservoirs of biological diversity; and
- identify potential green spaces, parks, and preserves that could help maintain the region’s aesthetics and provide recreational and educational opportunities.

Thousands of birds and insects move through eastern Kansas during their spring and fall migration, and many rely on habitat in the K-10 Corridor for resting, feeding and breeding. Human activities have fragmented and disrupted many former terrestrial corridors, especially on upland spots where most natural vegetation has been destroyed. However, riparian forests are especially significant corridors, providing routes for the movement of wildlife, helping maintain water quality, and contributing to the aesthetics of the corridor. The locations of the sites surveyed during the study are illustrated in Figure 1.

The Focus Area of the study included a 2-mile wide band of land bisected by K-10 Highway. It begins in the east at the junction of K-10 and K-7 and extends west to the east city limits of Lawrence near the junction of K-10 and Douglas County Road 442. The corridor encompasses roughly 28,000 acres.

By contrast, the study area encompasses a larger geographic region. It includes the northern half of the Cedar Creek, Kill Creek and Captain Creek watersheds, all of the Camp Creek watershed, and the...
extreme eastern portion of the Wakarusa River watershed. The Kansas River flood plain is also included in the study area.

Four sites recorded by the study had communities that were present at sufficient size and quality to be added to the Kansas State Natural Heritage Inventory (KSNHI) database of outstanding natural communities.

Other remnants such as degraded prairies, forests, and wetlands also exist throughout the Focus Area. These natural areas are vital to native lands and animals, as they serve as buffer areas and connectors for high quality sites, and many could be restored to pristine conditions.

The identified natural communities within the Focus Area that were added to the KSNHI include:

- **Eastern upland forest** occurs on gentle to moderately steep slopes on uplands and steep valley slopes. The best examples of this community type are dominated by oak (Quercus), and hickory (Carya).

- **Eastern low floodplain forest** occupies level to undulating floodplains of the Kansas River and its major tributaries. This community type typically exhibits lower plant species richness than do Eastern high floodplain forest due in part to periodic floods that may inundate sites with standing water for extended periods. Dominant species include plains cottonwood (Populus deltoides monilifera) and sycamore (Platanus occidentalis).

- **Eastern high plain forest** occupies level to undulating floodplains along the upper reaches of tributaries to the Kansas River. The dominant species in these forests are common hackberry (Celtis occidentalis), white ash (Fraxinums American), American Elm (Ulmus Americana), and Slippery Elm (U. rubra).

- **Northeastern tall grass prairie** occurs on level to steep slopes on uplands in the Glaciated Region of Kansas, mostly north of the Kansas River and east of the Little Blue River. Soils of these natural communities are deep, somewhat poorly drained to well drained, and silty to loamy, and having formed from loess, glacial till, or colluvium. Dominant species on these prairies are big bluestem (Andropogon gerardii), little bluestem (Schizachyrium scoparium), and Indian grass (Sorghastrum nutans).

- **Southeastern tall grass prairies** are characterized by steep slopes on uplands in the age Cuestas and Chautauqua Hills physiographic provinces of Kansas (i.e. on unglaciated terrain south of the Kansas River and east of the Flint Hills). Soils of this prairie type are moderately deep to deep, somewhat poorly drained to well drained, silty to loamy, and having formed from clay, alluvium or material weathered from shale, limestone, or sandstone. Dominant and common plant species are similar to those of the Northeastern tall grass prairie, although Southeastern tall grass prairie tends to support a greater abundance and variety of xeric-adapted species.

Figure 2 and Table 1 illustrate the location of identified significant natural communities to be added to the KSNHI. Other natural communities occurring in the study area include Eastern low floodplain forest, Limestone glade, Rock outcrop, intermittent stream, Perennial stream, and River. However, none of these communities were of sufficient size or quality to be added to the KSNHI.
Rare plants and animals
Rare plants and animals were also surveyed. Table 2 summarizes the federal and/or State protected species potentially occurring in the K-10 Corridor. Species in bold face were confirmed as occurring in the corridor. An asterisk denotes that surveys were conducted for that species. Figure 2 and Table 1 illustrate the location of identified rare plant and animals sightings during the study.

Several other species not confirmed to be present during this study may migrate, nest, or breed in the K-10 Corridor. Six species of federally-protected birds do or may migrate through the area, but nesting and/or foraging habitat for these species is rare or absent in the corridor.

- Bald eagle
- Eskimo curlew
- Least tern
- Peregrine falcon
- Piping plover
- Whooping crane.

Mead’s milkweed, a federally protected plant, occurs at one site in the corridor Focus Area, and several other populations were documented in the study area. One population of each of the three state-rare plants was discovered.

- Appendage waterleaf
- Papillary watermeal
- Eggleaf skullcap.

Managed areas
Managed areas are tracts of land in public or institutional ownership that are managed or could be managed to protect significant elements of biological diversity. Examples of managed areas are parks, recreation areas, nature preserves, and private lands with conservation easements. Fifteen managed areas were identified within the corridor study area. Seven of these areas currently support outstanding natural communities. Most harbor population of one or more rare species. Table 3 and Figure 3 illustrate the sensitive elements and location of each managed area.

Recommendations
From the results of the study, the following recommendations are presented:

- Develop protection and management strategies for the resource and resource users.
- Make informed proactive decisions about the use and management of land in the care of users.
- Develop a regional conservation plan that can provide the appropriate context for much of this information.
• Identify conservation priorities and principle stakeholders.
• Connect greenways.
• Include conservation tools in plans for conservation such as:
  — Voluntary protection efforts
  — Incentives for landowners
  — Conservation easements
  — Land acquisition.
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K-10 Corridor Study Update Participants

Ron Achelpohl, Asst. Dir. of Transportation, Mid-America Regional Council (MARC)
Sean Ackerson, Bucher, Willis and Ratliff, Consultant to De Soto
Bill Ahrens, Lawrence/Douglas County Metropolitan Area Planning Office
Rich Caplan, Executive Director, K-10 Association
Paul Chaffee, Director, Shawnee Planning and Zoning Department
Paul Curtis, Director, Olathe Planning Services Department
Thomas Dow, Urban Planning Manager, Kansas Department of Transportation (KDOT)
Linda Finger, Director, Lawrence/Douglas County Metropolitan Area Planning Office
Brandt Gaul, Lenexa Planning and Development
Chris Gralapp, Olathe Planning Services Department
Greg Johnson, City Administrator, De Soto
Roger Kroh, Director, Lenexa Planning and Development Department
Roger Peterson, Director, Planning and Development Services, Overland Park
Tony Spaar, Commander’s Representative, Sunflower Army Ammunition Plant
Mike Yanez, City Administrator, Eudora

Johnson County Planning, Development, and Codes Department
Dean Palos, AICP, Interim Director of Planning, Principal Author
David Peel, AICP, Principal Planner
Paul Greeley, AICP, Zoning Administrator
Diane Wicklund, Planner
Judy Stelljes, Code Enforcement Officer
Sherry Cross, Zoning Assistant
Joyce Jackson, Senior Secretary
Helen Scott, Senior Secretary

Johnson County Public Works
Mac Andrew, Director of Infrastructure
Norm Bowers, County Engineer

Johnson County AIMS Department
Jay Heermann, Director
Paul Brandt, GIS Analyst

Other Assistance
Robert Tucker, Photography/Design
Pam Murphy, Design
Karen Miller, Data Collection/Analysis
Trent Johnson, Data Collection/Analysis
Jennifer Switzer, Data Collection/Analysis
Garry Griffith, Editing
Bonnie Johnson, Editing