

PART I – Chapter 3: AREA PLANS

1.0 PREVIOUS AREA PLAN AMENDMENTS

The previous *Johnson County Rural Comprehensive Plan* included five separate Area Plans that were prepared in coordination with individual nearby cities and separately adopted as amendments to the Plan.

The publication of this Plan does not alter any of the five Area Plans. All five of these Area Plans are a part of this Plan as they were originally amended into the County's previous Rural Comprehensive Plan.

Over time and as circumstances change within these respective areas (e.g., population changes, new sewers, road improvements) and as resources permit, these five Area Plans may need to be considered for review or updating. The future annexation of some of these areas, however, may preclude the need for further County input into planning for these areas.

These five Area Plans include:

1. Executive Airport Comprehensive Compatibility Plan
2. New Century AirCenter Comprehensive Compatibility Plan
3. Blue Valley Plan
4. Sunflower Army Ammunition Plant Conceptual Land Use Plan
5. Lone Elm Vicinity Plan.

2.0 AREA PLANS

A brief summary of each of these Area Plans is provided below.

Area Plans 1 and 2: *Executive Airport Comprehensive Compatibility Plan and New Century AirCenter (formerly the Industrial Airport) Comprehensive Compatibility Plan.*

During 1990, representatives from Johnson County and the cities of Olathe, Overland Park, and Gardner evaluated airport vicinity land use compatibility with respect to existing plans for the airport areas. The project led to the development of the *Johnson County Executive Airport Comprehensive Compatibility Plan*, provided separately as Appendix C of this Plan, and the *New Century AirCenter Comprehensive Compatibility Plan*, also provided separately as Appendix D of this Plan.



Executive Airport looking north.

These two airport area compatibility plans were developed as a result of the need to mitigate the potential adverse relationship between airport operations and nearby land uses in the communities around the airports.

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The airport area compatibility plans strive to develop land use compatibility guidelines based on the following four concerns:

1. Minimize aircraft noise impacts to the surrounding areas,
2. To protect the public by maintaining operationally safe approaches to the airports
3. To provide for appropriate densities and land use types with respect to the characteristics of the sites and particularly, the influences of the airports, and
4. To provide for reasonable opportunities for viable economic uses of the land while recognizing and establishing appropriate measures to balance the land use interests with the airport influences.



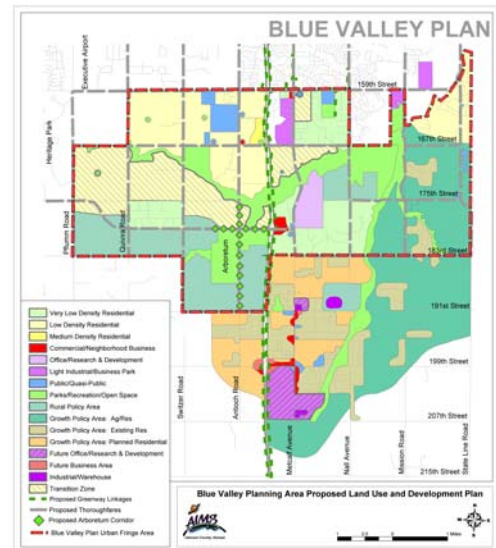
New Century AirCenter looking north-northeast

Area Plan 3: Blue Valley Plan

In 1996, a joint-planning committee of the Johnson County Planning

Commission and the City of Overland Park Planning Commission prepared the *Blue Valley Plan*. The plan includes the general area south of 159th Street, west of the State Line, north of 215th Street, and a diagonal line running generally from U.S. 69 Highway to Pflumm Road. The plan encompasses the Aubry-Stilwell area. A copy of the *Blue Valley Plan* is provided separately as Appendix E of this Plan.

A portion of the area within the Blue Valley Plan has been annexed by the City of Overland Park and the city has updated its plan for this area.



Area Plan 4: Sunflower Army Ammunition Plant Conceptual Land Use Plan

In 1997, the U.S. Army declared the approximately 9,065-acre Sunflower Army Ammunition Plant (SFAAP) located one mile southwest of the city of De Soto to be “surplus” property and initiated statutory procedures to dispose of it. In response, in 1998, Johnson County

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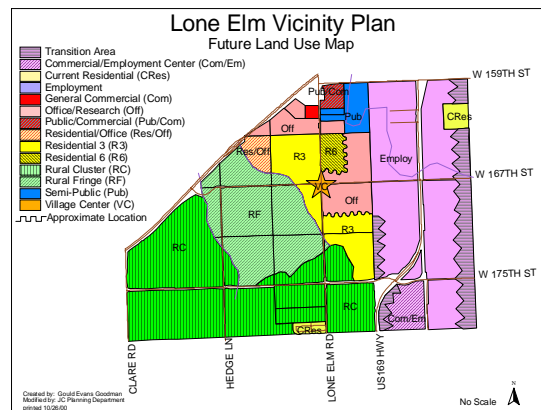
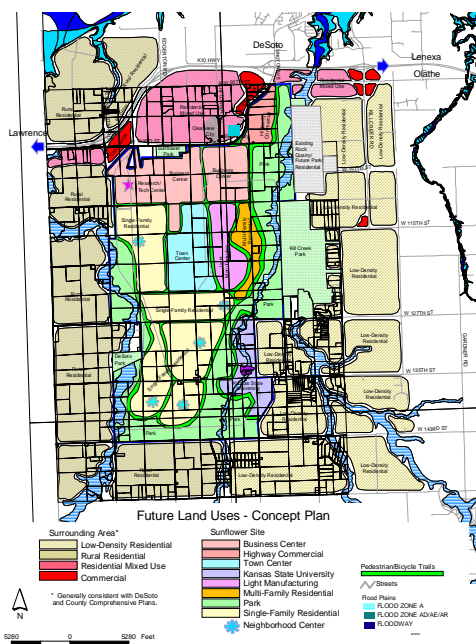
adopted the *Sunflower Army Ammunition Plant Conceptual Land Use Plan* for the entire property in recognition of the Army's intent to dispose of the property.

The *Sunflower Army Ammunition Plant Conceptual Land Use 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 on preserving and enhancing approximately 3,450 acres for open space and parks to be woven throughout the property connecting various mixed land uses (e.g., residential, commercial, civic) and activities. A greenbelt park is designated along the east, south, and west boundaries of the property, and will provide a recreational amenity as well as serves as a buffer to the surrounding rural properties and a boundary for growth within the 9,065 acres.

A copy of the *Sunflower Army Ammunition Plant Conceptual Land Use Plan* is provided separately as Appendix F of this Plan.

Area Plan 5: Lone Elm Vicinity Plan

In 2000, a joint plan was prepared by the City of Olathe and the County for the area generally south of 159th to approximately one-half mile south of 175th Street between approximately one-half mile east of U.S. Highway 169 and Clare Roads. Titled the *Lone Elm Vicinity Plan*, the primary purpose of the document was to help guide decisions about future road improvements in area and future land uses. In June of 2000, the *Lone Elm Vicinity Plan* was adopted as an amendment to the County's Rural Comprehensive Plan. A copy of the *Lone Elm Vicinity Plan* is provided separately as Appendix G of this Plan.



3.0 WOODLAND ROAD CORRIDOR PLAN

Another Area Plan, the *Woodland Road Corridor Plan*, prepared jointly in 1998 by the City of Olathe and the County also was adopted as an amendment to the County's previous Rural Comprehensive Plan. The *Woodland Corridor Plan*, however, has not been included as a part

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of this Plan because the area within the plan has since been completely annexed by the City of Olathe and new plans for it have been prepared by the city.

4.0 K-10 CORRIDOR GOALS AND OBJECTIVES

In addition to the adoption of the preceding Area Plans as amendments to the previous Rural Comprehensive Plan, the County also amended the previous Plan to include goals and objectives for future development within the K-10 Highway Corridor in Johnson County. The *K-10 Highway Corridor Area Plan* Goals and Objectives have become part of this Plan and are provided in Appendix H of this Plan.

These goals and objectives were developed in response to a 1991 a study of the K-10 Highway Corridor west of K-7 Highway to Lawrence. The participants in the study included representatives from the seven cities and two counties served by K-10 Highway including the cities of Olathe, Lenexa, Shawnee, Overland Park, De Soto, Eudora, and Lawrence, Johnson and Douglas Counties and other parties. As a result of the K-10 Corridor Study, the K-10 Association, a non-profit organization of public and private sector representatives prepared goals and objectives for the corridor. Those goals and objectives were adopted as an amendment to the *Johnson County Rural Comprehensive Plan* in 1996.

5.0 K-7 Corridor Management Plan

The K-7 Corridor Management Plan, dated May 2006, resulted from a 2-year study of K-7 Highway from 223rd Street in Miami, County, to K-5 Highway/Muncie Street in Leavenworth County. The study (1) focused on the K-7 mainline and the local street networks, (2) encouraged more community involvement, and (3) identified

concrete recommendations and implementation responsibilities through Memorandums of Understanding (MOU). The primary objectives of the study were:

- Determine Facility Type (freeway vs. urban arterial),
- Develop Access Requirements and Street Network System,
- Determine Right-of-Way Preservation Needs,
- Develop a Phased Implementation Plan,
- Given the Lack of Current Funding, Execute Memorandums of Understanding, and
- Establish a Corridor Review Committee to serve as an advisory body to regularly review, evaluate, facilitate discussions of and provide input on events and developments that may have an impact on the K-7 Corridor and the Corridor Management Plan, and to assist in the development of the K-7 Corridor implementation strategy.

The K-7 Corridor Management Plan, incorporated by reference as part of the Rural Comprehensive Plan, includes all portions of said K-7 Plan, with the exception that Appendix A and Appendix B have been edited to include just those maps that pertain to unincorporated areas of Johnson County, Kansas, as of December 2006.

6.0 CITY PLANS WITHIN UNINCORPORATED AREA

Area cities within the county often have planned for future land uses and development within the unincorporated area outside their boundaries.

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This County Plan acknowledges the existence of such city plans. It also calls for optional-density Urban Fringe Policy Area development decisions to consider the guidance, which may be available from such city plans. However, this Plan does not propose that the city plans be considered to be formally adopted by the County unless the city plans are explicitly and specifically adopted by incorporation into this County Plan. There are two main reasons, which support this position:

1. In some instances, the land areas addressed in the plans of nearby cities overlap.
2. In some cases, a city's plans encompass land areas that may be larger than might reasonably be expected to develop within a 10 to 20-year planning period. While such very long-range future plans may help effect appropriate "urban design" characteristics to future development patterns, literal application of the future development patterns espoused by such plans without appropriate temporal considerations could result in development in individual, remote nodes or in scattered patterns which would not result in orderly, efficient development patterns as supported by this Plan.

7.0 FUTURE JOINT-PLANNING STUDIES

It is expected that the County and several cities will participate in the preparation of land use plans for areas near and adjacent to city boundaries. In the past, the County Planning Commission has indicated an interest in participating in planning studies for the area south of the City of Olathe. Other such areas may be identified in the future, perhaps near the

cities of Gardner, Spring Hill, De Soto and/or Edgerton.

8.0 PREVIOUS PLANNING PROJECTS

The following is a summary of some of the previous relevant planning studies in which the Johnson County Planning, Development, and Codes Department has participated.

Kansas Highway 10 east of Kansas Highway 7.

This planning study was prepared in 1985 jointly by the Cities of Olathe and Lenexa and the County. All of the area encompassed in the plan has since been annexed and new plans have been prepared by the three respective cities.

135th Street (formerly Kansas Highway 150) east of the City of Olathe to the Kansas - Missouri state line.

This planning study was prepared jointly by the cities of Olathe, Overland Park and Leawood and the County in 1986. All of the area encompassed in the plan has since been annexed and new plans have been prepared by the three respective cities.

Population and Future Land Use Studies for Wastewater District Planning

The County Planning Office has prepared population forecasts for several drainage basins. For example, drainage basins in which wastewater treatment facility improvements are being studied or planned. In summary, the basins for which such studies have been prepared include the Mill Creek, Cedar Creek, Blue River, Tomahawk Creek, and the Hillsdale Basins.