1. INTRODUCTION ................................................................. 1
   1.1. Background
   1.2. Timeframe

2. GUIDING PRINCIPLES OF THE PLAN ................................. 2

3. EXISTING CONDITIONS .................................................. 3
   3.1. Natural Environment
   3.2. Main-Made Constraints and Opportunities
   3.3. Current Land Use
   3.4. Existing Zoning

4. EXISTING ROAD NETWORK ............................................... 12
   4.1. Expressways Within the Corridor
   4.2. Arterial Roads Within the Corridor
   4.3. Secondary Road System
   4.4. Traffic Signals

5. OLATHE ECONOMIC DEVELOPMENT ................................... 15
   5.1. Differentiation of K-7 Corridor
   5.2. A Corridor within Corridors
   5.3. Real Property Taxes

6. FUTURE DEVELOPMENT PLANS – MAKING THE K-7 ---
   CORRIDOR GREAT .......................................................... 16
   6.1. Land Use
   6.2. Transportation
   6.3. Urban Design

7. IMPLEMENTATION ACTION ITEMS ....................................... 25
   7.1. Transportation
   7.2. Open Space & Trails
   7.3. Land Use
   7.4. Design Elements

APPENDICES
Olathe Comprehensive Plan Elements .................................... A-1
Charrette Summaries from 2001 ............................................ A-2
# Acknowledgements

## CITY OF OLATHE

- **City Council**
  - Michael Copeland, Mayor

- **Planning Commission**
  - Rich Enoch, Chair

## Development Services Department
- Paul Curtis, Director

## Public Works Department
- Rick Berry, Director

## PARTICIPANTS

### Oversight Committee
- Bill Tschudy
- Jeff Creighton
- Bob Montgomery
- John Bacon
- Pam Wilkenson
- Ray Barnby
- Randy Meyer
- Brian Ruf
- E.D. Kenney
- Tim McKee
- Tom Manning

### Vision Charrette
- Robert Miller
- Jeff Creighton
- Andy Schlager
- Rick Watkins
- Gary Griffith
- Teresa Lynn
- John Lynn
- Roger Mason
- Pam Wilkenson
- Dick Stephens
- Ross Stiner
- Mike Fishman
- Frank Dean
- Todd Bleakley
- Bob Crowe
- Jim Hyatt
- Paul Curtis
- Jerry Langdon
- Chris Gralapp

### Development Charrette
- Jim Hyatt
- Jim Walton
- Tom Manning
- Todd Bleakley
- Eilen Folwer
- Curry Miles
- Bob Miller
- Gary Griffith
- Andy Schlager
- Jerry Langdon
- Chris Gralapp

## CONSULTANT TEAM

- Bucher Willis Rattliff
  - Scott Michie, Project Leader
  - Pratibha Basrao
  - David Dick
  - Andrew Kolcz
  - Sean Ackerson
ORDINANCE NO. 02-15

AN ORDINANCE ADOPTING THE REVISED K-7 CORRIDOR STUDY INTO THE OLATHE COMPREHENSIVE PLAN

WHEREAS, the Governing Body adopted the Comprehensive Plan for the city of Olathe on April 1, 1997, by Ordinance No. 97-48; and

WHEREAS, the Comprehensive Plan stated that several corridor studies would be completed; and

WHEREAS, the K-7 Corridor was a study that was to be studied in the short term; and

WHEREAS, the Governing Body adopted the original 1997 K-7 Corridor Study with the Ordinance No. 98-24; and

WHEREAS, a design study for 111th Street identified an imbalance between anticipated intensity of uses and the available street capacity of 111th Street; and

WHEREAS, the Governing Body in Resolution No. 00-1152 asked the Comprehensive Plan Oversight Committee to review the land use types and intensities within the K-7 Corridor; and

WHEREAS, a corridor study, based on input from area property owners and developed by a citizen’s committee including two Council members; and

WHEREAS, on January 28, 2002, the Olathe Planning Commission, after receiving comments in a public hearing, recommend adoption by a vote of 7-0.

WHEREAS, on February 19, 2002, the Governing Body reviewed the K-7 Corridor Study and found it to be acceptable.

NOW, THEREFORE, BE IT RESOLVED THAT:

SECTION ONE: The revised K-7 Corridor Study and accompanying future land use map, is adopted.

SECTION TWO: The K-7 Corridor Plan shall be incorporated as part of the Comprehensive Plan for the City of Olathe.

SECTION THREE: The Plan shall be used as city policy guidelines and be used by the City of Olathe in making rezoning and platting decisions.

SECTION FOUR: The Corridor Study shall be reviewed annually as part of the Comprehensive Plan update.
SECTION FIVE: This ordinance shall take effect and be in force from and after its publication in the official city newspaper.

PASSED by the Governing Body this 19th day of February 2002.

SIGNED by the Mayor this 19th day of February 2002.

\[signature\]
Mayor

ATTEST:

\[signature\]
City Clerk
(Seal)

APPROVED AS TO FORM:

\[signature\]
Municipal Counsel
1. INTRODUCTION

The 1997 Olathe Comprehensive Plan: Foundations for the Future, recommended the completion of sixteen corridor studies in the short and mid-term. K-7 Highway is one of eleven corridors recommended for study in the short term. The Comprehensive Plan treats the K-7 Corridor uniquely by leaving the area blank on the plan’s Future Land Use Map. The consulting firm of HNTB conducted the original study and design guidelines that the City Council adopted in 1998.

In 2000, the Olathe Traffic Division undertook a design study of College Boulevard, between K-7 Highway and Clare Road. HNTB conducted this study as well. The design study showed that the anticipated intensity of development in the original K-7 Corridor Land Use Plan would lead to unacceptably high traffic levels along College Boulevard, especially at its intersection with K-7 Highway.

City planning staff and the consulting firm of Bucher Willis and Ratliff updated the study in the first half of 2001. The City staff developed the plan, with Bucher Willis and Ratliff developing and implementing the public participation plan. The public participation included a citizen committee and two charrettes with stakeholders. Based on the public participation the design team developed a revised land use plan with additional recommendations.

1.1. TIMEFRAME

Due to the unknown impacts from developing land uses (Olathe School District Activity Center) on surrounding property and issues that involve further study (how to increase access into the western half of the study area) the timeframe for this land use plan is three-five years out. After the specified time, the plan should be reviewed and amended as necessary.
2. **Guiding Principles of the Plan**

The City of Olathe, the landowners in the K-7 Corridor, and the residents of the area developed this plan based on the following guiding principals:

- Continue to better Olathe as a place to live and work by ensuring mutually beneficial development;

- Provide economic development and employment opportunities for the city of Olathe and its residents;

- Incorporate existing development, previously approved development plans, and existing non-residential zoning;

- Develop a street system which balances the conflicting issues of access to adjoining properties and through traffic movement; and

- Provide a vision of high quality, unique, well-planned, complimentary mixed used developments that incorporate the natural features of the area benefiting the landowners, the citizens and the city.
3. EXISTING CONDITIONS

3.1. NATURAL ENVIRONMENT

The six-square miles in the study area varies greatly in topography and tree cover. The Natural Conditions Map shows 10-foot contour lines, flood plains, and tree cover. As illustrated on the map on the next page, the areas south of K-10 Highway and the area north of 119th Street east of K-7 Highway are relatively flat. The ridgeline between the corner of 127th Street and Hedge Lane and the corner of 119th Street and Clare Road is also generally flat ground, but does not have the access that would make the area desirable for commercial or employment uses. This hilltop may be appropriate for a public or recreational use that would benefit from the views afforded by the high position.

Rugged terrain exists in the creek beds, beginning at approximately 119th Street and Clare Road and running in a northeasterly direction. The combination of the creek and the rugged terrain make street connections between College Boulevard and 119th Street highly unlikely, as the City has no plans to build or require developers to make such connections.

Flood plains shown as hatched areas on the Natural Conditions Map occur only along the forks of Little Cedar Creek. These floodplains average less than 300 feet in width. Considerable linear tree cover strips follow the creeks and some fencerows. This is especially true in the valley halfway between College Boulevard and 119th Street on both sides of K-7 Highway. From K-7 Highway, large expanses of trees are visible. The resulting pattern of isolated islands of land divided by terrain and tree cover is desirable in a corridor with mixed-use potential. However, in some areas, nearly all tree cover has been removed, particularly one-half mile north of College Boulevard. Tree cover in these areas should be restored and used to create visual separation of land uses.

Several view sheds are mentioned and shown in photographs throughout the plan. Development proposals and review of those proposals should be sensitive to several important viewsheds within the corridor and act to preserve them as much as practical. The ridgeline between 119th and 127th Streets west of K-7 Highway, the southward views from the intersection of College Boulevard and K-7, and from the hill at the Cedar Creek School are of particular interest. Maintaining some long meadows next to roadways and trails can preserve long vistas along lowland and creek beds. (See Views and Vistas Map on page 5)
3.2. MAN-MADE CONSTRAINTS AND OPPORTUNITIES

A. High Power Lines

A high-power electrical line extends across the corridor, generally within one-half mile of K-10 Highway. After crossing K-7 Highway, the power lines turn southwesterly extending to just south of Cedar Creek Elementary School. (The path of high power lines is shown on the Existing Land Use map on page 9). The size, height, and type of these structures are such that they are apparent from a distance and diminish in their visual magnitude as one gets near them.

B. Sewer Easements

The installation of sewer lines along a Cedar Creek tributary resulted in a cleared pathway (for sewer line alignments refer to the Existing Land Use Map on page 9). The Olathe Parks and Recreation Strategic Master Plan identifies this corridor as part of a future pedestrian trail system. The largest impediment to a continuous trail along the creek is K-7 Highway. A grade separation across the highway is necessary, but no provisions exist.

C. College Boulevard and 119th Street Interchanges

The College Boulevard and 119th Street interchanges with K-7 Highway offer the corridor’s only east-west access across the study area. Access to 127th Street (Harold) will remain an at-grade intersection extending only to the east. The creation of any other access to K-7 Highway in the corridor is all but impossible. The limited access character of K-7 Highway is both an opportunity and a constraint. Surface transportation access associated with K-7 Highway is the primary reason for economic development in the study area. However, the lack of a gridded street system that crosses K-7 Highway is a limiting factor in regards to the access in the west side of the study area.

The ability to cross K-7 Highway in any mode other an automobile is a second constraint. Therefore, placement of schools, retail, and community centers of all types needs to be sensitive to mobility of children and others without the benefit of autos. It is possible to overcome the “hard edge” created by a limited access highway by making provisions for pedestrians and bicycles.

3.3. CURRENT LAND USE

Less than 20% of the land in the corridor is developed. Out of this nearly 10% is large lot residential (one to 15 acres), little more than 4% is utilized in moderate density residential subdivisions, about 6% of the area is represented by ALDI and Honeywell, and around 1% of the land is in public or semipublic uses. A review of the current land uses in the area is provided.
A. Single-Family Residential

Residential development is scattered throughout the corridor and falls into two categories 1) estates-style lots (3/4 of an acre to 10 acres) or 2) suburban density (7,000 to 32,500 square feet). The estate style lots are in the Leeview subdivision, north of 127th (Harold) Street and west of Lone Elm Road and unplatted lots at 119th Street and Clare Road. These 59 estate-sized lots are all developed. Access to the Leeview area is limited due to only one entry road. Streets have been stubbed at the property lines to allow for three additional connections, that need to be made. The properties at 119th Street and Clare Road are isolated from the remainder of the corridor by steep slopes, creek crossings, fragmented ownership, and the pattern of improvement, greatly decreasing access to land east of these parcels.

The suburban density lots are being developed along Lone Elm Road, a quarter mile north of the Leeview Subdivision in the Estates of Prairie Haven and south and east of College Boulevard and Clare Road in South Glen at Cedar Creek. The smaller lot size of the Estates of Prairie Haven is more typical of the size of lots east of Lone Elm Road and south of 127th Street (outside of the study area.). The subdivision has made provisions to preserve much of the heavy tree cover that exists along a hedgerow and throughout the property. SouthGlen is part of Cedar Creek, a 3,300-acre master-planned community, mainly to the west of the study area. The subdivision has 369 lots over 169-acres for a gross density of 2.18 units per acre. Only the first couple of phases of the subdivision are under construction. However, those homes, generally, are larger and more expensive than average homes in Olathe.

B. Non-Residential

The corridor contains a variety of non-residential uses, industrial, commercial, and office. The best-known business are Honeywell (formerly Allied Signal) and ALDI, Inc., located at the southwestern and southeastern corners of the K-7 Highway and K-10 Highway intersection (for location see Existing Land Use map on page 8). Honeywell built a 520,000 square feet regional headquarters for its commercial avionics division. Because the site is relatively flat, the design includes berms and landscaping along the highway edge to provide screening of service areas and parking. The result is high visibility of the building and nearly invisible service areas.

The ALDI site occupies the opposite “book-end” of the K-7 Corridor. ALDI purchased an L-shaped piece of land stretching one mile along K-10 Highway and one-half mile along K-7. The facility sits on the corner 80-acre tract of their ownership. This worldwide food company has its regional distribution center on this site. The building has an office wing on the west side near the access road off College Boulevard. Monticello Terrace, the eastern K-7 Highway frontage road that ends at the Aldi property, provides access.
4. EXISTING ROAD NETWORK

Olathe uses a hierarchy system for its streets. The streets are divided into expressways (such as K-7 Highway or Interstate 35), arterials (such as Black Bob Road or Santa Fe), collectors (such as Sumac Street or Iowa Street), and local streets. Within the K-7 Corridor the existing streets, generally, are either expressways or arterials.

4.1. EXPRESSWAYS WITHIN THE CORRIDOR

The K-7 Corridor has two limited access four-lane highways. K-7 Highway running north south provides access to Interstate 70 to the north and merges with U.S. Highway 169 south of Olathe. K-10 Highway running east west connects the study area to Interstates 435 and 35 to the east and the City of Lawrence and I-70 to the west. These two highways provide many benefits (quick access) but also disadvantages (lack of street access).

In developed areas of Johnson County there is, generally, an interchange every mile along a limited access highway and in some areas bridges every half-mile. Within the study area there are three interchanges, one every mile, with K-7 Highway and no access to K-10 Highway, excluding the K-7 interchange which is a closed interchange. The closest K-10 interchange is a mile to the east or west at Woodland Road or at Cedar Creek Parkway. These highways, along with the branch of Cedar Creek, isolate the western half of the study area from the rest of the city.

4.2. ARTERIAL ROADS WITHIN THE CORRIDOR

Arterial streets provide for the movement of large volumes of traffic through the City. There are three major arterial roads (College Boulevard, 119th Street, and Clare Road) and two minor arterial roads (127th Street and Lone Elm Road). All five arterials, area only improved to a rural standard with two lanes and without curb, gutter, streetlights, and sidewalks.

In 2000, HNTB conducted design studies for College Boulevard to determine its ultimate design throughout the study area. An issue raised by the studies was the imbalance between anticipated development west of K-7 Highway and north of a branch of Cedar Creek and the available road capacity of College Boulevard, the only access point to the area. Improving College Boulevard to six lanes would produce an available roadway capacity of between 3,300 and 4,810 cars during the PM peak depending upon the level of service C-E.

The 2001-2005 Capital Improvement Program has several projects listed within or adjoining the study area including: Improving College Boulevard
from Cedar Creek Parkway to Lone Elm Road to four-lanes, 119th Street from Clare Road to Lone Elm Road, and Improving Cedar Creek Parkway from College Boulevard to Shadow Glen Drive to four lanes. The opening of Olathe Northwest High School (outside of the study area) in August 2003 influences the timing of many of the improvements on the east side of K-7 Highway.

4.3. SECONDARY ROAD SYSTEM

Series of collector streets are required to move local traffic onto the arterial system. These internal roads, spaced between one-quarter and a half mile apart, may range from two lanes in low-density residential areas to four lanes in areas with intensive land use. Currently, there are few collector roads built within the study area. This lack of internal roads is to be expected in undeveloped areas of the City. Generally, developer or adjoining landowners fund the construction of these roads as their project is developed.

It is very important that as areas develop, connections between developments by collector streets be implemented. These connections allow people to make short trips without using the arterial road system. This preserves more capacity on the arterial streets for the longer cross-city traffic. The City recognizes that these connections are not possible in some areas due to existing development, rugged terrain, or creeks. In an effort to preserve the ability to make this connection across rugged terrain, the right-of-way for the road should be acquired and used as part the area trails system.

4.4. TRAFFIC SIGNALS

When the College Boulevard Design Studies were completed, the studies identified the type and location of access onto College Boulevard. These locations were based on property lines and research from the Institute of Transportation Engineers, the Federal Highway Administration, the National Highway Institute, the Transportation Research Board, and the American Association of State Highway Officials. The location of these signals influenced the Future Land Use Map. Hence, this plan recommends that Alternative 5 of the 111th Street Corridor Study conducted by HNTB and dated September 2000 be recognized as the most effective option for locating, sizing, and controlling intersections with College Boulevard and is the basis for this corridor. Unless the area develops in a significantly less intensive way than anticipated by this land use plan, in which case, a traffic signal between Valley Parkway and K-7 may be considered. Right-in/right outs will be evaluated as development occurs. Responsibility for traffic improvements, such as deceleration lanes, shall be the responsibility of developers.
5. Olathe Economic Development

The K-7 Corridor is the largest and most undeveloped of the eleven major business development corridors designated for further study in the Olathe Comprehensive Plan. The next few sections outline the important features that make the K-7 Corridor near the top of the priority list for projects throughout Olathe and the metropolitan area.

5.1. Differentiation of K-7 Corridor

The land within the K-7 Corridor is pristine with little development, but served by all infrastructure necessary for development. Much of the land is part of large ownership tracts, which allows for flexibility in floorplate sizes and parcel size. This extraordinary combination is not only rare, but a virtual anomaly in metropolitan Kansas City.

The ALDI and Honeywell developments are expected to create spin-off development, and create a synergy and sense of prestige for the corridor. Many metropolitan cities heavily court these multi-national firms. Their almost simultaneous choice of the K-7 Corridor is indicative of Olathe’s commitment to building a high quality corridor. The choice also underscores the inherent transportation superiority and aesthetic qualities of the corridor. These business relocations were in part due to the availability of housing at all price levels and types within minutes of the respective sites.

Cedar Creek has long been one of Olathe’s and Johnson County’s premier residential and business addresses. The halo effect of this adjacency to the K-7 Corridor makes the development of business parks and hotels with interspersed residential areas more than a dream. Cedar Creek and other nearby developments such as Corporate Woods and Southlake have demonstrated a successful record of attracting quality residents and businesses to Central Johnson County.

5.2. A Corridor within Corridors

The K-7 Corridor south of K-10 Highway is an inherent part of the K-10 Technology Corridor. This corridor begins at the University of Kansas in Lawrence, travels through the “silo tech” business parks near Eudora, hits the K-7 Corridor and ends at the beginning of the Corporate Woods/College Boulevard Corridor along I-435.

This segment of K-7 Highway is also a part of the overall K-7 Corridor, running through all of Johnson County. This corridor includes the Deerfield
Business Park, Central Business District, and the study area in Olathe. North of the study area, Lenexa has a planned research park, which is just south of significant new development in Shawnee and the Kansas Speedway in Wyandotte County.

5.3. **Real Property Taxes**

The City of Olathe, not unlike many suburban communities in the area, has competed well in the new residential development market. In fact, Olathe is one of the fastest growing cities in Kansas in terms of percentage growth as well as net increase. Olathe attracts new residents readily with its fine schools, wide array of housing opportunities, ample retail, and ever-increasing entertainment options. The challenge for the City is to balance this residential growth and its associated greater demand for public services with non-residential development and its lower service demands.

Revenue for the city of Olathe comes from three main areas: Sales tax, Property tax, and Franchise fees. Sales tax revenue accounts for approximately 33% of Olathe's revenue (excluding fund balance in the 2001 Budget), and property taxes account for approximately 16%. Planning professionals agree that low to mid-level housing does not generate enough revenue to pay for all the services the residents of those dwelling units use. Olathe is dependent on its non-residential tax base and sales tax revenue to offset the short falls of providing these higher levels of infrastructure and services to residential areas. Currently, Olathe generates 16.17% of its appraised tax base from nonresidential sources. The City has set a target of 30% of taxable property being commercial and industrial. Meeting this target could substantially lower residential tax bills while providing for a superior level of service delivery. Ever since the City annexed the study area in the early to mid 1990s, civic leaders envisioned a large business park, with the area around Honeywell a high-end office park. That would aid the city in meeting this goal. The 1997 K-7 Corridor Study further illustrated that vision with its business parkland use designation over all of the land north of College Boulevard, within the study area.
6. **FUTURE DEVELOPMENT PLANS – “MAKING THE K-7 CORRIDOR GREAT”**

6.1. **LAND USE**

The quality of planned land uses is the most important part of this plan. Land use was studied very carefully using environmental concerns, existing conditions, traffic studies, and landowners’ plans. The first three areas were discussed in the previous sections and the fourth (landowners’ plans) is contained in the notes of the two charrettes in Appendix A. The project team, public officials, landowners, commercial realtors, and citizens all gave significant input into the land use and policy documents of this planning effort. The Future Land Use Map is a result of all of these individual efforts.

A. **Vision**

The vision for the K-7 Corridor is for the area to contain a mixture of uses that create a community where people have the opportunity to live, work, and shop within the area. The study area should contain business parks that offer sites for office buildings with Class A quality design, as well as large floorplates for research, high technology and assembly uses, as well as small commercial areas adjoining the business parks that are an amenity for employees and residents of the area. A mixture of residential uses should be located through the area. This area should continue the level of design and quality established by the Cedar Creek Development, Honeywell, and Aldi.

B. **Residential Land Uses**

The residential areas should offer a variety of housing products and densities, owner or renter occupied, including: condominiums, townhouses, patio homes, duplexes and zero lot lines, in addition to the traditionally offered single family and apartment units. It is further recommended that density be calculated based on the entirety of the development. For example in the Residential 7 land use category, up to seven dwelling units per acre are anticipated. If a developer controlled 100 acres of land classified as Residential 7, they could develop up to 700 dwelling units. The developer could place all 700 dwelling units on fifty acres of the property and leave fifty acres undeveloped (for a gross density of fourteen units per acre on what is developed), or spread the 700 units over the entire 100 acres. Foxfield Village, at the northeast corner of Lone Elm Road and 119th Street applied this concept to a limited extent. This will allow developers greater freedom to provide interesting projects and preserve natural areas. The following land use categories were developed to aid in the achievement of this vision. Building designs shall comply with all of Olathe’s citywide design guidelines as well as the higher standards outlined by this plan’s design guidelines.

**Residential 12.** The Residential 12 Land Use Category is intended to severe as a buffer between non-residential land uses or high volume roadways and Low
Density Residential land uses. Residential dwelling units of up to a gross density of twelve units per acre are envisioned. The units are expected to be a mixture of townhouses, condominiums, apartments, and patio homes which would be both owner and renter occupied (a model for this mixture of products within a development is planned in Sunnybrook Village at 119th Street and Valley Road). Creative design is expected in dealing with on-site parking, including the use of attached garages. Innovative site planning that provides for open space and tree preservation is expected.

Residential 7. The Residential 7 land use category is intended to provide for a mixture of housing products (townhouses, patio homes, zero lot lines, other attached housing and high density detached single family homes) or to buffer lower density land uses from non-residential uses. Residential dwelling units of up to a gross density of seven units per acre are envisioned. Creative design should be encouraged to provide adequate on site parking. Innovative site planning that provides for open space and tree preservation is expected.

Low Density Residential. The Low Density Residential land use category is intended to provide single unit detached homes as well as very low density attached housing up to a gross density of three units per acre. Low-density residential areas will make use of much of the land that is too rolling to develop for employment and commercial uses or has significant topographic features and natural vegetation worthy of preservation. The natural environment will provide high quality developments with significant and purposeful open space (such as golf courses, parks, trails etc.).

C. Nonresidential Land Uses

Nonresidential land use in the corridor is essential to achieving the vision for the area as well as for the long-term stability of the Olathe tax base. The visibility from the highways and the mild terrain allow for an array of non-residential uses. A goal of the plan is to prevent shallow commercial strips along College Boulevard and 119th Street. To provide for the different envisioned land uses the following land use categories were established.

Commercial, Local. The Commercial, Local category is intended to provide for retail and service uses (convenience stores, dry cleaning, grocery stores, sit-down restaurants, video stores, small offices, and financial institutions) that serves the surrounding neighborhoods. The retail development should not be the
draw or focal point for the general area around this designation. The commercial areas should primarily serve the surrounding land uses and be connected to these areas through building design, use, and transportation linkages, for vehicles and pedestrians. All areas should be served by at least one signalized intersection. New developments should consider the scale of development being served and particular services a development can adequately support. Models for the anticipated development include the Prairie Village Shops at 71st Street and Mission Road, the Fairway Shops at Shawnee Mission Parkway and Fairway Road.

Commercial, Regional. Regional shopping areas such as Black Bob Market Place at Black Bob Road and 135th Street or Overland Pointe Market Place at 135th Street and Antioch Road are necessary and provided for with this category. Commercial regional areas should provide great visibility from all directions, adjoin a minimum of two arterial streets; and be within close proximity to existing or planned residential areas. The design of these areas should be such that limited connections to residential areas are possible. Techniques should be used to reduce the perceived size of the big boxes.

Research, Development, Flex. The research/development/flex district is intended to provide for businesses that have a substantial amount of office space, but conduct activities such as light manufacturing, product assembly, research, or storage as well. The larger more intensive developments should adjoin K-7 Highway. As one gets further west from K-7 Highway the amount of office uses in the building should increase, to serve as a transition to the Cedar Creek office development. Multi-story buildings are encouraged. A model for the type of businesses for the area would be the South Lake development at Renner and College Boulevard, the Renner Road Business Park at I-435 and Renner, or the Pine Brook Business Park at 83rd and I-35.

Office. The office developments built with in this district are anticipated to be small-scale office buildings though multi-story buildings with multi-leveled parking structure are encouraged. The character of these areas will allow the mixing of business types within areas by using the types of buffering discussed previously. The exterior of the office buildings should be 100% of Class A material and blend with the buildings constructed as part of the Cedar Creek Office Park.

Employment. The 1997 K-7 Corridor Study banned distribution centers or other warehousing operations requiring large numbers of trucks, except for the area north of College Boulevard and between K-7 Highway and the eastern half section line. This plan continues in that manner. The employment district is intended to provide for the development of distribution centers and warehouses in addition to a variety of light industrial uses, manufacturing and assembly as well as office development.

D. Public / Semi-Public
The Future Land Use Map shows only the current location of public/semi-public uses. Examples of public/semi-public buildings include government
buildings, libraries, and schools. These public/semi-public uses should exceed the design of the surrounding area, aiding in the visual identity of the corridor. It is encouraged that these public facilities be located near the local commercial centers to help draw people and create dynamic activity areas. A possible site for a public use is the ridgeline between 119th and 127th Street, west of K-7 Highway.

E. Parks/Open Space

Adequate planning efforts will protect the natural features in the corridor. To aid in this a Conservation Area was established. The Conservation Area is an overlay land use category for land that contains vegetation, floodplain, steep slopes, or views that the citizens felt should be preserved. Within the Conservation Areas, the natural vegetation must be considered in building placement. Exceptional effort should be made by the developer to save trees including innovative designs and use of density transfers (using average density for an entire subdivision).

The Future Land Use Map shows future pedestrian trail routes but only shows current park locations. The City in the Olathe Park and Recreation Strategic Master Plan anticipates a future need for four new neighborhood parks and one community park. The size of these parks will be dependent upon the population that they are to serve. In addition, Ernie Miller Park should be expanded to include the undeveloped property to the north.

Private land committed to open space is an equally important feature in this land use strategy. These lands should be maintained in either a natural or a well-groomed condition. When practical, access points (easements) into and from public parks and schools facilities should be made.

6.2. TRANSPORTATION

The study area is underdeveloped in terms of street connections resulting in poor east-west access. The only way for the Future Land Use Map to be implemented without major traffic congestion is through the construction of additional access points and improvements to existing access points (College Boulevard and 119th Street). Once access is improved, additional projects that enhance the capacity of the arterial road network will become necessary.

A. Connections to the Highway System

K-10 Highway. Additional arterial interchanges should be pursued, in cooperation with Lenexa, at K-10 Highway and Clare Road and an interchange or overpass at K-10 Highway and Lone Elm Road. The Clare Road interchange would provide for a second access point for the western half of the study area. In addition, the interchange would help maintain K-7 Highway’s high level of service.

Similarly, an interchange at K-10 Highway and Lone Elm Road would have many positive effects. One notable difference between the interchange is the
adjoining land uses. The presence of single-family homes and park, coupled with Lenexa’s plan for single family homes north of K-10, make an interchange at Lone Elm Road less likely than at Clare Road. The likelihood of an interchange is contingent on non-residential uses being developed west of Lone Elm Road. Based on expected land use patterns, an overpass at this location may be more appropriate.

In addition to interchanges, the city should study the construction of overpasses in between the arterials. These overpasses would provide access and opportunity to link this area with the expected residential development along Prairie Star Parkway in Lenexa to the north. Approval for overpasses would be easier to receive from KDOT, than interchanges, but funding the improvements would remain an issue.

The City should immediately identify what improvements are possible and prepare preliminary designs for these structures so that the necessary right-of-way can be reserved or purchased now. This will reduce the future costs of developing these transportation structures without retrofitting the area.

**K-7 Highway.** The 127th Street/K-7 Highway intersection will require signalization as growth in that area meets Kansas Department of Transportation warrants. This arterial street approaches K-7 from the east bringing traffic from the east as far away as Ridgeview Road. 127th Street will likely never connect west of K-7 Highway due to Ernie Miller Park.

The College Boulevard bridge over K-7 Highway will have to be widened or replaced with a bridge similar to one at Santa Fe and I-35 as development occurs. The current bridge is only four (4) lanes wide, with no turn lanes. Ultimately the College Boulevard bridge will need to have six (6) through lanes and two (2) lanes designated as left turn lanes.

**B. Other Road Improvements**

The arterial road system is almost established, the only gaps are along Clare Road north of College Boulevard and Clare Road between 119th Street and 127th Street. Clare Road north of College Boulevard will depend upon adjoining development and when the interchange with K-10 Highway is constructed. Connecting Clare Road south to the intersection of Lakeshore Drive and 127th Street will have an impact on the entire corridor. Currently, the only access to 127th Street west of Hedge Lane is by using Santa Fe. Without this connection, a trip from the anticipated commercial area at 119th Street and K-7 Highway to this corner would require five miles rather than two miles using the arterial system.

In addition to arterial improvements, there is a need for collector connections. A well planned collector road system helps lower the amount of traffic on the arterial streets, which is especially important in this corridor. Therefore, collector roads shall be built in the general location as shown on the Future Street Map.
Two intersection improvements are also necessary. The intersection of Hedge Lane and 119th Street should be moved a minimum of 300 feet to the west. Increasing the distance from Hedge Lane and the southern K-7 ramp to a minimum 600 feet will create a safe distance for cars entering 119th Street, from Hedge Lane, to make necessary traffic movements while allowing sufficient stacking for the K-7 Interchange. The Monticello Terrace/College Boulevard intersection should be moved to the east. The College Boulevard Design Study recommends that Monticello Terrace’s intersection be moved over 800 feet east of the K-7 Highway northbound ramps.

Even with the improvements outlined in this section, traffic on College Boulevard west of K-7 Highway could, upon total development, have a traffic Level of Service of F during the PM peak. It has been determined by the citizen committee and public meetings that this is acceptable for this area that College Boulevard will have a small period of Level F, in exchange for the city achieving other city-wide goals.

C. Alternative Transportation Options

Many natural areas along creeks, steep slopes, or flood plains are economically and environmentally unfeasible for development. Yet, with conservation and sensitive development, these areas can create real value for developers, community residents, and employees. The Park and Recreation Strategic Master Plan shows a trail following a branch of Cedar Creek until its intersection with the power line easement and then continuing along the power line easement. This trail would connect the corridor with Johnson County’s Mill Creek Trail to the east and a planned Olathe trail to the west along Cedar Creek. By continuing the trail system through the employment portions of the corridor, using easements and greenways, households are connected to jobs, commercial services, schools, and recreational opportunities. The biggest challenge to the development of a trail system is finding a safe and attractive trail crossing under or over K-7 Highway.

In addition to providing trails as an alternative to the automobile, thought must be given to mass transportation. Transit in the Kansas City suburban areas has been a lacking amenity for over 40 years. In the years required for the K-7 Corridor to build out, transportation modes will not remain static. Today’s recreational trail system may be tomorrow’s right-of-way for mass transit. Preserving adequate amounts of linear public rights-of-way, whether along roads or through drainage corridors, will help ensure our ability to adapt to changing technology. The impact of a system is difficult to forecast due to lack of specifics about the system. As a transit system is established the traffic forecasts for the area should be reevaluated.
6.3. **Urban Design**

In addition to the land uses established by this plan, the visual characteristics of future development in the corridor is important. Communities across the country, including those surrounding the corridor, have experienced the benefits of requiring high quality aesthetic standards. The predominant division between adjacent unrelated land uses should be the existing natural environmental features. Many of the major creeks generally running east west and minor creeks generally running north south have existing vegetation that should be preserved to serve as buffers. In the southern area of the corridor, tree cover coupled with steep slopes provide both visual and physical separation possibilities.

Applying regional stormwater mitigation techniques is a way to allow greater densities in other parts of the corridor while simultaneously increasing recreation uses. Creation of water features, such as a single large or a series of smaller wet-bottom detention areas will result in a focal point for the development, increase property values, and reduce maintenance costs. An example of this is the concept plan for Sunnybrook. The developer plans to use a series of detention ponds along the Cedar Creek branch to create a natural area within the development.

To illustrate design principles, Design Guidelines exclusively for the K-7 Corridor were developed. These guidelines, in addition to the city-wide guidelines, are intended to establish this gateway as a showcase of Olathe.

Besides the City standards, all planned developments shall create and enforce covenants conditions and restrictions on all property conveyances within the development. The developers will find these measures attract high quality tenants and preserve the original development quality. It also allows the small number of large landowners in the corridor to maintain control of the types of restrictions they feel appropriate for their land rather than a corridor-wide standard. Each amenity should be seen as an opportunity to improve the development, rather than a hindrance.
7. IMPLEMENTATION ACTION ITEMS

- Plan for and build surface transportation network in logical progression;
- Create a trail system proving recreation and transportation benefits;
- Preserve natural buffers, viewsheds, and vistas and use them as assets;
- Create water features that enhance value and storm water conveyance.

7.1 TRANSPORTATION

A. All future developments shall be evaluated as to their impacts on the “existing traffic situation”. The assessment will be based on a traffic assessment provided to the City by the developer and then verified by the City at the expense of the developer.

B. An interchange shall be constructed at K-10 Highway and Clare Road and either an interchange or an overpass at K-10 Highway and Lone Elm Road.

C. Design of the interchange(s) and/or overpass should begin soon so the necessary right-of-way can be reserved or purchased in the near future.

D. The type and location of access points shall be those outlined in the College Boulevard Corridor Study K-7 to Lone Elm Road date April 2001 and the 11th Street Corridor Study K-7 to Clare Road dated September 2000 or their updates.

E. Collector roads shall be built in the general location as shown on the future street system map, except for where constraints are present.

F. To preserve the ability to make a connection across the branch of Cedar Creek with a roadway, the right-of-way for the road should be acquired and used as part the area trails system.

G. All street improvements will be designed to prevent non-residential traffic patterns from using as their main access points residential streets.

H. Future roadway improvements highly visible from existing residential areas shall be designed to screen the roadway from sight and maintain existing natural the existing level of infrastructure service throughout the corridor and to work in cooperation with the City to remedy any existing problems identified as new improvements are completed.
I. The City shall integrate pedestrian and bicycle transportation modes when safe and reasonable in conjunction with new transportation improvements in the area.

J. Provision for mass transportation should be incorporated into future development plans, as they are developed by the City of Olathe, Johnson County, and the Kansas City Metropolitan area.

7.2 OPEN SPACE & TRAILS

A. The terrain and tree cover shall be used to create visual separation of future land uses.

B. Long vistas along lowlands and creek beds should be preserved by maintaining some long meadows next to roadways and trails.

C. Preservation of at least 50% of trees visible from K-7 Highway and/or K-10 Highway, where practical shall be required, especially along floodways and steep slopes.

D. Bike/pedestrian trails should be constructed along the power line easements and branches of Cedar Creek.

E. The city should develop plans for the creation of grade separated crossings of K-7 Highway for bike/pedestrian trails.

7.3 LAND USE

A. The development intensity levels shall decrease as the distance from K-7 Highway increases.

B. The residential areas shall offer a variety of housing products that could be owner or renter occupied including: condominiums, townhouses, patio homes, duplexes and zero lot lines, in addition to the traditionally offered single family and apartment units.

C. Density calculations for residential development shall be done through the average density technique discussed in the plan.

D. The area shall offer a range of housing prices, while maintaining the quality established by the homes developed as part of Cedar Creek.

E. Strip commercial activity along College Boulevard and 119th Street shall be disallowed. All non-residential development shall be developed as part of the overall plan for that area.
F. Public facilities should be located near the local commercial centers to help bring people to these areas and create dynamic activity areas.

G. Parkland should be identified and designated through a cooperative process with the property owner and the city as preliminary plans for their property are made.

H. Existing zoning that conflicts with the proposed land use plan should be rezoned to an appropriate use as shown on the Future Land Use Map.

7.4 DESIGN ELEMENTS

A. Developers and landowners should recognize that good design is more important than property lines in creating economic value and will work toward holistic solutions for the corridor.

B. Developers shall create covenants to guide urban design features such as clustering, signage, and parking.

C. Site plans for future developments shall accommodate both pedestrian and bicycle transportation measures in a safe manner.

D. Innovative site planning that provides for open space and tree preservation is expected.

E. All development shall follow the K-7 Corridor Design Guidelines, and all other city-wide guidelines for development.

F. All development within the corridor shall include water features that cause the least amount of down-stream affects (detention ponds and natural drainage enhancements) in development proposals.

G. Natural vegetation shall be considered in all building placement.

H. Creative design is expected in dealing with on-site parking for residential uses. The use of garages is expected and, typically, they shall be attached. The use of parking courts or pods, where these areas can be screened from view from surrounding streets, is encouraged.

I. The use of techniques such as “wrapper stores” or site design should be used to reduce the perceived size of the big boxes in commercial areas.

J. The exterior of the office buildings should be 100% of Class A material and blend with the buildings being constructed as part of the Cedar Creek Office Park. Multi-story buildings are encouraged.

K. Underground or multi-level parking structures are strongly encouraged for all non-residential developments.
L. Internal access roads through business parks and at entrances of residential areas shall employ alternating turning lanes with landscaped medians.

M. The commercial areas should be physically and visually connected to the surrounding areas through building design, business uses, and transportation linkages, for vehicles and pedestrians.

N. Similar architectural treatments shall be used in contiguous developments.
The following City of Olathe Comprehensive Plan elements have particular relevance to the planning and design of the K-7 Corridor Study:

♦ Objective LU-A: Evaluate proposed development so it occurs in a fiscally effective manner for the city.
  • Policy LU-A3: Direct new development to growth areas which currently have all services available

♦ Objective LU-B: Encourage and reward innovative and quality site planning, which reduces costs to the public sector.
  • Policy LU-B1: Encourage developments that area aesthetically pleasing, contain appreciable green spaces, and require minimal maintenance on the part of the city
  • Policy LU-B2: Encourage projects which provide amenities that benefit the entire community

♦ Objective LU-C: Ensure adjacent land uses are developed in a manner to minimize negative impacts.
  • Policy LU-C3: Encourage the use of existing natural features as buffers
  • Policy LU-C7: New developments shall meet or exceed quality standards established by adjacent properties

♦ Objective LU-D: Coordinate future development with the environment, placing a premium on developing land in harmony with existing natural features.
  • Policy LU-D1: Require natural physical features be incorporated in new developments
  • Policy LU-D3: Protect sensitive environmental areas and scenic vistas such as those found within the Mill and Cedar Creek watersheds
  • Policy LU-D4: Engineering techniques shall not be utilized to force-fit development into the environment

♦ Objective NR-B: Require the use of high quality materials, and where appropriate, noteworthy architectural design and site design in non-residential projects to achieve visual interest, provide a human scale, and enhance the value and function of adjacent properties.
  • Policy NR-B3: Identify, establish, and develop performance standards for selected corridors of the city of Olathe

♦ Objective RLU-A: Establish basic criteria which all new residential subdivisions must meet.
  • Policy RLU-A1: Design subdivisions utilizing the neighborhood concept
  • Policy RLU-A4: Identify collector street locations

♦ Objective TR-B: Ensure new development does not negatively impact the transportation system.
  • Policy TR-B3: Support commercial development which is planned as a total concept, so access point, internal circulation, and parking may be better coordinated
  • Policy EC-D3P Expand the city’s commercial and industrial tax and employment bases for the overall benefit of the community.
Participants
Members of the Comprehensive Plan Oversight Committee, landowners and developers in the K-10/K-7 study area and city planning staff. Mike Fishman and Roger Mason served as spokespersons; Bucher Willis & Ratliff Corporation served as consultant facilitators.

Executive Summary
The participants came to the consensus that there was a common understanding and appreciation for a mixed-use development of complementary land use throughout the study area. The consensus included agreement about land use and the connectivity of land use systems: major street plans, open space and development guidelines. While each participant realized this vision in his or her own perspective, the visioning charrette was critical in allowing them to all “hear it from each other.”

Existing Conditions
One unique aspect of the K-10/K-7 Corridor, south to 119th Street, is that the land is held by relatively few owners who are knowledgeable developers. Because the tracts of land are relatively large under single ownership, the city has the opportunity to plan for large-scale development and its effects on neighboring parcels. Another unique aspect of the study area is that it presents land that is relatively free of disruption from railroad lines and is well served by regional limited access highways.

A major constraining factor is the severe topography west on 119th Street and west of Clare Road which limits access east and west across the study area. Another limiting constraint is the uncertainty about future access to K-10 Highway at Clare Road and Lone Elm Road.

While the topography is severe, this limitation also creates an opportunity for improving linear parks and maintaining open space as part of development plan approval in the future. The group agreed that it is important to maintain open space and attractive appearance of the land during development, which includes the preservation of visibility to K-10 and K-7 from large-scale development sites.

Visioning Charrette Themes
The committee was challenged to address several questions in the small group discussions including:
- How does the group envision the study area working as a community/neighborhood within the City of Olathe?
- What vehicular/pedestrian linkages or connections are possible to Cedar Creek, the Millcreek Streamway Park Trails, and to surrounding neighborhoods and the rest of Olathe beyond the K-7/K-10 region?

The group reached consensus on the need to create linkages within the study area and beyond as part of development planning. The group agreed with the need to link west to Cedar Creek and east to the Mill Creek Streamway park system. Concerning transportation linkages, the group advocated for envisioning interchanges with K-10 at Clare Road and Lone Elm Road. While such improvements may be long term, a build-out scenario should not preclude such interchanges. It was further agreed that in the meantime the City of Olathe must create local arterial and collector street systems to allow 111th Street and 119th Street to function effectively as east/west arteries; as well as Clare Road and Lone Elm as north/south arterials. The collector road system is just as important and is more problematical in its vulnerability to topographic constraints. A collector road east west across K-7, between 111th Street and 119th Street is extremely unlikely given the severe topography west of K-7. The same constraints apply to extension of collector roads south to 119th Street in the study area.
Pedestrian Linkages

The group noted that there are several trail links that can be accomplished with very little opposition and they are as follows:

- The utilization of the existing easement for the overhead power lines. This connects to an existing easement on the south side of the large lot subdivision to the east.
- The northeast quadrant has a sewer line that follows a creek bed in the southwest quarter section, due to the sewer line and the creek; these areas would make an excellent north/south connection.
- Areas in the southwest quadrant with significant topography were also indicated to possible locations for additional trails.
- The group felt very strong about continuing the pedestrian connections into the commercial developments with additional links to the Cedar Creek area.
- The group was concerned with the fact that the City calculated excise tax on open space, therefore it currently is not economically beneficial for developers to provide large open spaces. However, if the land is dedicated to the City, excise taxes are not paid on that portion of the property. The group mentioned the concept of not taxing private open space or a trade off which would benefit both the City (open space) and the developers (high-end development with good connectivity).

In terms of off-site connections, creeks continue south from the southwest quadrant and would offer opportunities for links to the south. The overhead power easement provides a link to the east and continued connections through the northwest quadrant to Cedar Creek are envisioned.

Vehicular Linkages

In terms of vehicular connections, the group noted that the crossing of K-7, south of 111th Street, would be very expensive due to the extreme topography. They also noted that it may be more feasible to have an east/west connection north of 111th Street that could connect potential commercial areas. It is understood, however, that given the extreme burden on 111th and 119th Street at the interchanges with K-7, it is absolutely critical to establish an east/west collector somewhere between the two main arterials. Without such a collector, traffic will be siphoned north and south onto the arterials thereby further clogging the interchanges at K-7 with each of the east/west arterials.

Development Densities and Development Patterns

The group envisioned the study area functioning as an employment center for north Olathe. As such, the area must encourage mixed uses that include places to work and places to live. Ideally, residents could reduce external trips by living close to work and close to local shopping options. The use development pattern and the creation of effective linkages within the area would ideally cut down on the need for people to leave and drive somewhere else. This will in turn alleviate traffic on demand.

The McKinzie development plan for the northwest corner of Lone Elm and 119th Street is an approved mixed-use development that can serve as a model for future development. Similarly, the John Deere property north of 111th Street west of K-7 is preliminarily planned for mixed-use development that includes business park, retail commercial, high density residential and low density residential; while accommodating the new fire station and other public improvements, including a linear park from southeast to northwest into the adjacent cedar creek property.

Concerning industrial distribution uses north of 111th Street; such uses would be discouraged, given the mixed-use and public use proposed for these sub areas. Should there be future distribution uses, they should be patterned after the attractive site planning improved to date at the Honeywell and Aldi sites.
Neighborhood Development
The group was very much in favor of mixed-use development. It has become clear that the existing land use plan with 2000+ acres of business park is not feasible within a reasonable build out period. With the mixed-use concept, the group wanted to insure that there are pedestrian linkages from the residential used to the employment areas and the retail developments. Additional concerns were to retain the best parcels for business park development with a reduced intensity.

In terms of the uniqueness of the area as related to the remainder of Olathe and Johnson County, they felt as though this area can be self-sufficient. In that, the area can support employment areas, retail (local and regional) areas and residential neighborhoods. This would be in association with the existing elementary schools, new high school and churches. They also realize that this area offers the best opportunity for an office park in the City based upon the existence of infrastructure.

Successful Projects to Emulate
The Pine Brook and South Lake developments are considered successful business park developments to pattern after. Other successful projects are the Commerce Centered Industrial Park and Corporate Woods Business Park.

External Development Factors
The interchange at Woodland is a critical development area in terms of its impact on the study area. Also critical is the Cedar Creek interchange to the west. Linkages to these interchanges need to be maximized as part of the thoroughfare system plan.

The development of the Ridgeview interchanges to the east will also have an effect on the timing and pacing of land use development in the study area.

The following are examples of successful developments:
- Pine Ridge, the mixture of office and industrial uses with residential areas nearby
- Corporate Woods
- South Lake: while it is an industrial area, the buildings appear to be offices at their entrances. The Gear building is an excellent example of this. It is also a good example of a low-rise development.
- Crown Center
- Country Club Plaza
- Executive Park located on Front Street and 435
- Commerce Center located on I-435 and Lackman, they like the mixture of office, industrial uses.
Participants

Members of the Comprehensive Plan Oversight Committee (including Planning Commissioner's), landowners and developers in the K-10/K-7 study area and city planning staff. Mike Fishman and Andy Schlagel served as spokespersons; Bucher Willis & Ratliff Corporation served as consultant facilitators.

Executive Summary

The participants reaffirmed the visioning Charrette theme, that a mixed-use development of complementary land uses throughout the study area was the proper way for the area to develop. Consensus was achieved during the Visioning Charrette regarding land use and the connectivity of land use systems: major street plans, open space and development guidelines. However, as specific land uses and connections were discussed, during the Land Use Charrette, participants began to represent their own (or their client's) best interest, rather than common interests of the entire study area.

Discussion Session 1 (Entire Group)

The first task of the entire group was to locate on a map where they felt land uses would be appropriate, taking into consideration adjacent uses, vehicular linkages and pedestrian linkages. The acreage of each land use category was determined from the College Blvd. Corridor Study in addition to the desire of a mixed-use development pattern. An additional factor taken into consideration was the location of the proposed intersections as laid out in alternative 5 of the 111th Street Corridor Study.

While the group came to consensus with regard to the location of land uses, several of the group members indicated they would like to have the ability to reallocate land from an industrial use to a multifamily use, while retaining the same amount of traffic generation. As a result of multiple land use scenarios, the land use plan will need to be a living document that can develop with market trends and the transportation system.

Discussion Session 2 (Break-out groups)

Task 1: Discuss the following issues: Access, linkages and visibility.

The group had reservations about several of the proposed vehicular linkages. Even though the group understands the need for additional north/south connections, such as overpasses or a second interchange with K-10, they noted that due to topographic constraints, an interchange at Clare Road might be infeasible. Therefore, Lone Elm Road should be the focus of a potential interchange. Many concerns were raised regarding the southern east/west connections. First and foremost was the issue of significant topography in the area. Consequently, engineering and construction costs may be prohibitive. Second, participants indicated that final plats for the Mackenzie property and for South Glen at Cedar Creek already had final plats approved which did not take into consideration an east/west minor arterial to be located around 115th Street. As a result of these issues it does not appear that the southern east/west minor arterial can be developed.

In terms of the northern K-7 overpass at 107th Street, the group's major concern was where the traffic will disburse to once it was on the east side of K-7. In order for the northern overpass to function within the traffic network, additional improvement would be needed. These would include improvements to Lone Elm to a major arterial with a minimum of an overpass at K-10. Additionally, 107th Street would need to be continued to the east so that it may connect with Woodland Road. In order for this to occur
the alignment of a proposed 107th street may have to veer to the south due to an approved development plan for a High School along Woodland. While these east/west minor arterials are imperative to a mature traffic system, topographic constraints and existing development may preclude one or both from being built. This will have an adverse impact on the development of this area, in that additional traffic capacity may not be added, thus restricting the intensity of the build-out scenario.

The group indicated that the proposed pedestrian links are primarily correct, however, minor changes would need to be made with regard to which creek beds would be follow. For specific locations of proposed pedestrian linkages. Following are a list of pedestrian linkages that have been developed by the group:

- The utilization of the existing easement for the overhead power lines. This connects to an existing easement on the south side of the large lot subdivision to the east.
- The northeast quadrant has a sewer line that follows a creek bed in the southwest quarter section. Due to the sewer line and the creek this area would make an excellent north/south connection.
- Areas in the southwest quadrant with significant topography were also indicated as possible locations for additional trails.
- Consensus was obtained for continuing the pedestrian connections into the commercial developments with additional links to the Cedar Creek area.

The following represents the consensus achieved regarding the relationship of adjacent uses:

The group reaffirmed the concept that a mixed-use design was appropriate for the area. With regard to specific locations of land use, some participants felt that distribution type developments should not be allowed in the northwest quadrant of College Blvd. and K-7 Highway, rather only in the northeast quadrant adjacent to Aldi. This would minimize the amount of heavy truck traffic into an area that is proposed for more office, light industrial and residential land uses.

Second, a general consensus was formed regarding the development of a single-family subdivision on the south side of 111th street east of K-7. The property currently has office development platted to the east, commercial development to the west, proposed industrial uses to the north and proposed multifamily to the south. Participants felt that to insure compatibility with adjacent uses a more intense residential use or mixed-use may be more appropriate at this location than a single-family subdivision.

Tasks 2 & 3: Discussion on land uses intensities for the following uses:

The participants discussed the possible ranges of development intensities and indicated the following:

- Single-family: ranging from 2.2 to 5.0 units per acre
- Multifamily: ranging from 8.0 to 16.0 units per acre.
- Retail: 0.25 FAR
- Office: FAR depends on market conditions.

The land use plan developed based upon the 111th Street Corridor Study improvements utilized the following intensities:

- Single-family: 2.8 units per acre
- Multifamily: 12.0 units per acre
- Business Hotel: 30.0 units per acre
- Retail: .25 FAR
Industrial: .25 FAR
Office Park: .30 FAR

Task 4: Discussion on the phasing and funding of proposed traffic improvements:

With regard to traffic improvements in the area, discussions were dominated by the issue of funding. However, participants did feel that the phasing of improvements would be driven by the development within the area. This process can become somewhat problematic, in that needed rights-of-way may not be set aside or reserved for future construction. As a result, a mature traffic system may not be developed, or may be difficult and costly to build.

In terms of the funding of traffic improvements two main funding sources were identified: tax increment financing (TIF) and state and federal funding. Some of the participants felt that a discussion about TIF was premature. While others felt it was the only way to build out the area in a reasonable time frame. Others saw the need to rely on the state and/or federal governments to fund major road improvements such as overpasses and interchanges. While this would mean waiting a minimum of 10 years for the opportunity to have a project funded, participants felt as though the build-out scenario time frame would be at least this long and was worth the wait.

Task 5: Discuss the development of pedestrian walkways and incentives to having them built:

The developers are willing to build on-site pedestrian walkways. However, they feel the city should pay for all improvements on public property. Incentives such as FAR bonuses and height bonuses were discussed as possible compensation for the construction of pedestrian linkages on public property by the developers.

NEXT STEPS

During the two Charrettes there have been three key themes or issues that have continuously been discussed and/or considered imperative to the successful development of this area.

1. Quality Developments: This has been brought up by all of the participants since the Charrettes began. Developers, landowners and steering committee members all agree that the quality of the development is the highest priority.

2. Absorption Rates: Many of the development community members pointed out that the original amount of business park allowed could not be absorbed in a timely fashion. As a result the consensus was that only the best properties for office/industrial/retail uses should retain that use and a mixed-use development design should be proposed for the remainder.

3. Mature Street Network: This process began with the assumption that the only traffic improvements to the area would be improving College Blvd. to six lanes. Based upon this improvement the land use plan for the area had to be scaled back. However, a more desirable development in terms of land uses and densities revolves around the development of a mature transportation network, including vehicular and pedestrian linkages. This includes additional east/west and north/south minor arterials. Without these connections all of the traffic is routed out on to the arterials, which proliferates the traffic problems of the area.
Implementation

It is the desire of the city to have a report that the Planning Commission can take to the City Council in late April. The Plan will provide the City Council an opportunity to review two different development scenarios. The first scenario shows one of many development break downs based upon the 111th Street Corridor Study with no additional major traffic improvements. The second scenario provides a conceptual land use plan if the needed improvements are made to allow for a mature traffic system. This scenario would require additional traffic modeling to evaluate what improvements would be needed to provide a mature traffic system capable of carrying the traffic generated.