

The Blue Valley Plan - Urban Fringe Area

Preface

In July 1994, a joint-planning committee comprised of four members of the Johnson County Planning Commission and four members of the City of Overland Park Planning Commission was formed for the purpose of developing a future land use plan and set of land use goals for a 21-square mile area south of the City of Overland Park.

Over the course of eight months, this joint-planning committee became familiar with the area, reviewed existing and previously proposed plans, and gathered additional information relevant to future development and land uses in the 21-square mile area and additional acreage in southeast Johnson County. This expanded study area came to be called the Blue Valley Plan area. With guidance from the joint-planning committee, a draft plan was prepared by staff members of the Johnson County Planning Office and the City of Overland Park Department of Planning and Research. This draft plan blended, refined and updated text from two primary sources:

- A draft plan prepared in 1990 by the City of Overland Park for what was called the Extraterritorial Planning Study area and
- The Aubry-Stilwell Area Plan that was adopted into the Johnson County Rural Comprehensive Plan in 1991.

The joint-planning committee reviewed and endorsed the draft plan and recommended its approval by the Johnson County Planning Commission. The Johnson County Planning Commission recommended adoption of the Blue Valley Plan by the Board of County Commissioners. After public hearings before the Johnson County Planning Commission and Board of County Commissioners, the Blue Valley Plan was added as Part 5 to the county's Rural Comprehensive Plan by Board of County Commissioners Resolution 013-96 in February 1996. A portion of the overall Blue Valley Plan, designated the Urban Fringe Area, is incorporated in the following Specific Plans text.

Introduction

This portion of the Blue Valley Plan deals with a 21-square mile area in southeast Johnson County, south of the City of Overland Park. It is an area where suburban and exurban development has occurred in patterns that require special attention and specific policies to foster orderly growth. Because of the interconnected services and facility plans, this also requires cooperative programming with Overland Park.

History of Cooperative Planning in the Blue Valley Planning Area

Earlier versions of the Johnson County Comprehensive Plan recognized that the eastern Blue Valley area (the Aubry-Stilwell Area and eastern Oxford Township) contains a mixture of residential, commercial and industrial uses unlike the land use patterns in other unincorporated areas of Johnson County. Beginning as early as 1980, various land use studies and reports identified the area as one experiencing exurban growth and development at a relatively greater rate and concentration than has been occurring in other parts of unincorporated Johnson county. The earlier versions of the county's Plan established an objective for the preparation of a more specific plan for the orderly development of this area, designated as a Growth Policy Area. The Aubry-Stilwell Area Plan was adopted with other amendments to the Rural Comprehensive Plan in September 1991. The Aubry-Stilwell Area Plan adopted in 1991, however, did not address future land uses in the area north of the Blue River. Instead, that area was identified as an Urban Fringe Policy Area in anticipation of future joint-planning for that area with the City of Overland Park.

Prior to 1990, the City of Overland Park had not included areas outside the City's boundary in its Comprehensive Plan. However, the City's 1988 Comprehensive Plan review identified "future land use planning in unincorporated areas" as an issue for further study. The 1989 review of the Comprehensive Plan also supported such planning. In 1990, the City of Overland Park prepared a land use study and draft future land use plan for the recently annexed area near the south City limits and an adjoining area in the county. The extraterritorial portion of that planning study area included the Urban Fringe Policy Area described above and some areas in the north part of the Aubry-Stilwell plan area. The future land use proposals, resulting from the 1990 study, were presented to the Johnson County Planning Commission in July, 1990, as proposals for future consideration by both the City and the County.

The 1990 recommendations of the City of Overland Park were presented to the county Planning Commission while the Planning Commission was working on changes to the county zoning and subdivision regulations and on certain changes to the Rural Comprehensive Plan. These other tasks kept the Johnson County Planning Commission from considering the City's request until 1994.

As a result of this joint-study and the county's adoption of the Blue Valley Plan, the Overland Park Comprehensive Plan shows the future land use proposals for areas beyond the City limits, in the Urban Fringe Area, but the plans of each jurisdiction clearly note that the future land uses inside the other jurisdiction are shown for illustrative purposes only, that they are not to be considered as officially adopted policy for areas outside their official jurisdiction.

Blue Valley Planning Area Boundaries

As described below, the Blue Valley Plan now provides guidance for future development within the larger Blue Valley Planning Area instead of just the Aubry-Stilwell Growth Policy Area identified in 1991. This planning area is identified as follows:

The Blue Valley Plan Area is the portion of Oxford and Aubry Townships roughly bound by Pflumm Road on the west, the City limits of Overland Park on the north, Kansas - Missouri state line on the east, and the county's Growth Policy Area boundary on the south.

Subareas of the Blue Valley Planning Area

The Plan recognizes that existing, expected and preferred future development patterns support the identification of distinct areas of interest within the Blue Valley Planning Area.

There are separate north and south areas of interest as follows:

1. The Blue Valley Plan - Urban Fringe Area is the north part of the Blue Valley Planning Area. The Blue Valley Plan - Urban Fringe Area is bound by the City limits on the north, Pflumm Road on the west, 183rd Street and 191st Street on the south and the Kansas - Missouri state line on the east.

About one-half of the Blue Valley Plan - Urban Fringe Area is in Oxford Township and the rest is in Aubry Township. As described below in the section, "Applicability of this Plan" the future land uses for the county-jurisdiction area are adopted policy of the county only.

The Blue Valley Plan - Urban Fringe Area includes part of "Study Area 95-1" which is a one-square mile area centered on the proposed interchange of 159th Street and U.S. 69 Highway. The plan analysis and future land use proposals and policies for Study Area 95-1 are in the "Study Areas" section of the City's 1995 Comprehensive Plan update.

2. The Blue Valley Aubry-Stilwell Area is the south part of the Blue Valley Planning Area.

How the Plan is to be Used

This plan is to be considered during reviews of zoning and development proposals and during preparation of special studies with respect to the Blue Valley Planning Area. Both the City and the county also shall consider this Plan during preparation of any land use comments and recommendations to the other jurisdiction.

Applicability of this Plan

The land use goals and the future land uses cited herein for the Blue Valley Planning Area are adopted Johnson County policy.

General Background Information

As background information, staff provided information on past, present and anticipated development trends for both the City of Overland Park and Johnson County.

Existing Conditions in the Blue Valley Plan - Urban Fringe Area

Character of the Area

The Blue Valley Plan - Urban Fringe Area is rural in character. A number of farmsteads with agricultural and/or livestock operations exist throughout the area and there are several large-lot residential developments interspersed with vacant or agricultural land. These large-lot subdivisions are relatively new and of high quality. Higher intensity uses such as two quarries, the ARCO tank farm and the Bayer research farm are interspersed throughout the Blue Valley Plan - Urban Fringe Area.

The Blue River and three of its tributaries (Coffee Creek, Wolf Creek and the Camp Branch Creek) traverse the area flowing to the northeast. Coffee Creek flows to the east-southeast to that confluence point and Wolf Creek flows to the east-northeast to that point. The Blue River Valley is quite scenic east of U.S. 69 with high bluffs on the south side of the river and heavily wooded areas. Most of the Blue Valley Plan - Urban Fringe Area west of U.S. 69 consists of rolling open farmland or pasture land. Ridge lines on the east side of U.S. 69 Highway are also rolling open farmland or pasture land. East of Camp Branch Creek the ridge lines tend to be much narrower, but there also are open farmland and pasture land uses in that area.

The Blue Valley Plan - Urban Fringe Area is served by gravel, chip-seal and asphalt roads with open ditch storm drainage. Utilities in the area include electricity, limited natural gas and limited rural water service. There is sanitary sewer service only in the extreme northeast and northwest corners of the area.

Current Land Use

The variety of existing land uses and the intermixed pattern of developed and vacant parcels shows this is not a homogeneous area.

The Blue Valley Plan - Urban Fringe Area is divided in half by U.S. 69 Highway. This highway is a four-lane limited access freeway that has a north-south route through the area. The highway parallels and is about one-half mile west of Metcalf Avenue. Metcalf Avenue is the former route of the highway.

Much of the area is undeveloped, but a larger number and more diverse types of land uses are found east of U.S. 69 Highway. Existing land uses east of U.S. 69 include several pockets of large-lot single-family homes located within subdivisions or individually scattered along roadways. The subdivisions are generally in the Stanley area. There are traditional-sized (urban-density) lot subdivisions near Kenneth Road.

The portion of the Blue Valley Plan - Urban Fringe Area west of U.S. 69 is predominantly undeveloped except for the Glad Acres subdivision between Quivira Road and Switzer Road from 175th Street to 179th Street. The 300-acre Overland Park Arboretum site is at the southwest corner of 179th Street and Antioch Road. The arboretum site was annexed by the City in 1994.

Specifically, existing land uses in the Blue Valley Plan - Urban Fringe Area include:

- The Bayer agricultural research facility on Metcalf Avenue south of the Blue River
- A quarry operation between U.S. 69 and Metcalf north of 167th Street
- A quarry operation southeast of 167th Street and Switzer Road
- A highway maintenance facility of the Kansas Department of Transportation (KDOT) adjacent to the 167th Street and U.S. 69 half interchange at the southwest corner of the quarry)
- A petroleum storage facility or tank farm (ARCO) east of Mission Road on the north side of 159th Street
- A Kansas City Power and Light Company electrical substation on the north side of 167th Street one-half mile west of Antioch Road
- A cemetery on the south side of 159th Street one-half mile west of Antioch Road
- A church immediately west of the cemetery on 159th Street
- The Blue Valley High School on the south side of 159th Street between Metcalf and Nall Avenues

- The Blue River Treatment Plant of the Johnson County Unified Wastewater Districts southwest of the intersection of 151st Street and Kenneth Road
- A railroad main line (Union Pacific System Railroad) along the floodplain of the Blue River and Camp Branch Creek

Factors Influencing Development

There are pockets within the Blue Valley Plan - Urban Fringe Area which exhibit relatively low levels of past development or which have important constraints on future development as a result of:

- Existing features such as steep slopes, floodplains, important agricultural use characteristics, vegetative cover, historical value, etc.
- Limitations of existing infrastructure such as road access, services and utilities, which place constraints on the near-term ability to handle development.

Development Constraints in General

Floodplains/River Valley

The Blue River floodplain is very broad in several areas and some flooding occurs rather often in areas east of U.S. 69 Highway. During heavy rains on May 15, 1990, all roads east of Metcalf Avenue were impassable. Access both west and east of U.S. 69 Highway was disrupted by high water wherever the roads crossed the floodplains of Coffee Creek, Wolf Creek, or Camp Branch Creek. U.S. 69 Highway provided the only uninterrupted access to the south portion of the Blue Valley Plan - Urban Fringe Area.

Limited Existing Sanitary Sewer Lines

Two subdistricts serve the extreme northeast corner of the Blue Valley Plan - Urban Fringe Area. Part of the area of recently formed Blue River No. 8 sanitary sewer subdistrict will serve a small portion of the northwest corner of the Blue Valley Plan - Urban Fringe Area near 159th Street and Pflumm Road. Initially, the Blue River No. 8 subdistrict will use a force main system along 159th Street. Force mains area generally regarded as interim methods until gravity-flow sewers can be developed. A gravity-flow system from the

Blue River No. 8 area would have to extend through several miles of the Coffee Creek and Blue River channels that are not now sewered. This situation might become a reason to favorably regard the formation of more sanitary sewer subdistricts in the area downstream of the Blue River No. 8 subdistrict.

The recently formed Blue River No. 10 sanitary sewer subdistrict will serve an adjacent area within the City (southeast of 159th Street and Nall Avenue) and could facilitate the extension of sewers into the Blue Valley Plan - Urban Fringe Area.

A study of whether to form another sanitary sewer subdistrict (Blue River No. 12) for the area generally north of 175th Street and east of Antioch Road was proposed in 1995.

A study of whether to form another sanitary sewer subdistrict (Blue River No. 14) for the area generally north of 167th Street and east of Ridgeview Road was the subject of an information meeting held October 14, 1995.

The joint-committee reviewed the sanitary sewer system as a factor of future development in the Blue Valley Plan - Urban Fringe Area. The following observations were noted during that review:

- There are some sanitary sewer subdistricts in adjoining areas inside the City of Overland Park.
- There may now be about 3 to 4 years of sewered residential land available for development in the south Overland Park area.
- There is a rather large amount of "vacant" land in the south Overland Park area that will not be developed for residential uses -- i.e. Miller's Woods, business uses along K-150, areas in floodplain areas and so on.
- Overland Park might grow more quickly to the south on the west side of U.S. 69 Highway because the existing large-lot unsewered developments to the east of the highway may obstruct the formation of sewer districts east of the highway.
- There might be opposition to sanitary sewer district formations in the area along Camp Branch Creek south of 167th Street due to the added

costs for retro-fitting sewers into areas already partially developed and the rather rugged terrain.

- The Blue River No. 8 subdistrict, that was established in 1994, will initially use a pump station that probably will be replaced in about 5 to 10 years when gravity sewers are extended along the main stem of the Blue River to 171st Street and Metcalf Avenue.

In some cases, lateral sanitary sewer costs may be high because of rock excavation costs, long distances between building sites or because of special construction conditions (i.e. construction down steep slopes, tunnels under streets or around other utilities, long connections through unsewered areas, piping through unstable soil areas, etc.).

The costs of constructing lateral sanitary sewers (i.e. the sewers within neighborhoods and blocks) and the costs of the private connection pipes from buildings to the lateral sewers is a cost borne solely by the property owners.

In the case of new subdivisions, the lateral sewers usually are paid by the subdivision developer who includes those costs in the selling prices of the lots. In existing subdivisions, a lateral sewer benefit district usually is created to enable the improvements to be financed with special improvement bonds and to levy special tax assessments that may be paid over a number of years.

Other than the lateral sanitary sewer costs, the direct cost to existing homes joining into the public wastewater district sewer system is reasonable via the established sewer funding process. The sewer funding process allows for deferments from the Annual Capital Charge (\$62 per home and \$186 per acre for undeveloped land in 1994) for up to 10 years for agricultural and residential uses. Until the property is actually brought into the sewer district via district enlargement, the property owner does not have to pay the Connection Fee (\$1,500 in 1994), the System Development Fee (\$750 in 1994) or the Permit Fee (\$100 in 1994). Upon district enlargement, all properties deferred or otherwise must pay a mill levy (6.736 mills in September 1994) for operation, maintenance and planning costs. If property owners petition their land into a sewer district, their property would not be eligible for the deferment discussed here.

The cost of constructing sanitary sewers through areas that may not soon be connected to the system tends to increase the capital costs for the public at large since some of the usual revenues to the system will not be collected for several years. Therefore, proposals to build sanitary sewers into areas that may only be partially connected to the system should be carefully evaluated from an overall cost-benefit perspective to assure that the public at-large costs would be reasonable.

Public Water Service

Johnson County Water District No. 1 serves the Blue Valley Plan - Urban Fringe Area. The joint-committee reviewed the current condition of the water system, its capabilities to expand and serve growth, and the usual methods for water system improvements. In general, the existing water system in the area is now capable of serving rural uses in most of the area, but the system could be incrementally improved to meet the needs of more intense development as the area develops further. Observations about the water system are as follows:

- The water district serves a 260 square-mile area. During the years 1987-1989 the district's territory increased 3-fold as it merged with former rural water districts numbers 2, 3, and 5.
- The Kansas River and the Missouri River are the water sources for the district and about one-half of its daily needs can be provided from either source.
- The district needs about 130 Million Gallons per Day (MGD) to meet regular needs.
- For overall system development planning purposes, the district monitors building permit and subdivision plat trends. This helps guide water source and treatment planning. Water mains, however, are installed as development occurs and they are sized to meet the needs of the development occurring. The improvements are targeted for completion just in advance of need. Thus, the types and patterns of future land uses shown in long-range plans are not as important for water main planning purposes as one might expect.
- Forty pounds per square inch (40 psi) of pressure is the absolute minimum pressure that is acceptable in the district in general.

However, 30 psi has been established as an absolute lowest appropriate pressure for new meters for residential uses on existing lines in the rural areas.

- There is a 1-million-gallon storage tank in this area and that tank is expected to be kept in service in the long run. Some pump improvements for water pressure purposes are underway at that location.
- There is a 5-million-gallon storage tank that was recently completed about 4 miles from the northwest corner of this area.
- Demand on the system is highest during the summer months. In the area west of U.S. 69 Highway and north of 159th Street, the summer volume is about 3 or 4 times the volume during the rest of the year. The volume increases from about 3.5 MGD to about 13 MGD in the summer. The recently completed 5-million-gallon storage tank will help meet the needs in the area.
- The water main improvements at the time of development are aimed at meeting future, foreseen needs. The costs of those improvements are paid by the developers. (Other utilities like telephone, electrical are willing to pay 20 - 30% of the system extension costs, but the water district does not do that.)
- When service is initiated to a property, the water district charges and collects a system development fee that is based on the size of the water meter. The minimum fee is \$1,200 for a 5/8-inch (residential) meter. If a meter as large as 6 inches is requested, the system development fee amount is determined by special calculations.

Incomplete Roadway Network

The Johnson County Public Works Office's draft Long-Range Road Network Plan and draft 5-Year Road Improvements Plan were summarized for the joint-planning committee. The summary of those draft plans noted county staff's observations about missing links in the road network, rights-of-way requirements and need for coordination of the design standards for new roads.

Both north/south and east/west access in the area is interrupted by missing links along the mile section-line roads. In several places, severe conditions (i.e. steep slopes, wide floodplains, existing development or land use patterns) may make completion of the roadway network difficult and perhaps unreasonable to complete. As examples, Nall Avenue does not cross the Blue River south of 167th Street where the Blue River floodplain is about 1,500 feet wide and where there is a substantial hill to the south of the floodplain. Also, Antioch Road does not cross Coffee Creek north of 175th Street, and 167th Street has not been opened in the mile between Nall Avenue and Mission Road (it would have to cross both the Blue River and Camp Branch Creek in that mile.)

Some existing roads now open for very light traffic and travel conditions would be expensive and difficult to improve to urban arterial or even urban collector street conditions. Such roads include 175th Street between Mission Road and Nall Avenue and Mission Road north of 175th Street.

Environmental

In addition to the steep slope and floodplain areas that will significantly affect the cost, type and pattern of development in the future, there are areas with tree cover, especially to the east of the highway. These existing characteristics offer special opportunities for land uses that consider and respect open space, aesthetic amenities, recreational options, and so on.

Development Capacities of Watersheds

The Johnson County Planning Office has been studying the development capacities of watershed sub-basins in the county. The study method considers regional population growth forecasts and various planning factors such as planned future land uses, past development trends, relative distance to existing sanitary sewers and the amount of vacant land in the sub-basins. The study method allocates future development to the various watersheds and sub-basins. The general forecast trends being identified in that study were highlighted for the Blue Valley Plan joint-planning committee. In summary, there appears to be considerable territory for urban development to occur in areas farther north than the Blue Valley Plan - Urban Fringe Area.

Other Features That May Affect Development

- There are several existing electrical substations and high-voltage electricity lines in the Blue Valley Plan - Urban Fringe Area.
- Two new schools are proposed in Overland Park near the Blue River in the area south of 159th Street and east of Nall Avenue.
- The oil tank farm on the north side of 159th Street east of Mission Road.
- Blue Valley School District campus on 160 acres on the west side of Antioch Road one-quarter mile south of 159th Street.
- The Unified Wastewater District might be enlarged circa the year 2000 to the area of 171st Street and Metcalf Avenue. A sanitary sewer line northwesterly from that location could then be built to sewer the Blue Valley School District Campus on Antioch Road south of 159th Street.

Blue Valley Plan - Urban Fringe Area Development Opportunities and Constraints

Opportunities West of U.S. 69

Easily Developed

The terrain is relatively level with slopes of only 0 - 5 percent over most of the area.

Two Potential Greenway Systems

The floodplains of Coffee and Wolf Creeks can be used to provide bike/hike trails and other recreation amenities linked to the existing park system. The greenway linkage proposed along the highway can help integrate the greenway system in the area.

Overland Park Arboretum

The City's 300-acre Arboretum site is located southwest of 179th Street and Antioch Road in this portion of the Blue Valley Planning Area.

Limited Existing Development

The area is relatively undeveloped so it is not committed to a particular land use pattern. Existing zoning in the area is for either agricultural or large-lot residential uses almost exclusively. Existing development is relatively new and high quality.

Topography

Unlike the other watershed sub-basins, the Coffee Creek sub-basin does not have major soil or slope limitations.

Proximity of Existing Development

Similar to the Blue River North sub-basin, the Coffee Creek sub-basin is close to population and employment centers.

Transportation Network

The major east-west streets (159th, 167th, and 175th) through the area are hard surfaced as are several of the north-south roads.

Utilities

Before 1990, it was forecasted that wastewater treatment facilities would be available in some areas of the Coffee Creek sub-basin of the Blue River watershed as early as 1995 and that the entire sub-basin would have facilities by 2005. Recent actions are showing some accuracy in that forecast. The Blue River No. 8 sanitary sewer subdistrict was formed in 1994 to serve the upper, northwest area of the Coffee Creek sub-basin. In 1995, a study of Blue River No. 12 was proposed for the Coffee Creek sub-basin area north of 175th Street and east of Ridgeview Road.

Educational Complex Proposed

The Blue Valley School District proposes to develop an educational complex with an elementary school, a middle school, a high school and a school district sports activity complex on 160 acres on the west side of Antioch Road about one-quarter mile south of 159th Street and about the same distance north of 167th Street.

Constraints West of U.S. 69

Johnson County Executive Airport

The existing airport at Pflumm Road and 159th Street limits development in that area to uses compatible with air traffic. In March 1994, Johnson County adopted a Comprehensive Compatibility Plan for the area around the Executive Airport. Although the concept for that plan was that it mutually be adopted also by the cities of Olathe and Overland Park, the cities have not yet completed their actions to adopt the airport area compatibility plan. (Although each City has voted favorably to do so, final enactment of the airport area compatibility plan is awaiting completion of joint-review and decision procedures for the drafted airport interest area zoning and subdivision regulations.)

Gravel Roads

These roads would require substantial work and acquisition of additional right-of-way to bring them up to urban standards.

Incomplete Roadway Network

Antioch Road does not cross Coffee Creek and 167th Street does not exist between Switzer and Pflumm Roads.

Quarry

By its nature, the quarry operation is unsightly, generates noise and dust and has considerable truck traffic in and out of the facility.

Coffee and Wolf Creeks

The two creeks crossing the west side divide the area and will make connecting the various segments of the road network expensive.

Right-of-Way

Acquisition of the right-of-way needed to build new thoroughfares or upgrade existing thoroughfares to urban standards may be difficult and costly.

Opportunities East of U.S. 69

Potential Greenway Systems

The floodplain of the Blue River can be used to tie the area to the Blue River Parkway in Missouri and to the City of Leawood's greenway system, as well as to other parkland. Again, the proposed greenway linkage along the highway can help integrate the greenway system in the area.

Scenic Vistas

The Blue River Valley offers an excellent opportunity to develop very-low-density residential areas which integrate with the existing topography and woodlands while retaining the scenic vistas.

Utilities

The east side of the study area is well served by utilities with the exception of sanitary sewer service which is available only in the northeast portion of the area.

Employment Center

Bayer Research Farm is an employment center for the area.

Constraints East of U.S. 69

Gravel Road

These roads would require substantial work and acquisition of additional right-of-way to bring them up to urban standards.

Incomplete Roadway Network

Connection of segments of the roadway network and upgrading of existing segments to thoroughfare standards will be difficult and expensive.

Quarry

The quarry operation is unsightly, generates noise and dust and has considerable truck traffic in and out of the facility. In addition, this quarry east of U.S. 69 is a much more extensive facility than the one on the west side, with a greater amount of material excavated from the site.

Existing Zoning

Some areas in and along the floodplain, and along the railroad tracks near 159th Street and Mission Road, are already zoned for nonresidential uses. Some of these sites have floodplain or topography limitations that limit the range of nonresidential uses that might occur. Such existing zoning is not suited to the sites or compatible with orderly development.

Right-of-Way

Acquisition of the right-of-way needed to build new thoroughfares or upgrade existing thoroughfares to urban standards may be difficult and costly.

Large-Lot Single-Family Development

The existence of several major areas of large-lot single-family development served by private septic systems will make the extension of public sanitary sewer service to the remaining undeveloped tracts in the area more costly. Because of the dispersed housing pattern and the high cost of treatment facilities, there are few remaining areas that could be served with public

sanitary sewer service without requiring sub-district participation by existing residents living in the large-lot subdivisions.

Railroad

The railroad (mainline of the Union Pacific System Railroad) has a considerable amount of hazardous materials traffic that presents a safety concern.

Topography

Areas east and south of Stanley may be expected to develop at a slower rate and at lower densities due to rugged terrain and limiting ground conditions such as a high water table or impervious soils.

Blue Valley Plan - Urban Fringe Area - Plan Analysis

The Blue Valley Plan - Urban Fringe Area Plan focuses on future development of the 21-square-mile Blue Valley Plan - Urban Fringe Area south of the City of Overland Park.

In spite of the existing development pattern and the scattered zoning districts for residential and rural uses, the Blue Valley Plan - Urban Fringe Area has experienced only limited non-residential growth in the past ten years. There are two principal reasons for this slow growth rate:

- The area encompasses a relatively small population in comparison to the balance of the county, and the labor force is tied to employment centers elsewhere in the metropolitan region. Commuters find it easier to shop for goods and services in locations closer to work. This characteristic has supported only limited services, e.g., convenience shopping, in the Blue Valley Plan - Urban Fringe Area.
- Public sanitary sewers are just now becoming available in the Blue Valley Plan - Urban Fringe Area. Only very limited commercial and industrial activities could be accommodated in this area in recent years because of the absence of public sanitary sewers. Because of the recently established Blue River No. 8 and Blue River No. 10 sanitary sewer subdistricts, and the revised sewer system financing method established a couple of years ago, this condition is now changing and

additional sanitary sewer system development should be expected in the Blue Valley Plan - Urban Fringe Area in the foreseeable future. This does not mean a great increase in nonresidential development in this area, however, as the population base needed to support extensive commercial development is still absent.

Recommendations for the Blue Valley Plan - Urban Fringe Area

The Blue Valley Plan - Urban Fringe Area Future Land Use Plan includes the following proposed land uses:

Rural Policy Area

One dwelling unit per 10 acres.

- Locate on the west side of U.S. 69 Highway, south of the ridge line between the Coffee Creek and the Wolf Creek basins.
- Locate in Section 15-14-25 west of Camp Branch Creek, east of the Blue River and north of the conservation easement area. (The south boundary of this area would be 167th Street if that street were extended between Nall Avenue and Mission Road.)
- Locate along both sides of Nall Avenue, north of 175th Street, east of the Bayer property, south of the Blue River floodplain and south the conservation easement area. (Nearby, located in Overland Park in Section 16-14-25 there is a Rural Policy Area north of what would be 167th Street between the Blue River floodplain and the Camp Branch Creek floodplain.)
- Prohibit more intense development at this time.

Growth Policy Area - Growth Policy Area - Agricultural/Residential Areas

One dwelling unit per 10 acres is the standard density in Growth Policy Areas. Planned residential developments with two-acre, three-acre or larger residential lots may be appropriate as an option in the Growth Policy Area.

- Growth Policy Area - Planned Residential Areas are for infill development of low-density residential uses that complement existing residential development and promote compatibility of existing and future uses.
- Growth Policy Area - Agricultural/Residential areas may be appropriate for orderly, reasonable expansions of existing residential development areas if there is adequate infrastructure to serve the development.
- Locate Growth Policy Area - Agricultural/Residential areas around the existing residential areas in the area east of Camp Branch Creek.

Parks, Recreation and Open Space

Modified to include other types of uses generally not found in a more urbanized setting

The location of future park sites is based upon the following criteria:

Maximum use by surrounding residents.

Continued development of the neighborhood park concept.

Where possible, park sites will be located adjacent to proposed school sites to ensure maximum use and to avoid duplication of services.

For optimum management and conservation of natural waterway, floodplains and open space areas of unique environmental or historic value.

Locations shown on the plan include:

- Locate neighborhood parks west of U.S. 69 Highway where residential development at urban densities is proposed.
- Locate one neighborhood park in each square mile section with ties to the floodplains of Coffee and Wolf Creeks to provide greenway ties to the Overland Park Arboretum and other parkland in the area.

- Locate neighborhood parks adjacent to future schools wherever possible.
- Provide greenway linkages along U.S. 69 Highway to tie into the Overland Park Arboretum and the Blue River for eventual connection with the Blue River Parkway in Missouri.
- Provide a greenway linkage in the Coffee Creek floodplain for a tie to Heritage Park.
- Provide ties to the greenway linkages already proposed in the Stanley and Morse neighborhoods and into the greenway system in the City of Leawood.
- Redevelop the quarry at 167th Street and Switzer Road as park, recreation or open space when extraction operations are complete.
- Recognize and appropriately reflect the nature conservation easement area established in 1994 in Section 21-14-25 southeast of 167th Street and Nall Avenue.
- Consider the guidelines included in the City of Overland Park Comprehensive Plan's Parks, Recreation and Open Space Land Use Goals.
- Augment the greenway linkages along U.S. 69 Highway with park and open space areas north of 167th Street on the west side of the highway.

Very-Low-Density Residential

Less than or equal to one unit per acre.

- Locate east of U.S. 69 Highway in areas with topographic limitations.
- Allow in areas having no public sanitary or storm sewer systems.
- Do not allow in the Transition Area west of U.S. 69 Highway, south of Coffee Creek, and north of the ridge line between the basins of Coffee Creek and Wolf Creek unless it is determined that there is not a strong

potential for subdivisions with improved roadways, sanitary sewer and storm drainage systems developed to urban standards in this Transition Area. Discourage in the Transition Area east of U. S. 69, south of 167th Street.

Transition Areas

These are areas where the pressures for development and the factors that would affect the nature of development are evolving, therefore committing to specific residential land uses for these areas is not appropriate at this time.

One of the key factors that will affect the nature of future development is the availability of sanitary sewers. Generally, the Transition Areas should be regarded as areas where ultimately the availability of sanitary will make residential uses at urban densities possible. In the interim, these areas might be partially developed with residential uses not served by sanitary sewers, but any such development should be located so as to not unreasonably obstruct urban-density residential uses in the future.

Three "Transition Areas" have been identified for the Blue Valley Plan - Urban Fringe Area:

- South of Coffee Creek, north of the ridge line between the Coffee Creek and Wolf Creek basins, and west of U.S. 69 Highway.
- South of 167th Street, east of U.S. 69 Highway, and north of the Blue River floodplain.
- South of 159th Street, east of Metcalf Avenue, to the north and west of the existing residential area.

Low-Density Residential

Greater than one and less than or equal to five units per acre.

- Locate mostly west of U.S. 69 Highway, north of Coffee Creek where there are few topographic limitations.

- Locate where there is strong potential for subdivisions with improved roadways, sanitary sewer and storm drainage systems developed to urban standards.
- Allow in the Transition Area west of U.S. 69 Highway, south of Coffee Creek, and north of the ridge line between the basins of Coffee Creek and Wolf Creek as sanitary sewer and storm drainage systems are developed to urban standards. Provide for the right-of-way needed for roadway improvements.
- Allow in the Transition Area east of U.S. 69, south of 167th Street.
- Consider the guidelines included in the City of Overland Park Comprehensive Plan's Low-Density Residential Land Use Goals.

Medium-Density Residential

Greater than five and less than or equal to 12.5 units per acre.

- Use as a buffer between Low-Density Residential and Light Industrial/Business Park uses.
- Locate on the northwest corner of 159th Street and Mission Road.
- Consider the guidelines included in the City of Overland Park Comprehensive Plan's Medium- and Higher-Density Residential Land Use Goals.
- Use as a buffer on the west side of U.S. 69 Highway, east of a new north-south collector street located generally along the ridge line that parallels the highway, north of 167th Street for about one-half mile. Locate in the vicinity of the northwest corner of 167th Street and U.S. 69 Highway.

Neighborhood Commercial Center

- Locate on the northeast corner of 179th Street and U.S. 69 Highway.
- Locate on the southeast corner of 179th Street and U.S. 69 Highway.

- Consider the guidelines included in the City of Overland Park Comprehensive Plan's Commercial Land Use Goals.

Light Industrial/Business Park

Business Park is intended to allow a mix of office, light industrial and limited retail and service uses in a planned setting of 15 acres or more.

- Locate between 159th Street and 167th Street between U.S. 69 Highway and Metcalf Avenue.
- Locate on the north side of 159th Street west of the Blue River (existing ARCO site).
- Consider the guidelines included in the City of Overland Park Comprehensive Plan's Light Industrial/Business Park Land Use Goals.

Research and Development

- Locate along the east side of Metcalf Avenue between 179th Street and the Blue River (existing Bayer research farm facility).
- Consider the guidelines included in the City of Overland Park Comprehensive Plan's Light Industrial/Business Park Land Use Goals.

Street Designations

- Continue thoroughfares along section lines at one-mile intervals recognizing that at some locations natural features may be too significant to justify the cost of construction.
- Provide for collector streets in the annexation area and the Blue Valley Plan - Urban Fringe Area as shown.

Public and Semipublic

Locate on the east side of Antioch Road across from the proposed school district sports activity complex.

- Locate southeast of the intersection of 159th Street and Metcalf Avenue, especially north of the existing fire station.
- Locate east of the electrical utility substation on the north side of 167th Street one-half mile east of Switzer Road (especially if a collector street from 167th Street to an educational complex were located there.)

Goals and Policies for the Blue Valley Plan - Urban Fringe Area

The Future Land Use Plan includes the goals and policies that can be found in the Goals for Overland Park text of the City's Comprehensive Plan.

Current Conditions

In 2008, Overland Park annexed 8.3 square miles south of 167th Street and west of U.S. 69 Highway. With this annexation, all of the property west of the highway that was part of the Blue Valley Plan, Urban Fringe Area is now part of the City of Overland Park.

Goal 2 of the land use goals and policies identified in the Blue Valley Plan – Urban Fringe Area continues to be implemented by the staffs of the Johnson County Planning Office and the City's Department of Planning and Development Services. The county staff continues to provide City staff with notice of applications for zoning or development approval in Aubry and Oxford townships and requests comments from City staff regarding these development proposals. The City continues to notify county zoning boards of all items pending before the Planning Commission.