The Rural Comprehensive Plan

PLAN GOALS:
The goals express the County’s collective sentiment for the future of the unincorporated area of Johnson County.

SENSE OF COMMUNITY AND RURAL CHARACTER
Residents feel a sense of community and a connection to the surrounding environment with its open spaces and rural character.

PLAN GOALS:
The goals express the County’s collective sentiment for the future of the unincorporated area of Johnson County.

SENSE OF COMMUNITY AND RURAL CHARACTER
Residents feel a sense of community and a connection to the surrounding environment with its open spaces and rural character.

CITIZEN PARTICIPATION
Public participation is active and open with well-informed and engaged citizens.

COORDINATED APPROACH TO DEVELOPMENT
Political and service jurisdictions throughout Johnson County have a coordinated decision-making framework for ensuring the orderly location and orientation of future land uses with adequate public improvements and services.

AVAILABILITY OF PUBLIC FACILITIES AND SERVICES
Adequate public facilities and services are available and in place as development occurs and development patterns reflect an efficient, equitable, and effective use of public and private dollars.

COORDINATED APPROACH TO DEVELOPMENT
Political and service jurisdictions throughout Johnson County have a coordinated decision-making framework for ensuring the orderly location and orientation of future land uses with adequate public improvements and services.

REGIONAL COORDINATION
Johnson County coordinates its planning and development to contribute to the physical, social, and economic well being of the greater Kansas City region.

COORDINATED APPROACH TO DEVELOPMENT
Political and service jurisdictions throughout Johnson County have a coordinated decision-making framework for ensuring the orderly location and orientation of future land uses with adequate public improvements and services.

TRANSPORTATION
Unincorporated Johnson County has an efficient and safe transportation system.

ENVIRONMENTAL QUALITY
Development in integrated with the natural environment, respects the limitations imposed by environmental factors, and protects the amenities that natural assets offer.

LAND USE
Johnson County has achieved the compatible physical and economic coexistence of rural residences, agriculture uses, and cities.

POLICY AREAS:

URBAN FRINGE POLICY AREA
The purpose of the Urban Fringe Policy Area is to allow for “balanced and orderly” growth - preserving existing residences, active agricultural uses, and valuable open space, while enabling the gradual transition of portion of this area to development through close cooperation between the County and adjacent cities as well as through coordinated planning with utility and other service providers (e.g., electricity, fire protection, and schools).

Standard Residential Density: 1 dwelling unit per 10 acres. *1 dwelling per 2 acres if adequate infrastructure is available.

RURAL POLICY AREA
The purpose of the Rural Policy Area is to maintain the existing open space amenities and rural character, while allowing limited residential development that incorporates rural characteristics, and, to the extent reasonable, protects and promotes open space systems, wildlife habitat, riparian areas, and scenic views. The purpose of this policy area is also to ensure the efficient allocation of limited public resources and to assume that there is adequate infrastructure to support development. Proposed developments that do not meet this standard may be viewed as premature and inappropriate.

Standard Residential Density: 1 dwelling unit per 10 acres.

RURAL TRADITIONAL POLICY AREA
The purpose of the Rural Traditional Policy Area is to maintain and support the area for continued farming and agricultural production with very low levels of farming-related residential development due to the limited availability of public infrastructure and services to support it. Non-agricultural related development that is incompatible or may interfere with agricultural operations in the Rural Traditional Policy Area is discouraged.

Standard Residential Density: 1 dwelling unit per 10 acres.

OPTIONAL RESIDENTIAL DENSITIES IN ALL POLICY AREAS:
Planned Rural (PRUR) subdivisions that allow up to 1 dwelling unit per 10 acres, plus one bonus lot per 30 acres in the subdivision, with all lots at least 4 acres in size.

OPTIONAL RESIDENTIAL DENSITIES IN THE RURAL AND RURAL TRADITIONAL POLICY AREAS:
Clustered/conservation subdivisions with densities greater than 1 dwelling unit per 10 acres, that comply with the regulations, and conserve open space, wildlife habitat, agricultural uses, and protect the environment and scenic vistas, and blend with the surrounding area.

AREA PLANS:
Refer to Chapter 3 Area Plan

Johnson County, KS Policy Area Map

LAND USE POLICY AREAS
- URBAN FRINGE - 50 SQ. ML / 1,500 AC
- RURAL - 50 SQ. ML / 5,000 AC
- RURAL TRADITIONAL - 50 SQ. ML / 25,000 AC
- STILLWELL COMMUNITY PLAN - 5 SQ. ML / 1,500 AC
- AREA PLAN (USING DESIGN AS URBAN FRINGE)
- CITY
- RURAL ENTERPRISE DISTRICT

CARNIP & ASSOCIATED FEATURES
- TYPE 1/2 LAKES DEPT ROW
- TYPE 1/3 LAKES DEPT ROW
- TYPE 2/4 LAKES DEPT ROW
- TYPE 3/4 LAKES DEPT ROW
- TYPE 3/5 LAKES DEPT ROW
- TYPE 5/6 LAKES DEPT ROW

PARKS & ASSOCIATED FEATURES
- OPEN POND
- OPEN SPACE
- FUTURE ADMINISTRATION PARK AREAS

FINAL APPROVED VERSION: 07/07/15
NOTICE: Please be aware that the Planned Urban Area Policy Area (PUA) shown on the Johnson County Future Area Policy Area Map for August 2015 is different than what is described with the PUA area around the Johnson County Park District. Therefore, all encroachment park development must be reviewed by the Johnson County Planning and Development Department to determine if they are located off the PUA. The Johnson County Planning and Development Department is responsible for determining if they are located off the PUA.
5. Limited Housing Choices
This Plan recognizes and supports the desire of Johnson County citizens to have a range of housing options from which to choose throughout the County. Housing choices within the unincorporated area, however, are generally limited to low-density residences (homes on 10-acre and larger lots to 2-acre lots) due to County regulations and the limited availability of infrastructure available to support more dense development. Although there may be some exceptions, this Plan, in combination with the County’s Zoning and Subdivision Regulations, enables the opportunity for primarily low-density single-family residences provided necessary conditions are met (e.g., County Minimum Infrastructure Requirements) and the Board of County Commissioners authorizes such development.

6. Fiscal Responsibility - Adequate and Cost Effective Infrastructure and Public Services
Johnson County has always sought to achieve the highest level of fiscal responsibility in its delivery of public infrastructure and services. In order to maintain a high quality of life while minimizing the burden on taxpayers countywide, the County has provided both adequate and cost effective infrastructure in keeping with the rural nature and limited development in the unincorporated area.

7. County/City Coordination
Development allowed within the unincorporated area generally within a mile of cities will be closely coordinated with the cities and will be of a transitional nature, preserving open space and natural amenities and land for future development. The County will also continue to work with cities to develop new or update existing Area Plans (e.g., Blue Valley Plan and the Lone Elm Vicinity Plan) near or adjacent to city boundaries. The objective is to ensure that future growth by cities is orderly so that the extension of future municipal infrastructure and services will be unencumbered and coordinated with the County.

8. Public Services and Utilities Coordination
To achieve development that occurs in an orderly and efficient manner, continued close coordination is needed between County service providers (e.g. County Wastewater District, Public Works, and public safety) and community facility and utility providers (e.g., school districts and water districts).

9. Quality Transportation
The County’s adopted Comprehensive Arterial Road Network Plan (CARNP) identifies future major transportation routes and construction standards, as well as supports multi-modal forms of transportation where feasible (mass transit, pedestrian, and bicycling). CARNP will continue to serve as the County’s plan for guiding future transportation improvements within the unincorporated area.

Recognizing that rural patterns of development generally promote reliance on motor vehicles, development patterns that reduce this reliance and promote multi-modal forms of transportation are encouraged. New development should provide for safe, efficient pedestrian facilities.

10. Predictability and Public Involvement
The County is committed to making development decisions predictable, fair, and cost effective by encouraging community and stake-holder information sharing, problem solving, and collaboration in the decision-making process.