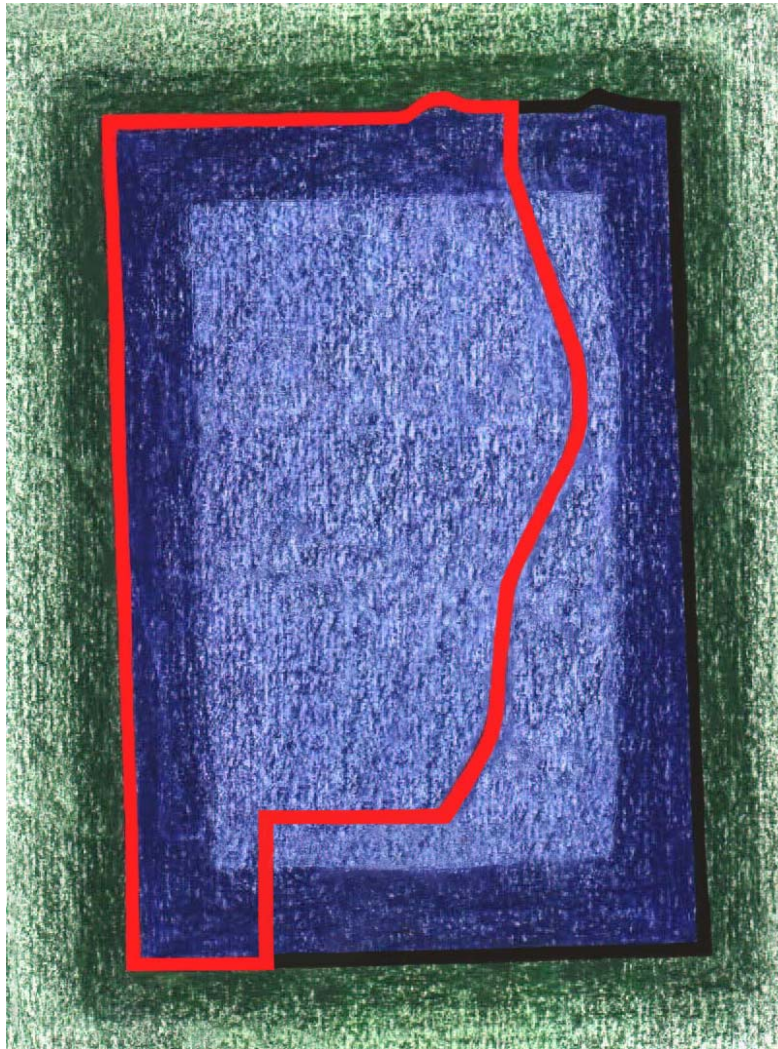


# Woodland Road Corridor Plan



November 9, 2004

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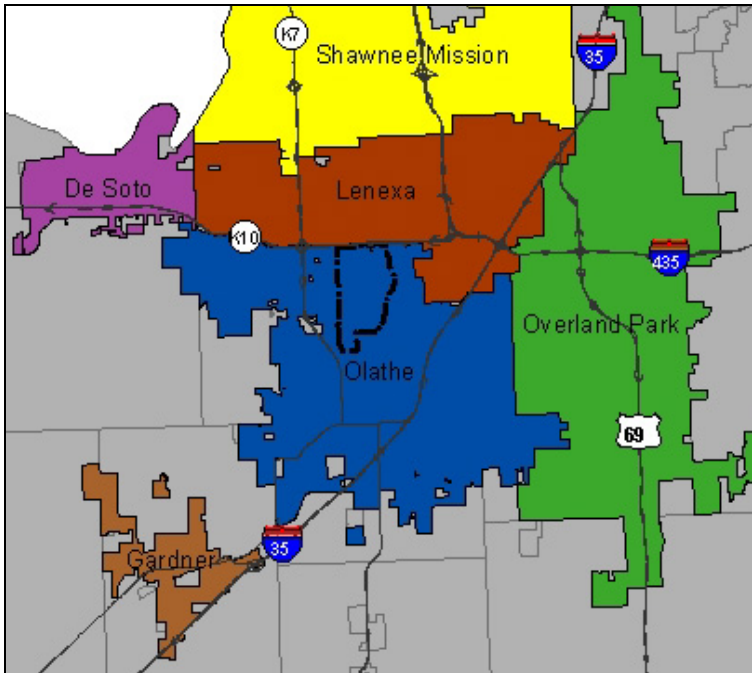
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**INTRODUCTION**

The original Woodland Road Corridor area included the neighborhoods between Harold Street and K-10 Highway north/south and Lone Elm Road and Ridgeview Road east/west. The City annexed the Woodland Road Corridor area in 1999 after previous annexations incorporated property on either side of the Corridor, leaving an island of unincorporated property. The boundary of the North Ridgeview Road Corridor Study, adopted in 2001, and the original Woodland Corridor boundaries overlap in the area east of the railroad tracks. To avoid land use conflicts and retain the residential character of the Woodland Road Corridor, the boundary of the Corridor was adjusted to exclude this area. Therefore, the Woodland Road Corridor now encompasses a four square-mile area that extends from Lone Elm Road to the Burlington Northern Santa Fe (BNSF) Rail line and from K-10 Highway to Harold Street. Map 1 below illustrates the study area.

The consulting firm of Bucher, Willis & Ratliff prepared the original Woodland Road Corridor Study in 1996, when almost the entire Corridor was part of the unincorporated County. Even though the property was not in the City, both the County and the City agreed that at some point the City of Olathe would annex the area. Therefore, the City included the area in its planning efforts. The original Corridor study explored how changes in residential density could affect transportation facilities and how water and sewer utilities would affect those residential densities.

**Map 1 – Study Area**



Upon review of the 1996 study, the Olathe Planning Commission gave direction to create a task force to discuss the type of development suited for the area. The task force comprised of one Johnson County Planning Commissioner, one County Zoning Board member, two City of Olathe Planning Commissioners and area residents. The task force met on six occasions to discuss issues affecting the Corridor. The Olathe City Council adopted the revised report in July 1998. The task force developed several recommendations. The following is a summary of those recommendations along with a

current status of their implementation.

**TASK FORCE RECOMMENDATIONS FROM THE 1998 WOODLAND ROAD CORRIDOR STUDY**

**Improve Woodland Road:**

- Goal: Construct a two-lane road within one-half of the 120' ROW but do full grading, as soon as possible:
- Implementation: Woodland Road is currently under construction to a collector standard road with grading meeting City arterial standards. Completion expected in late 2004 / early 2005.
- Goal: Long-term improvement of Woodland Road should be a four-lane divided arterial:
- Implementation: Woodland Road was graded for and right-of-way acquired to accommodate probable future expansion to four-lanes when warranted.

**Identify funding options to finance Woodland Road improvements:**

- Goal: Create a Task-Force to identify funding mechanisms and prepare recommendations on funding within 90 days:
- Implementation: The City Council created a task force to examine financing for the street.
- Goal: Funding options should be evaluated to develop an equitable funding mechanism:
- Implementation: Funding breakdown for Woodland Road Improvements:
  - Escrow Funds \$42,000;
  - Excise Tax \$1,002,000;
  - CARS Funding \$4,746,000;
  - General Obligation Bonds \$4,007,000

**Expand sanitary sewers throughout the Corridor:**

- Goal: Future development should be sewerred:
- Implementation: Public sanitary sewers serve 20 out of 21 subdivisions approved since the adoption of the plan. The remaining subdivision was required to install dry sewer lines.
- Goal: Continue to pursue formation of sewer benefit district(s) in certain areas and when property owners want them:
- Implementation: Johnson County Wastewater created 3 contract districts, at the request of property owners. Petitions continue to circulate for an enlargement to the consolidated main sewer district.

**Integrate new residential development with existing development:**

- Goal: Allow a mix of residential densities:
  - Implementation: Development has been single-family developments between 2.8-3.0 units per acre. The only exception is Foxfield Village (119<sup>th</sup> Street & Lone Elm Road) which has townhouses and duplexes at a density of 4.8 units per acre. However, this development includes single family units and a 10 acre open space that were included in the density calculation, decreasing the overall net density to 3.0 units per acre.
  
- Goal: Utilize the City of Olathe Transitional Lot Policy, where applicable:
  - Implementation: The subdivisions of Fallbrook, Bradbury Forest and Maple Brook Park, to some extent, utilize the City of Olathe’s Transitional Lot Policy.

**Reasons for Updating the Corridor Plan**

City staff began reviewing the Woodland Road Corridor Plan in late 2003, with the objective of updating the information in the plan, addressing new development issues, and evaluating new developments in and adjoining the Corridor. The City’s goal for the plan update was to revise the existing study, retaining the basic intent of the original, and address concerns that have developed in the past six years. Some of the development issues included:

- Annexation of the entire Corridor by the City of Olathe;
- Development is being influenced by the sewer service and drainage basins, resulting in transition from larger to smaller lots in developing areas;
- Major street improvements to Woodland Road, College Boulevard, 119<sup>th</sup> Street, Lone Elm Road, and Iowa Street;
- Increasing residential development activity in the Corridor area since the previous study. Four of the most active Single Family Residential construction sites in the City of Olathe including Foxfield Village, Ravenwood Place, Cedar Brook, and Windsor Trace, are located in the Corridor. In addition, non-residential developments in the Corridor include Olathe Northwest High school and Christ Community Church.
- Development of areas bordering the Corridor area. Recent developments include the Olathe School District Activity Complex (CBAC); Olathe Junior High School No. 8, and residential development in the City of Lenexa bordering K-10 Highway. Office and commercial development including Sunnybrook Development and the Opus Commercial Development are also being developed.
- Boundaries of the North Ridgeview Road Corridor Study, adopted in 2001, include the area east of the railroad tracks. The Woodland Corridor boundaries should be adjusted to retain the residential character of the Woodland Road Corridor and to avoid overlapping with the North Ridgeview Road Corridor Study boundaries.

**CURRENT CONDITIONS**

**Land Use**

The largest land use in the Corridor is residential. Approximately 1,385 acres is single-family residential housing, or 61 percent of the land in the Corridor. The second largest land use (492 acres) in the Corridor is agriculture. Of this total, 247 acres have been preliminary platted for 696 lots of suburban density single-family residential developments.

The characteristics of the houses in the Corridor are changing. Beginning in the early 1970’s with Mill Creek Farms, housing was exclusively single-family estate-style lots (between 2.5–4.0 acres) of various values. This development pattern continued with the development of seven other estate-style subdivisions, creating 223 lots over 673 acres before 1993. A list of those subdivisions is contained in Table 1 – Large Lot Subdivisions. These subdivisions are now mostly built-out.



Table 1 – Large Lot Subdivisions (prior to 1993)

Subdivision	Year Recorded	Lots	Acres	Average Lot
Mill Creek Farms	1970s	75	272	3.63
Reuber Acres	1983	3	11	3.67
Timberline Acres	1954	30	73	2.43
Terra Pine	1980	10	20	2.00
Woodland Estates	1984	6	20	3.33
Woodland Meadows	1986	20	49	2.45
Woodland Oaks	1988	17	20	1.18
Woodland Meadows North	1991	27	80	2.96
Unplatted College Blvd. Lots	N/A	35	128	3.66
<b>TOTALS</b>		<b>223</b>	<b>673</b>	<b>3.02</b>

SOURCE: Johnson County AIMS



In 1993, suburban density lots (7,000-10,000 square foot) began appearing in the southwest corner of the Corridor along Lone Elm Road. This development pattern continued in the western portion of the study area from Harold Street north to within ¼ a mile of College Boulevard. In 2001, developers began platting suburban-density lots along Woodland Road with three subdivisions approved in two years. Table 2 – Suburban Density Subdivisions provides a listing of all these subdivisions. Since 1993, only two estate-style subdivisions have been developed in the Corridor: Woodland Meadows North II (1994, 29 lots) and Mill Creek Grande (1998-1999, 35 lots). Both of these subdivisions were approved by the Johnson County Board of County Commissioners and later annexed into the City.

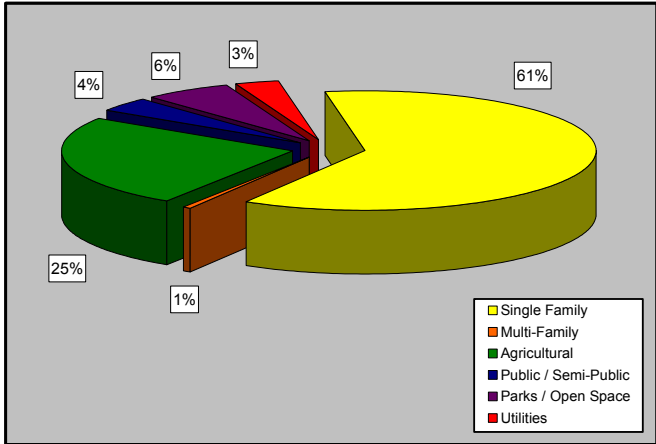
Table 2 – Suburban Density Subdivisions

Subdivisions	Year	Lots	Acres	Average Lot
<b>Lone Elm Subdivisions</b>				
Hunters Creek Estates	1995	115	37	0.32
Windsor Trace	1995	134	40	0.30
Cedar Brooke	1997	247	80	0.32
Ravenswood Place	1997	239	94	0.39
Hunters Creek	1998	205	60	0.29
Foxfield Village	1999	455	152	0.33
Bradbury Forest / Brighton's Landing	2003	234	80	0.34
Camelot Reserve	2004	176	80	0.45
<b>Woodland Subdivisions</b>				
Raven Crest	2001	59	27	0.46
Fallbrook	2002	181	67	0.37
Eagle Crest	2002	73	32	0.44
Woodland Manor	2004	171	79	0.46
Redhawk Run	2004	115	40	0.35
<b>TOTALS</b>		<b>2,404</b>	<b>868</b>	<b>0.37</b>

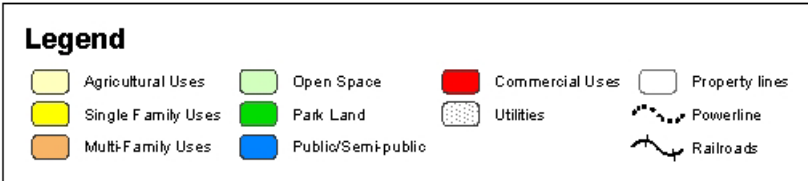
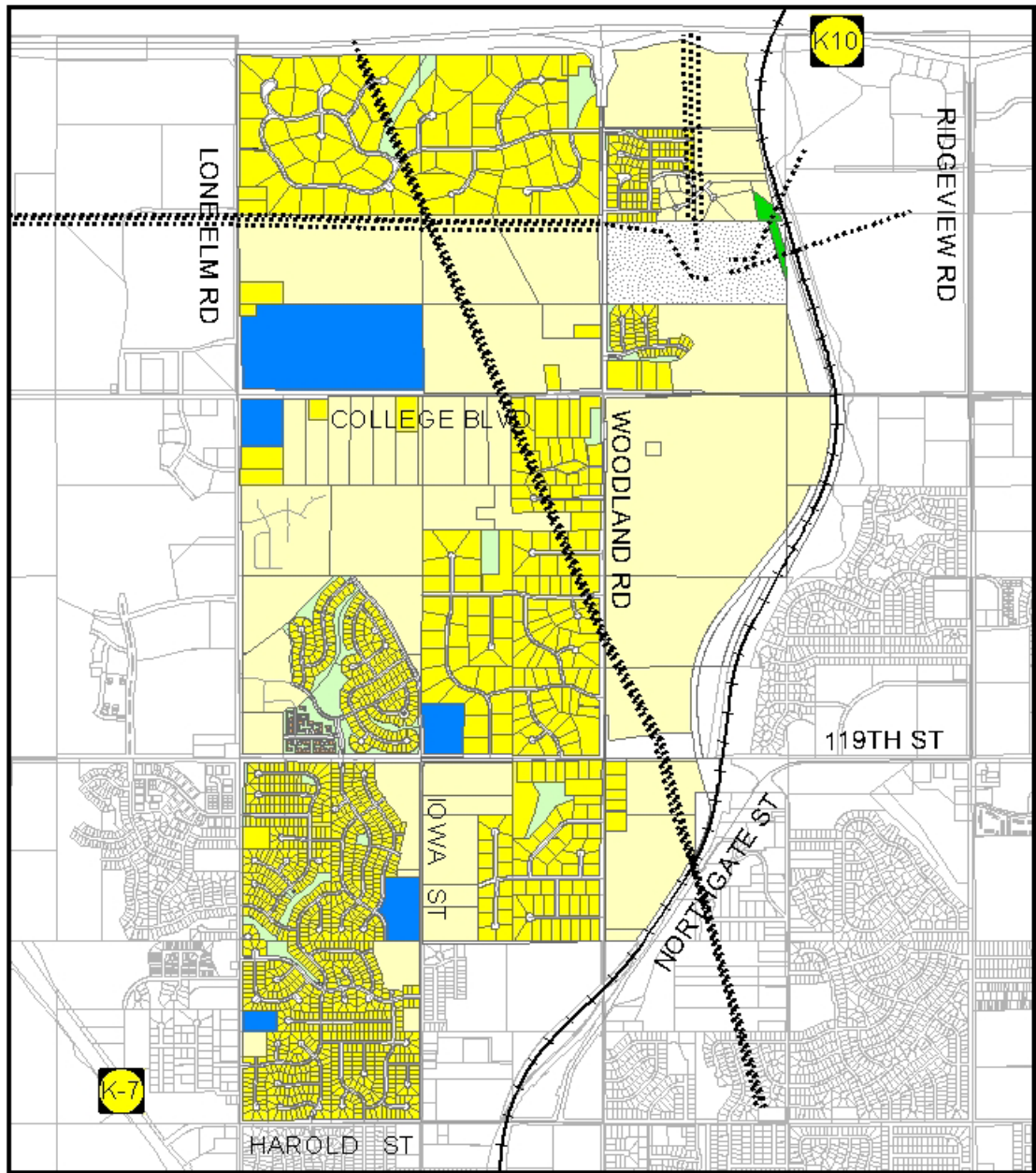
SOURCE: Olathe Planning Division

Other land uses in the Corridor include public facilities (two schools and three churches), several utility facilities, parks and open space. Chart 1 below illustrates the breakdown of land uses and Map 2 - Current Land Use on page 7 shows the land uses. The Kansas City Power and Light (KCP&L) regional transmission substation, along Woodland Road north of College Boulevard, has a large impact on how the surrounding area has and will develop. Besides the size and height of the substation, four high-tension power lines transport electricity from the substation. The easements for these lines range between 90 and 195 feet in width. Map 2 also shows the location of these KCP&L easements.

Chart 1 – Land Use (2004)



Woodland Road Corridor  
Map 2 - Current Land Use





## **INFRASTRUCTURE**

### **Sanitary Sewers**

The study area spans two watersheds, Mill Creek and Cedar Creek. Watersheds are drainage basins, formed by land elevation and other topological features, through which water travels. The Mill Creek Watershed cuts through the middle of city and includes approximately three-fourths of the study area. The remaining quarter of the study area, generally within a quarter mile of Lone Elm Road, drains to the west into the Cedar Creek Watershed. The City of Olathe provides the sanitary sewer service for lands within the Cedar Creek Watershed and Johnson County Wastewater (JCW) provides service to the Mill Creek Watershed. Map 4 on page 25 shows the sanitary sewer service providers.



Any sewer district created in the Corridor would use the forty-two inch (42") interceptor JCW built along the east side of Mill Creek that extends south to Harold Street. The interceptor was built to service the Mill Creek Watershed. The wastewater will be transported north to the Mill Creek Regional Treatment Facility at 47<sup>th</sup> Street and Woodland Road. The Olathe Sewer Division has two sanitary sewer lines that run along tributaries of Cedar Creek. These sewer lines provide sanitary sewer service to most of the properties within Olathe's service area. Areas

that do not have service have sanitary sewer lines stubbed at the property lines allowing for easy connection.

Presently, the homes along Woodland Road use septic tank systems, which require larger lots (minimum two acres) for lateral fields. The smaller estate-sized lots in the study area (1 acre in size) were platted before Johnson County raised the minimum lot size for residential development with onsite sewer systems. The City of Olathe uses the same regulations for on-site systems as Johnson County. Mill Creek Grande is the only estate subdivision that built dry sanitary sewer lines as part of the subdivision infrastructure improvements. Dry sewer lines are constructed but not connected to the main sewer line. The absence of dry sewer lines in the other subdivisions will make it difficult and very disruptive to residents to connect their homes to a public sanitary sewer system. However, the location of these estate subdivisions in the upper portions of sub-drainage basins does not prevent any undeveloped land from receiving public sanitary sewers. The most difficult property to sewer is the eighty-acre property immediately north of Olathe Northwest High School. The site drains to the north through Mill Creek Estates. It is possible to sewer the property from the east using deeper than normal sewer lines.

**Water Service**

Almost the entire Corridor is within Water District No.1 of Johnson County (Water #1) Service Area. Only the properties south of 123<sup>rd</sup> Street and east of Mill Creek receive water service from the City of Olathe. Water service within the Corridor is readily available. Map 5 on page 26 shows the Water District service areas.

Water District #1 and the city have generally followed a pattern of building twelve-inch (12") lines along section lines and eight-inch (8") secondary lines. Due to the low-density development along Woodland Road, Water #1 has only an eight-inch (8") line along Woodland Road. Conversely, along Lone Elm Road the district has a twenty-four inch (24") line and along Renner Road a forty-two inch (42") line. Water #1 has stated there is sufficient service in the Corridor for residential development, but insufficient service for commercial or high-density residential developments. This is due to the increased amount of water used by these types of development.

Currently, the City of Olathe has eighteen-inch (18") water line running along Harold Street and a twenty-four inch (24") line along Lone Elm Road. These lines supply water to the homes along Harold Street. Before development occurs along Iowa Street, the two-inch (2") water line will need to be upgraded.

**Streets**

The condition of streets in the Corridor, particularly the safety of Woodland Road, was an important issue in the 1996 Woodland Road Study. At that time, all of the streets in the Corridor were improved only to a rural standard, twenty feet (20') wide with ditches. Since 1997, the City has undertaken a number of road improvement projects within and surrounding the study area. The City's Capital Improvement Program (CIP) plans for continued infrastructure upgrades. The street improvements throughout the Corridor area are shown in Map 6 on page 27. Table 3 – Street Improvements, contains a listing of the improvements planned or recently completed for the streets in and around the Corridor.



## Woodland Road Corridor Plan City of Olathe

Table 3 – Street Improvements

Project	Year	Improvements	Lanes
Lone Elm Road - 1/4 mile south of K-10 to College	2004	Collector Standards	2 – lanes with turn lanes
Lone Elm Road - College to 119 <sup>th</sup>	2002	Collector Standards	2 – lanes with turn lanes
Lone Elm Road - 119 <sup>th</sup> to Harold	2006	Collector Standards	2 – lanes with turn lanes
Woodland Road - K-10 to College	2003	Collector Standards, grading for arterial	2 – lanes with turn lanes
Woodland Road - College to Northgate	2004	Collector Standards, grading for arterial	2 – lanes with turn lanes
College Boulevard - K-7 to Lone Elm	2001	Arterial Standards	4 – lanes, with turn lanes and median
College Boulevard - Lone Elm to Woodland	2003	½ Arterial Standards	2 – lanes, with turn lanes
College Boulevard - Woodland to Ridgeview	2006	Arterial Standards	4 – lanes, with turn lanes and median
119 <sup>th</sup> Street - K-7 to Lone Elm	2002	Collector Standards, grading for arterial	2 – lanes with turn lanes
119 <sup>th</sup> Street - Lone Elm to Woodland	2005	Collector Standards, grading for arterial	2 – lanes with turn lanes
119 <sup>th</sup> Street - Woodland to Northgate	2008	Arterial Standards	4 – lanes, with turn lanes and median

SOURCE: 2004 Olathe Capital Improvements Program

With these street improvements, the only unimproved section line road (arterial road) will be the ¼ mile of Lone Elm Road south of K-10 Highway. The City of Olathe's and the City of Lenexa's long-term transportation plan is to replace much of this street segment with a bridge over K-10 Highway or possibly a full-interchange with K-10. The traffic forecasts in the K-10 Corridor Transportation Study research predicts that K-10 highway should be increased to 8 lanes in the next 30 years.

The outstanding road issue is Iowa Street, from Harold Street to 119<sup>th</sup> Street. The City classifies Iowa Street as a collector roadway; however, it is only improved to rural standards, with portions having a gravel surface. The City of Olathe's policy is that the improvement of designated collector roads to full collector standards will be financed by the adjoining property owners. A modified benefit district created in 2004 will fund improvement of Iowa Street to full collector standards. Completion of these improvements is expected by the year 2005.



There are a variety of local streets within the Corridor. All of the suburban-density subdivisions have local streets that meet the city standard of twenty-eight feet (28') wide curb, gutters, street lights, and sidewalks. Mill Creek Grande's local streets are twenty-eight feet (28') wide with curb and gutters, without sidewalks or streetlights. The other large lot subdivisions have rural streets that are generally twenty feet wide with ditches. Two

subdivisions use private streets. The residents of the subdivisions with private streets are responsible for all upkeep and maintenance of the streets.

**Parks and Greenspaces**

Parks and green space are an important part of the City of Olathe and the Woodland Road Corridor. The only developed public park in the area is a portion of the 517-acre Mill Creek Streamway Park that extends from the Kansas River in the City of Shawnee through the study area to a trailhead at 119<sup>th</sup> and Northgate Streets. The Mill Creek Park adjoins the Corridor on the east side. The Mill Creek Park is a linear park with 17 miles of trails used for biking, jogging, horseback riding, picnicking and nature hiking. There are two access points to the park near the Corridor, one at 119<sup>th</sup> & Northgate Streets and the other at 11499 S. Millview Road in the Mill Creek Woods Subdivision.

The City of Olathe is developing a trail and greenway system that will link together multiple parks. This linkage uses the Mill Creek Trail as a spine for existing and future trails. Linking parks via a trail system will provide residents with access to recreational areas and points of interest in and around the community. The *Park and Recreation Strategic Master Plan* identifies a future greenway and trail along the KCP&L easement located south of the Mill Creek Farms Subdivision and continuing west to proposed trails along Cedar Creek. This trail would provide convenient access to the Olathe School District’s facilities located at the intersection of College Boulevard and Lone Elm Road.

Table 4 – Park Standards

Type	Size	Population	Service Area
Community Parks	25+ acres	5,000-15,000	2 mile radius
Neighborhood Parks	5-15 acres	5,000	½ mile radius
Mini Parks	1 acre	Adjacent neighborhood	¼ mile radius
Greenways	Varies	Varies	Varies

SOURCE: Park and Recreation Strategic Master Plan

The *Park and Recreation Strategic Master Plan* identified different types of parks that the City should provide and standards for those parks. Table 4 - Park Standards, identifies the types of parks constructed in the City. Based on these standards the City has identified a need for one Community Park and two neighborhood parks within the Corridor. Map 3 on page 20 includes the proposed park sites. One neighborhood park of around 5 acres is proposed immediately south of Mill Creek Farms, halfway between Woodland and Lone Elm Road. The other proposed 5-10 acre park would be on Iowa Street between 119<sup>th</sup> Street and Harold Street, adjacent to the new elementary school. The City has also acquired land west of the new Olathe School District College Area Activity Center, which will be used for the new North Community Park.

**Schools**

The entire Corridor is within the Olathe School District. Due to the residential growth in northwest Olathe and southwest Lenexa, the school district has undertaken a major building program in the study area. In the 2002-2003 school year, most students attended Meadow Lane Elementary School, Santa Fe Trail Junior High School and Olathe North. Olathe School District has opened a new high school (Olathe Northwest in 2003-2004), and will open a junior high (Prairie Trail in 2004-2005) and an elementary school (Elementary School #31 in 2005-2006). The other schools serving the southern edge of the Corridor are Cedar Creek, Mahaffie, and Northview Elementary Schools. The children of the entire Corridor are eligible to attend Olathe Northwest High and Santa Fe Trail Junior High Schools. In addition, the district has begun planning for elementary school #32 that would be located within the Corridor.



Table 5 – School Capacity

Schools	Design Capacity	Enrollment	Remaining Capacity
<b>High School</b>			
Olathe Northwest	1,700	839	861
<b>Junior High</b>			
Santa Fe Trail	960	952	8
Prairie Trail	850	N/A	850
<b>Elementary</b>			
School #31	576	N/A	576
School #32	576	N/A	576
Meadow Lane	480	405	75
Cedar Creek	651	687	-36
Mahaffie	552	489	63
Northview	576	296	280

SOURCE: Olathe School District

The Olathe School District estimates that each single-family house produces 0.5 school-aged children. Based on the latest enrollment number 22,718, 56.3% of the enrollment is elementary students, 22.5% of the enrollment is junior high students and 21.2% is high school students. These enrollment figures would allow for up to 3,400 homes to be built within the school boundary area.

**Natural Features**

The 4.4 square miles in the study area varies greatly in topography and tree cover. The Natural Features map illustrates the contour lines and existing tree cover of the Corridor. In the western part of the Corridor, the land is flat with slopes of 2.5% – 4.0%. As the land approaches Mill Creek and its tributaries the topography of the area increases with slopes greater than 8.0%. The hills and valleys within the Corridor create unique viewsheds not found in many other places in the City of Olathe. Map 8 on page 29 shows the natural features.

The vegetation in the study area is primarily along the riparian areas of Mill Creek. Riparian areas consist of strips of grass, shrubs, and/or trees along the banks of rivers and streams. These greenways serve many functions including filtering polluted runoff, reducing stream channeling and stream bank erosion, and reducing the risk of flooding and associated damage. The original Woodland Road Corridor study placed a high value on maintaining these corridors. As development has been proposed along Mill Creek, residents have expressed concern about the reduction and/or loss of part of these areas.

The FEMA recognized floodplain along Mill Creek varies from approximately 230 feet wide to over 670 feet wide. For the southern portion of the study area, the floodplain is west of the Burlington Northern Santa Fe (BNSF) rail line. The rail line serves as a levy limiting the amount of floodplain within the Corridor. Just south of College Boulevard the rail line crosses the creek, moving the floodplain within the study area. Approximately ¼ mile south of K-10 Highway the rail line crosses the creek again, leaving the floodplain east of the Corridor. The floodplain only affects six property owners, five of which have either developed their property or had development plans approved.

**Cultural Features**

An area of historical significance that is located in the Corridor is a 28-acre property in the 17000 Block of Woodland Road that was once part of Tobner’s Park. Excerpts from an article published September 12, 1957 in the Johnson County Democrat explain the history of the site. “Tobner’s Park was run by Mr. Tobner as a picnic and amusement ground. The park boasted a zoo, with peacocks, a swan or two on the lake, some monkeys, and one year, a small bear. There was a nice dance pavilion, a shelter house, refreshment stand and boats on the lake, which could be rented by the hour for a few cents. Fourth of July celebrations and organizations held their picnics at the park. Even Kansas City groups held gatherings there. The Santa Fe trains stopping there to let off or take on passengers. The fare was ten cents each way. Old-fashioned gasoline torch lamps lighted the dance pavilion for the evening dances. It was at a picnic in the park one summer evening by a group of early settlers that the idea of an Old Settlers Association was born.”

## **PUBLIC PARTICIPATION**

A foundation of this update process, as with any City planning endeavor, is public participation. Before beginning the actual update of the plan, the development issues must be defined. Development Issues are problems, concerns, and/or misunderstandings by stakeholders of development in the Corridor. Since the adoption of the *Woodland Road Corridor Plan* select citizens have been active in working with the City to ensure quality development in the Corridor. These citizens, along with some large property owners, were invited to three small-group meetings to identify the development issues.

The development issues established for the Corridor were based on the input received in these meetings and comments made before the City of Olathe Planning Commission as they considered development requests within the Corridor. The development issues identified from this process included:

- Transitions between suburban and estate density subdivisions.
- Preservation of trees and natural areas.
- Calculation of density of development proposals.
- Mixture of development densities.
- Inability, financially, to develop estate-sized lots.
- Commercial development in the Corridor.
- Definition of rural-style development.
- Boundary adjustment.

With this initial list of development issues, the City sought input from all stakeholders on the type and density of future development within the Corridor. This input was gathered through two methods, a survey mailed to all property owners in the Corridor and public open houses. The survey questions focused on the three development issues of: Residential Densities, Sanitary Sewers, and Commercial Development. The survey form also offered the residents opportunity to provide written comments on the questions as well as other previously identified development issues. A total of 2,400 surveys were mailed out to Corridor residents, with 320 returned by March 12, 2004. The results of the survey are listed in the Development Issues Survey Results section in the Appendix on page 31. Some of the results of the survey include:

- Trees and open space appears to be the main concern of survey respondents.
- Some property should be identified as multi-acre residential.
- Transitional lot policy should be strengthened.
- Developments around 3.0 units per acre should work with neighboring large lot subdivisions to insure compatibility.
- Limited commercial development is wanted in the area, but not in the Corridor.
- The Corridor was split on the appropriateness of the commercial center at the northeast corner of 119<sup>th</sup> Street and Lone Elm Road (117 against / 142 for).

Two open house meetings were held on the 10<sup>th</sup> and 12<sup>th</sup> February, 2004 at a church in the Corridor, Heritage Community Church. City staff's role at the meeting was to answer questions about the Corridor and receive feedback from the residents. Maps displaying information on future land use, recent developments and public improvements in the Corridor were displayed. An overwhelming majority of the questions focused on infrastructure issues in the Corridor. Road improvements to Woodland Road, Iowa Street

## Woodland Road Corridor Plan City of Olathe

and 119<sup>th</sup> Street were the primary concern for residents. Staff also answered questions about Johnson County Wastewater and their plans for sanitary sewer service in the Corridor. Eighty-eight residents attended the public meeting.

The general issues that residents commented on are listed below. The bold figures in parenthesis are the number of comments from residents on each topic. The main finding was the number of responses concerning tree preservation and parks.

- Tree preservation and replacement of lost trees is important in the Corridor **(58)**
- Do not make changes to the present Corridor Plan **(29)**
- Parks should be retained and improved **(23)**
- Playground facility equipment for children should be increased **(21)**
- Open space should be retained and protected **(20)**
- The Transitional Lot Policy adhered to and enforced on new developments **(15)**
- The suburban density of no more than 3 units per acre should be enforced **(14)**
- The delay in upgrading Woodland Road is causing concern with residents **(14)**
- Trails should be extended and connected to existing trails **(14)**
- Rural density lots of one unit per two acres should be retained in certain areas **(10)**

Once the recommendations for the study were completed, the concerned citizens group was reconvened on April 28, 2004 to discuss the draft recommendations. The meeting was held with the “key” Corridor residents, including landowners and large lot property owners who had attended the earlier meetings on October 1 and November 12, 2003. The following recommendations were a result of that meeting:

- The Corridor boundary to be revised to exclude the area east of the BNSF railroad track.
- The Foxfield Village town homes development could be extended to the proposed neighborhood commercial center site on the corner of Lone Elm Road and 119<sup>th</sup> Street.
- Developers should prepare a tree survey on all property in the Corridor. This plan should be prior to the preliminary plat.
- No commercial development in the Corridor.



## **CORRIDOR PLAN**

The City's goal of this plan update was to revise the existing study, retaining the basic intent of the original study and address concerns that have developed over the past six years. These basic intents included:

- Mixture of residential densities within the Corridor;
- Safe streets for vehicular and pedestrian traffic; and
- No commercial development west of the Burlington Northern Santa Fe Rail lines.

The City of Olathe defines density in the Unified Development Ordinance (UDO) as; "the number of dwelling units permitted per net acre of land" (Ord. 02-54 § 2, 2002). The UDO defines a net acre of land as "an acre within the perimeter of a development tract after excluding all dedicated arterial street rights-of-way" (Ord. 02-54 § 2, 2002). As this plan discusses density, it is based upon these definitions.

### **Land Use**

The land use categories used in the Future Land Use Map are the same categories used in the 1998 study. These include:

- Detached Single-family Residential (2-acre or larger lots) – Detached residential units on individual lots with the entire development average a net density of one lot per two acres.
- Detached Single-family Residential (Net 3 dwelling units per acre) – Detached residential units on lots with the entire development averaging a net density of three lots per one acre. Subdivisions should be laid out in such a manner as to maximize spacing between houses.
- Medium Density Residential – Residential units can be either attached or detached. The density of the development is limited to an average net density of three units per acre.
- Park/Recreation/Open Space – These areas represent existing areas or areas identified in the 1999 Parks & Recreation Strategic Master Plan. This plan does not anticipate the exact location of any parks.
- Public/Quasi Public – The identified uses represent existing schools and churches. This plan does not anticipate the new location of any churches or schools.
- Electrical Substation – The identified use represents existing substations. This plan does not anticipate the new location of any substations.

Public uses such as schools (both public and private), religious organizations, electric substations, parks, and libraries are allowed in all residential zoning categories by right. Therefore if a property is identified for the future land use map, any of the above uses are entitled to locate on the property.

The need for public parkland in the Corridor is well-known by its residents. Almost 2,250 residential lots have been approved within the Corridor since the previous study, not counting those approved and built west of Lone Elm Road. When all of these lots are developed, approximately 6,400 people will reside in the Corridor, without any City public

park. The Olathe Parks Division has made acquiring and developing one of the planned neighborhood parks in this Corridor a priority.

**Transitional Lot Policy**

When the original Woodland Road Corridor Plan was adopted, a transitional lot policy was made a part of the plan. Since that time a transitional lot policy has been adopted for the entire City and used within the Corridor area. The Transitional Lot Policy adopted by the Olathe City Council is only applicable to new development that is adjacent to existing, platted large lots. However, the City Council has identified the need to create a transition from any existing large lot developments, even those that are not platted or across the street from a new development. In these situations, the City Council has recognized these existing developments and as a result has allowed modifications to the Transitional Lot Policy as long as the modifications met the intent of the Policy and have involved adjacent property owners.

In accordance with Recommendation D (page 21) and as adopted by the City Council and included within this Corridor Plan, the transitional lot policy shall be applied as follows:

A transition shall apply across arterial streets in accordance with past approvals regarding transitions. The first tier transitional lots shall range between 15,000 to 19,000 square feet in size. Recent examples of subdivisions that applied this transition within the Corridor include Brighton's Landing and Red Hawk Run. Incorporation of the transitional lot policy shall continue to recognize large lot neighborhoods that are unplatted in a similar manner of past approvals requiring incorporating a transition.

It is the intent of the application of this policy within the Woodland Corridor to allow neighboring properties to work closely together in developing the transition from rural size lots to smaller, urban lots. The application of the transitional lot policy can be modified by the City Council. A modification in how the policy is applied is typically achieved with input from adjoining property owners and the developer. A basic intent of the original Corridor plan and this plan is to encourage a mixture of residential densities, including large multi-acre lots.

**Tree Preservation**

The other important issue is tree preservation. The Future Land Use Plan designates all tree groves on undeveloped property as Park/Recreation/Open Space. In order to preserve these existing tree groves, it shall be required that a developer prepare a tree survey prior to the preparation of the preliminary plat. The tree survey should be considered when laying out streets and lots. Tree replacement shall be in accordance with current Unified Development Ordinance (UDO) requirements, defined as; "Any tree or trees removed from within an approved tree preservation area shall be replaced with similar species or other hardwood species. Replacement trees shall meet the minimum requirements for trees as defined in Section 18.62.070 at the rate of one (1) inch caliper of replacement tree for every one (1) inch caliper of tree removed." (Section 18.82.120 G).

Many of the existing tree groves are on the eastern edge of the Corridor. These provide a visual barrier between the Corridor and the Burlington Northern Santa Fe Rail line. The tree groves along the BNSF property shall be preserved to maintain the separation between the rail line and the anticipated residential development.

## Woodland Road Corridor Plan City of Olathe

The Olathe Public Works Department does not have a policy for tree preservation. Whenever possible, mature trees are conserved during public works projects. When it is not possible to save the trees and they are on private property, the City will typically compensate the owner for the value of the tree replacement.

As discussed earlier, most of the Corridor would receive sanitary sewer service from Johnson County Wastewater (JCW). Typically, JCW runs sanitary sewer lines along drainage draws. When constructing the sewers, JCW will typically acquire a 100-foot temporary construction easement, to be used only for the construction of the sewers. All of the trees within JCW's easement are typically removed and as part of their restoration specifications are not replaced. Therefore, it is the property owners' responsibility to negotiate with JCW on replacement of any trees that are lost as a result of utility improvement works.

### **Concerned Citizens Group**

Since the adoption of the Woodland Road Corridor Study in 1998, several citizens have monitored development applications and their eventual construction. The City appreciates this level of concern among the residents of the Corridor. It is this type of concern that has allowed the City of Olathe to become such a desirable place to live. All rezoning and special use applications are required to hold neighborhood meetings. All of the Concerned Citizens must be notified of the neighborhood meeting, even if they live outside of the set distance for notice. The City of Olathe will maintain this concerned citizen list. The concerned citizen group does not have to be invited to all meetings regarding the project, just the required neighborhood meeting. The notification of neighborhood meetings shall be the responsibility of the property owner/developer making an application for development. The notification of these meetings is for informational purposes.

### **Comprehensive Plan Oversight Committee**

The Comprehensive Plan Oversight Committee is convened when possible amendments are proposed to the City of Olathe Comprehensive Plan. The Oversight Committee consists of two City Council members, a City Planning Commissioner, a former County Planning Commissioner, and a representative from the Olathe Chamber of Commerce, as well as residents from the City of Olathe. The Oversight Committee met to discuss the proposed recommendations to the Woodland Road Corridor Plan, as well as discuss various requests made by property owners and developers on four sites in the Corridor. These proposals were a departure from the original plan, but arose from public participation, requests by individual property owners and staff analysis. The Oversight Committee considered the following alternative lands use recommendations on the four sites:

**SITE #1.** Northeast corner of Harold Street and Iowa Street.

Increasing the allowable density of single family developments within a half mile of Harold Street to an average of no greater than 5.0 units per acre.

**SITE #2.** Southeast Corner of Woodland Road and K-10 Highway.

Allowing an assisted care facility / low rise office development requiring a design that incorporates a residential character and quality similar to adjacent neighborhoods.

**SITE #3.** Rear portions of large lot properties on College Boulevard between Lone Elm and Woodland Road.

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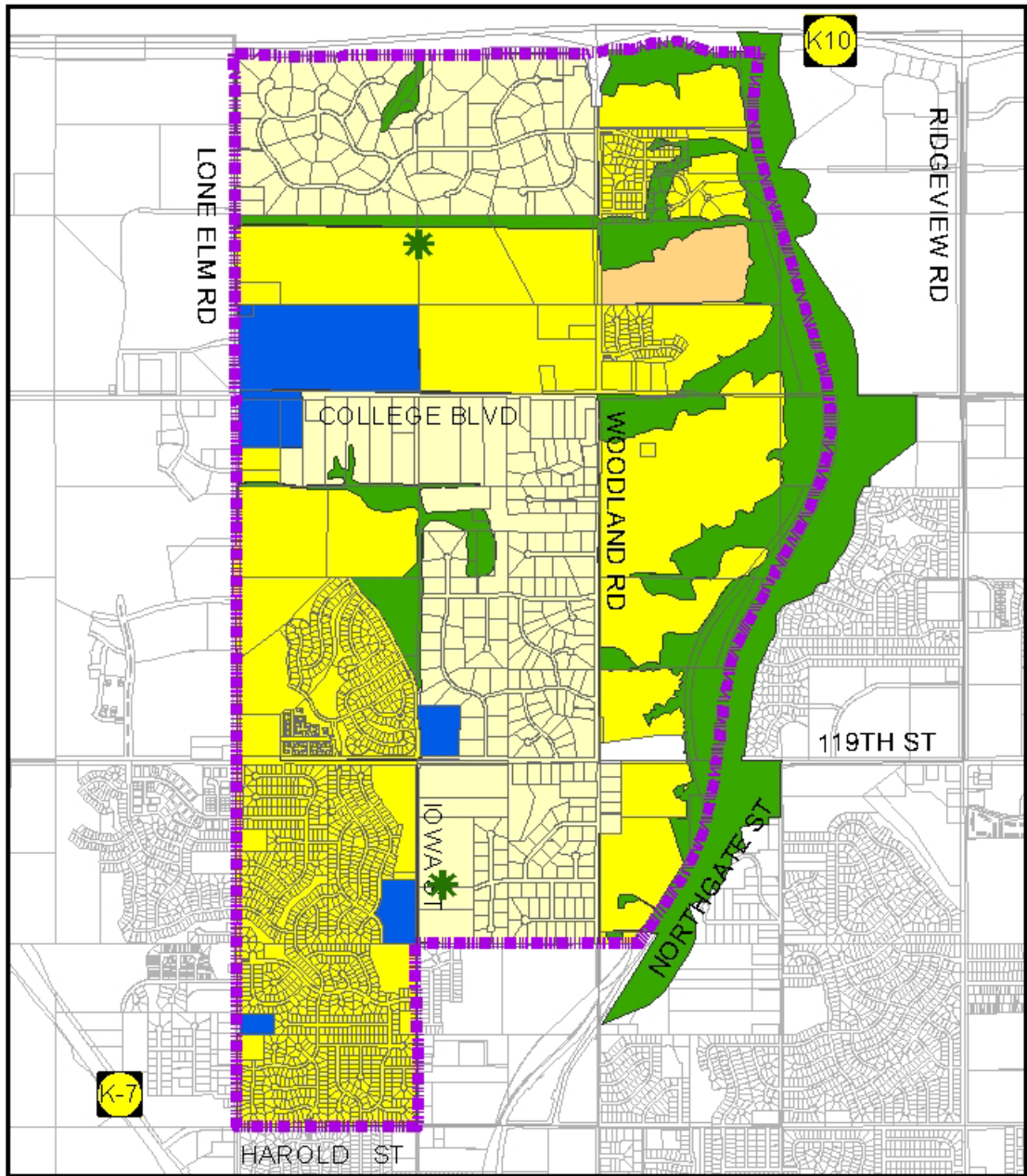
Allowing the rear portions of the 10-20 acre 'piano-key' lots along the south side of College Boulevard to be subdivided and their future land use designation changed to allow for a density that is greater than one (1) unit per two (2) acres.

**SITE #4.** Northeast corner of Lone Elm Road and 119<sup>th</sup> Street.

Allowing the site to develop in a manner that is similar in design and density to the existing multi-family development to the east of the site.

The City Council removed the area in Site #1 from the Woodland Road Corridor. The Council recommended that the existing Future Land Uses outlined in Map 3 on page 20 remain appropriate for the Corridor. However, in keeping with the annexation agreements for this area, the City is required by law to accept and act upon any and all development proposals for review.

Woodland Road Corridor  
Map 3 - Future Land Use



**Legend**

Single Family Residential - 2 acres or more	Public/Quasi Public	Property lines	Corridor Boundary
Single Family Residential - Net 3 per acre	Electrical Substation	Proposed Park Sites	
Parks/Rec/Open Space			

**RECOMMENDATIONS**

The revisions and updates contained in the plan are based on city staff analysis of the area, comments from residents and input from the Comprehensive Plan Oversight Committee. These recommendations revise the existing future land use plan and formalize requirements that have been developed by the Planning Commission and the City Council over the past six years. These revisions were recommended by the Planning Commission on October 25, 2004 and adopted by the City Council on November 9, 2004.

- A.** The eastern boundary of the Corridor is adjusted to exclude area east of the railroad tracks and the east west half section line of Section 23 Township 13 between Iowa Street and Woodland Road.
- B.** Developers shall prepare a tree survey on all property in the Corridor. This plan should be prior to preliminary plat. The tree survey and replacement requirements shall be in accordance with current UDO requirements.
- C.** With input from adjacent neighborhoods, single-family residential units at a maximum net density of 3.0 units per acre would be allowed on the east side of Woodland Road and the 80-acre parcel north of Olathe Northwest High School.
- D.** The transition lot policy shall apply across arterial streets, and transitional lot sizes shall be based upon guidelines incorporated into recent developments approved by the Planning Commission / City Council within the Woodland Road Corridor area.
- E.** Landscaping requirements for developments adjoining the BNSF railroad shall be strengthened and a minimum setback shall be required (50-100 feet proposed).
- F.** For other properties that have sewer available and with input from adjacent neighbors in the Corridor, the properties may develop up to a maximum of 3.0 units per acre.
- G.** A planned zoning district, as outlined within the UDO, shall be required for appropriate future development.

The land use densities allowed are depicted on Map 3 – Future Land Use on page 20.

## **STRATEGIC PLAN RELATIONSHIP**

The City of Olathe adopted a Strategic Plan outlining the seven strategic areas that serve as “signposts” that the City government follows in order to maintain and enhance the quality of life for all Olathe citizens. These strategic areas are: Public Services (and Administration), Diversity, Transportation, Public Safety, Economic Sustainability, Downtown, and Active Life Styles.

Below is a listing of the recommendations contained within this plan and their relationship to the Olathe Strategic Plan.

- A.** The eastern boundary of the Corridor is adjusted to exclude area east of the railroad tracks and the east west half section line of Section 23 Township 13 between Iowa Street and Woodland Road.

Strategic Plan – Public Services. The current Woodland Road Corridor Study boundaries overlap with the Ridgeview Road Plan boundaries. Redefining the boundaries of the Woodland Road Corridor Study to be the railroad tracks eliminates the overlap. Eliminating this overlap will allow City staff to better administer both plans.

- B.** Developers shall prepare a tree survey on all property in the Corridor. This plan should be prior to preliminary plat. The tree survey and replacement requirements shall be in accordance with current UDO requirements.

Strategic Plan – Active Lifestyle. Maintaining, preserving and replacement of the many tree groves in the Corridor area helps provide an inviting environment that protects the character of the Corridor and provides an opportunity to link trail systems.

- C.** With input from adjacent neighborhoods, single-family residential units at a maximum net density of 3.0 units per acre would be allowed on the east side of Woodland Road and the 80-acre parcel north of Olathe Northwest High School.

Strategic Plan – Diversity, Economic Sustainability and Active Lifestyles. Providing lots that are the size of a typical urban lot provides the opportunity for families from a wide variety of social and economic backgrounds to live in the Corridor area. Development in these areas will help continue to provide a balanced community and bolster other economic development opportunity. Because these two locations are adjacent or near the Mill Creek trail system, development will assist in providing access to this important trail system.

- D.** The transition lot policy shall apply across arterial streets, and transitional lot sizes shall be based upon guidelines incorporated into recent developments approved by the Planning Commission / City Council within the Woodland Road Corridor area.

Strategic Plan – Diversity. Providing variety of different sized lots gives potential Corridor residents a diverse selection of lot choices.

**Woodland Road Corridor Plan**  
City of Olathe

- E.** Landscaping requirements for developments adjoining the BNSF railroad shall be strengthened and a minimum setback shall be required (50-100 feet proposed).

Strategic Plan – Active Lifestyle. Maintaining, preserving and replacement of the many tree groves in the Corridor area helps provide a protected environment.

- F.** For other properties that have sewer available and with input from adjacent neighbors in the Corridor, properties may develop up to a maximum of 3.0 units per acre.

Strategic Plan – Diversity and Economic Sustainability. Providing lots that are the size of a typical urban lot provides the opportunity for families from a wide variety of social and economic backgrounds to live in the Corridor area. Development in these areas will help continue growing a balanced community and bolster other economic development opportunity.

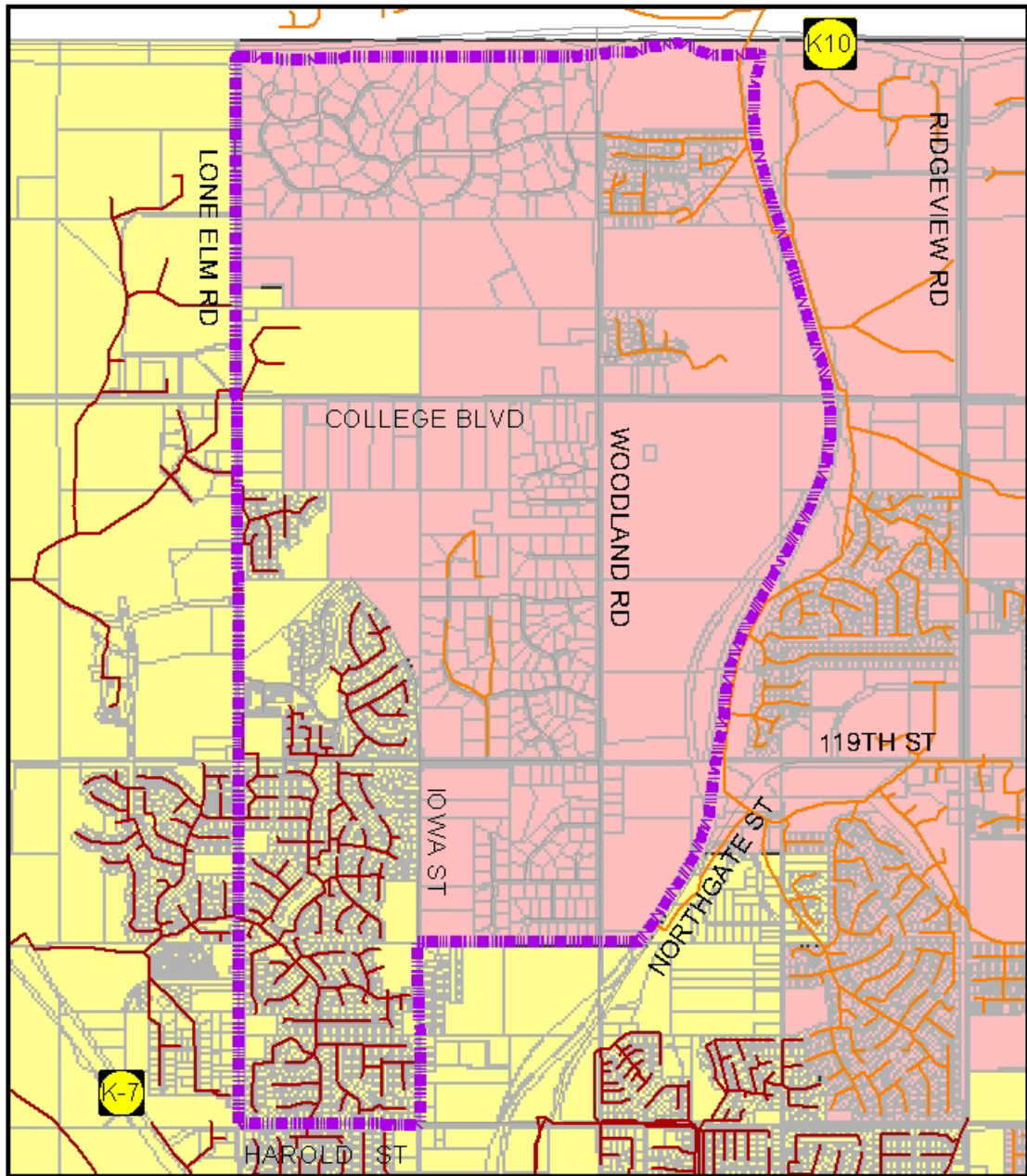
- G.** A planned zoning district shall be required for all future development.

Strategic Plan – Active Lifestyles and Economic Sustainability. Planned zoning districts give developers and the City the opportunity to create larger common open space that gives residents more opportunities to participate in outdoor activities. The use of the Planned District can promote the well being and economic health of the community by insuring quality development with appropriate open space. Development that incorporates these qualities reduces the negative impacts on surrounding property and promotes and imaginative site planning.



# APPENDIX

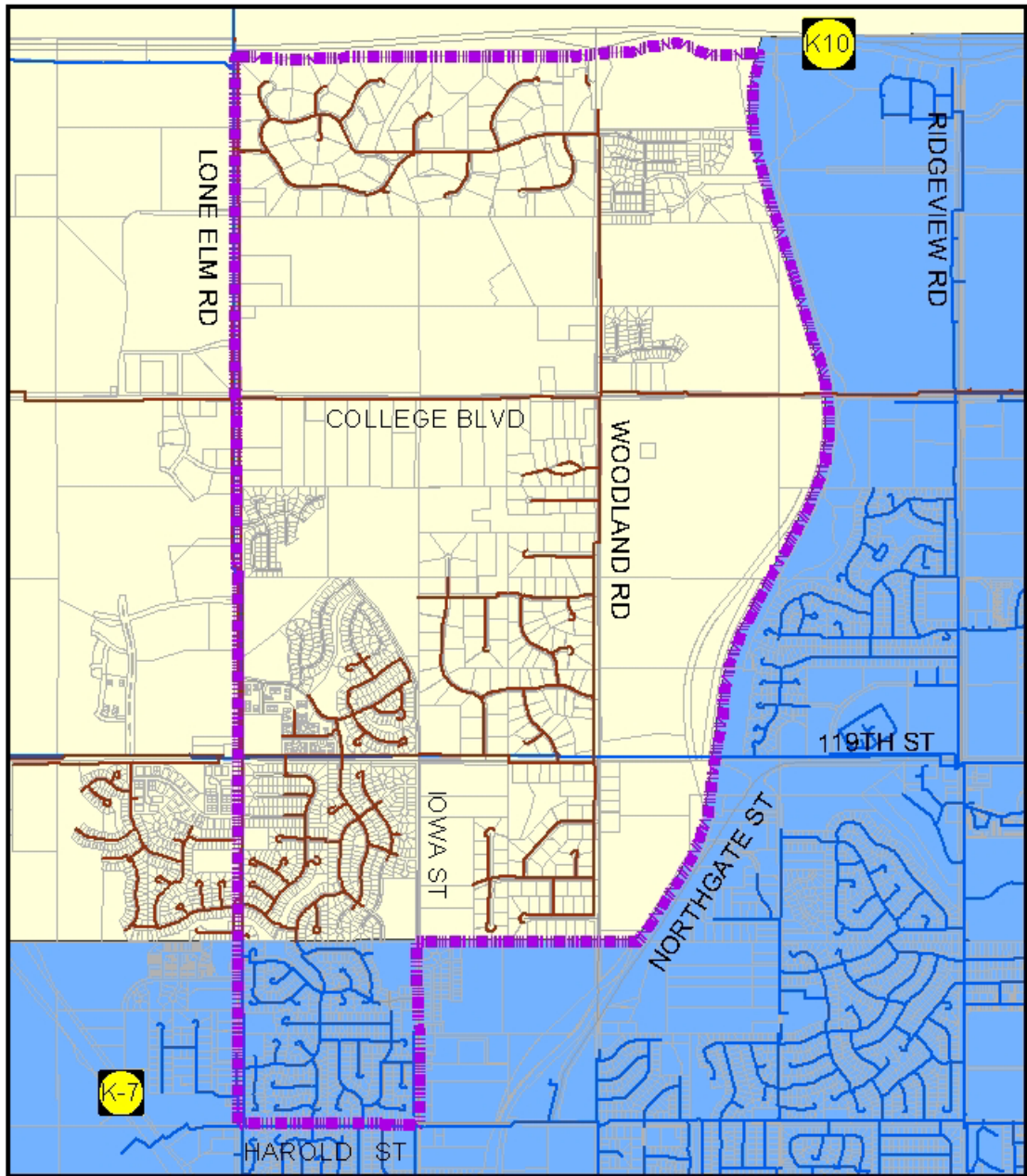
Woodland Road Corridor  
Map 4 - Sanitary Sewer Service



**Legend**

Johnson County Wastewater	Olathe Sewer Lines	Proposed Sewer Districts
Olathe	JCW Sewer Lines	Corridor Boundary

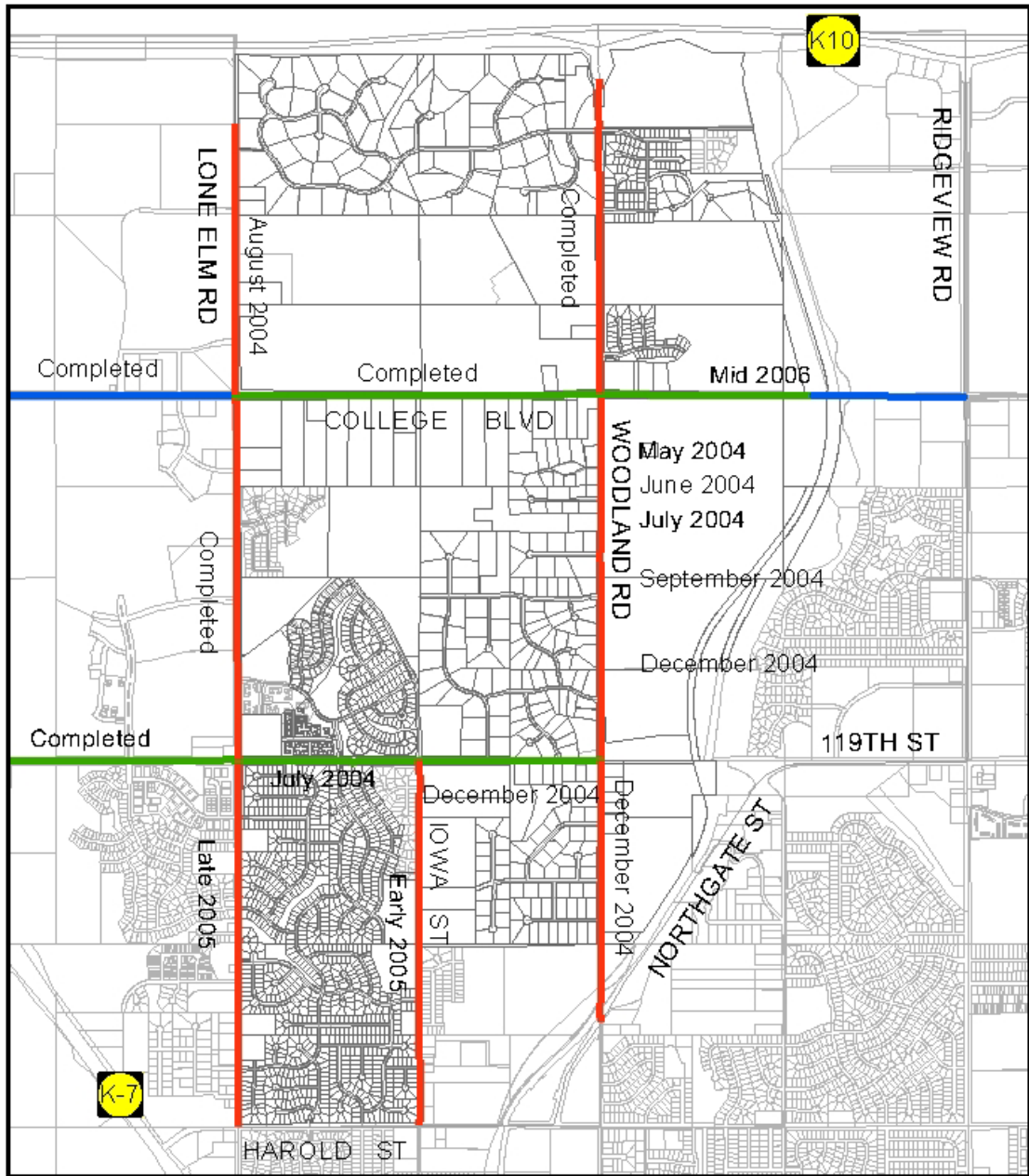
Woodland Road Corridor  
Map 5 - Water Service



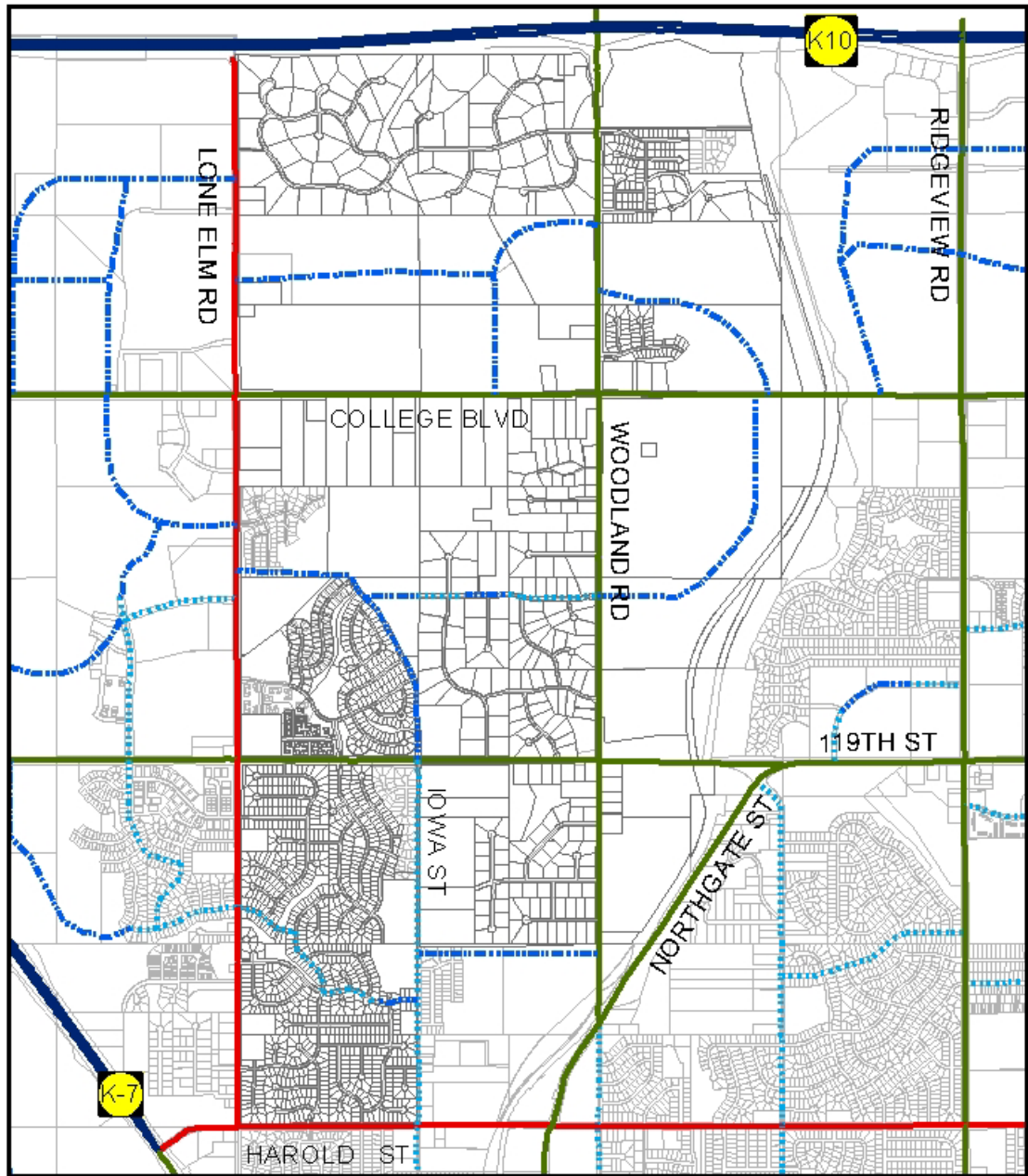
**Legend**

- Olathe
- WaterOne
- Olathe Water Lines
- Water #1 Lines
- Property lines
- Corridor Boundary

Woodland Road Corridor  
Map 6 - Street Improvements



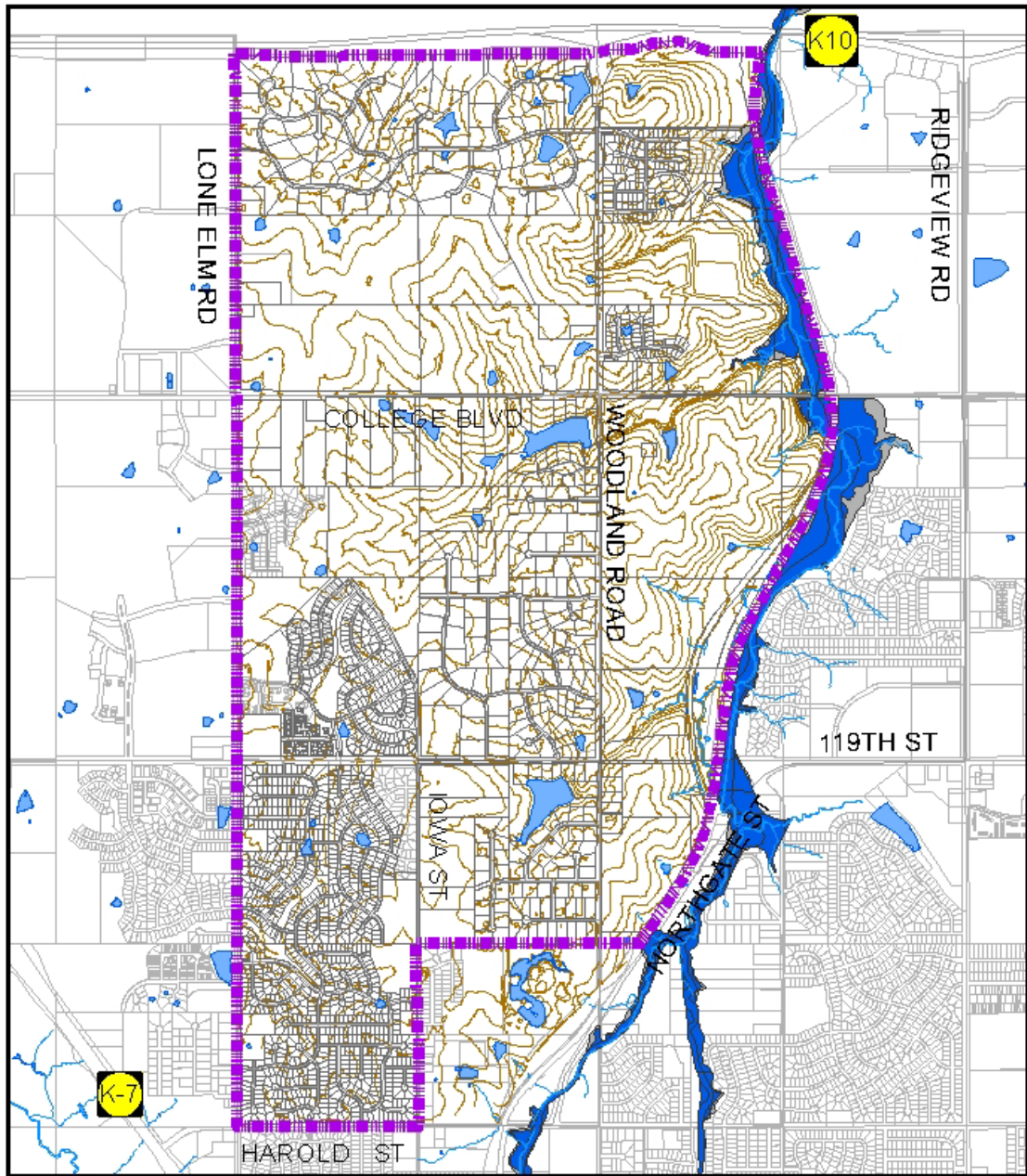
Woodland Road Corridor  
Map 7 - Future Street Network



**Legend**

- Current Collector
- Future Collector
- Major Arterial
- Minor Arterial
- Expressway
- Property lines

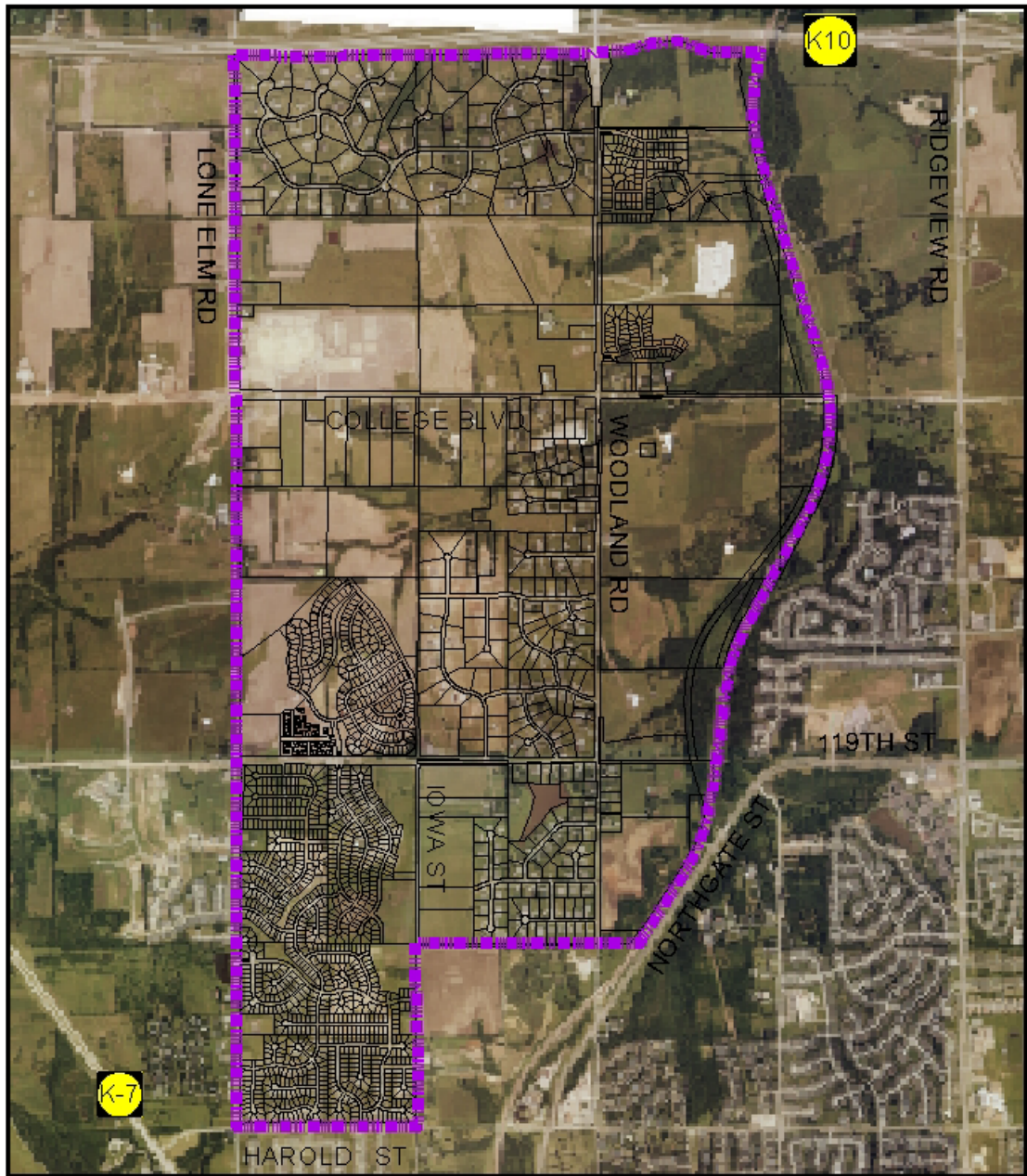
Woodland Road Corridor  
Map 8 - Natural Features





**Legend**

- |   |  |   |  |
|---|--|---|--|
|  100-year Floodplain |  Lakes      |  Property lines    |  10' Topo |
|  500-year Floodplain |  Watersheds |  Corridor Boundary |  Creeks   |

Woodland Road Corridor  
Map 9 - Aerial (2003)



**Legend**

-  Property lines
-  Corridor Boundary

## DEVELOPMENT ISSUES SURVEY RESULTS

The City sought input from residents on the type and density of future development within the Corridor. A two page survey was prepared based on development issues. The survey included maps of the Corridor and a self-addressed envelope. The survey questions focused on the three development issues of: Residential Densities, Sanitary Sewers, and Commercial Development. The survey form also offered the residents opportunity to provide written comments on the questions. A total of 2,400 surveys were mailed out to every property owner in the Corridor, with 320 completed questionnaires returned. The results of the survey are outlined below.

### RESIDENTIAL DENSITIES QUESTIONS

The following is a breakdown of the questions asked in the survey. The survey had a response rate of 13%. The majority of the responses were looked at as a whole, meaning how many people agreed or disagreed with the statement. These results are included in the pie charts with responses shown as percentages. The answers to questions 2 and 11 were examined and mapped on where the responses came from in the Corridor. The comments in parenthesis included at the end of a number of the survey questions are current City policy in the Corridor.

A recommendation of the Plan is that a mix of densities is most appropriate for the Corridor. The mix should be rural density (2-acre lots) and suburban density (maximum density of three units per acre). [Based on the analysis by Johnson County Wastewater, there are areas designated as rural density that will have access to sanitary sewers, which previously were not thought possible].

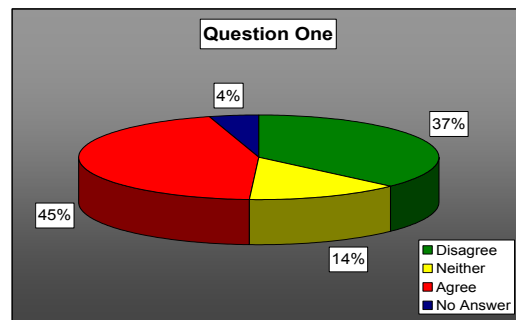
**1. Any property with sanitary sewers can be developed at a maximum density of 3.0 units per acre. [Only certain properties can develop at 3 units; others at 1 unit per acre]**

Disagree (118)

Neither Agree or Disagree (45)

Agree (143)

No Answer (14)

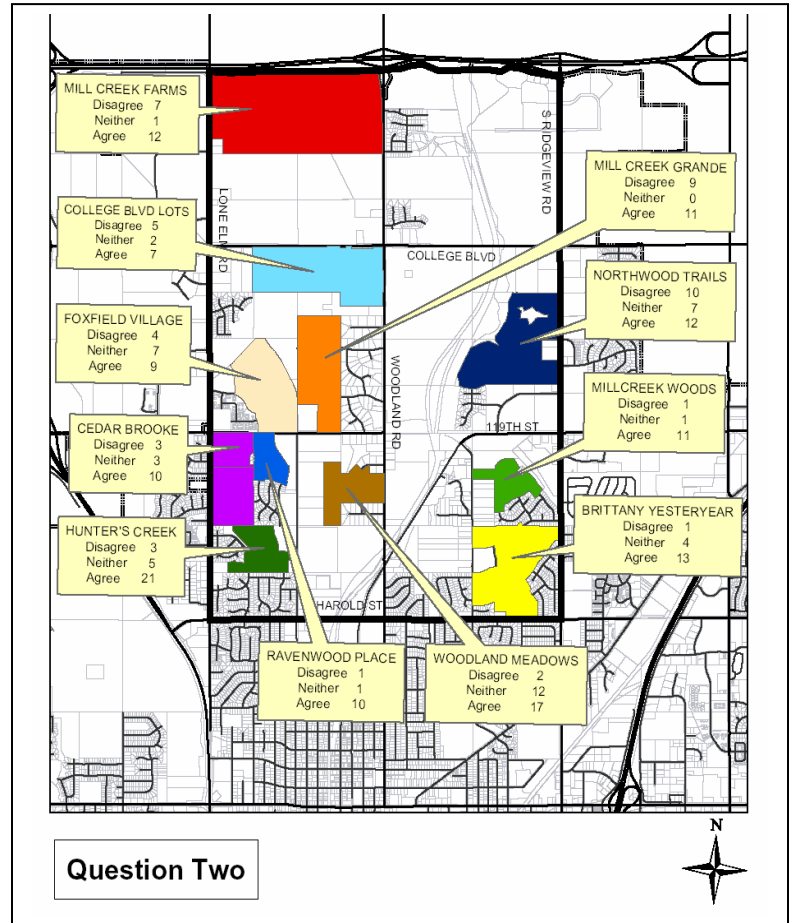




## Woodland Road Corridor Plan City of Olathe

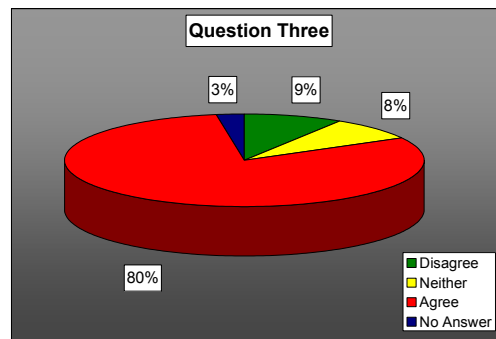
2. Only developers of sewerable property, with agreement from adjoining property owners, can develop up to a maximum density of 3.0 units per acre.

Disagree **(85)**  
 Neither Agree or Disagree **(41)**  
 Agree **(179)**  
 No Answer **(15)**



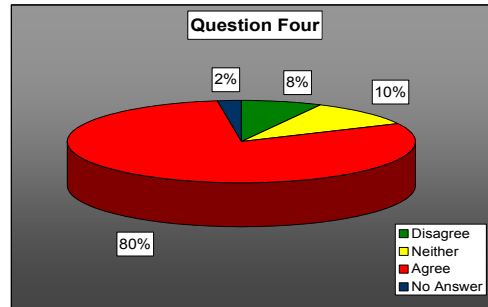
3. Some land should be designated exclusively for rural density lots. [Currently shown in the plan]

Disagree **(28)**  
 Neither Agree or Disagree **(26)**  
 Agree **(258)**  
 No Answer **(8)**



4. *The large lots and open areas between the houses are a defining characteristic of the Corridor. [Not addressed]*

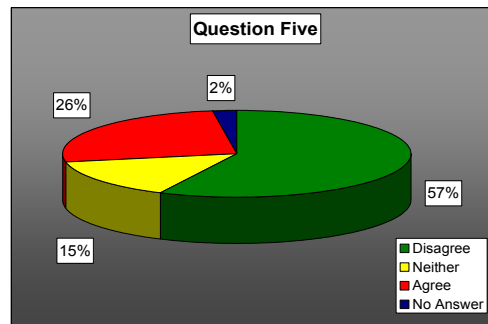
- Disagree **(24)**
- Neither Agree or Disagree **(33)**
- Agree **(256)**
- No Answer **(7)**



Another study recommendation is that when a suburban density subdivision is located next to a rural density subdivision a transition occurs (Pages 26 & 29 of the original Corridor Plan). This transition could be open space areas, bigger lots (13,000 -14,000 sq. ft.) and /or 30-foot wide landscaping area. Based on this information and other information in the plan, please answer the following questions.

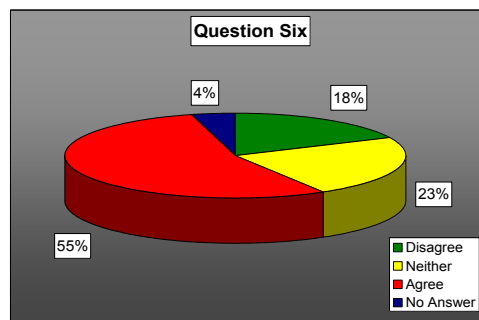
5. *Developers, with agreement from adjoining property owners, can modify the transitional lot policy. [Not addressed]*

- Disagree **(183)**
- Neither Agree or Disagree **(47)**
- Agree **(83)**
- No Answer **(7)**



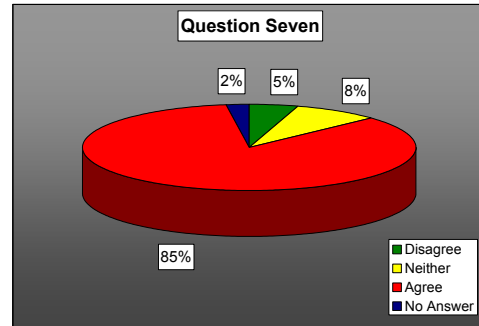
6. *The transitional lot policy should apply where subdivisions are separated by an arterial street (4-lanes with a median, College Blvd east of Lone Elm Road). [Not required]*

- Disagree **(58)**
- Neither Agree or Disagree **(74)**
- Agree **(175)**
- No Answer **(13)**



7. *The open spaces and trees are a defining characteristic of the Woodland Road Area. [Not addressed]*

Disagree (15)  
Neither Agree or Disagree (27)  
Agree (271)  
No Answer (7)

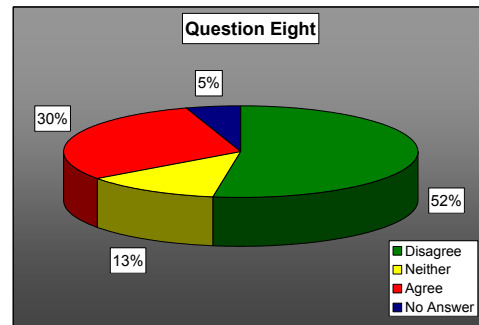


**COMMERCIAL DEVELOPMENT QUESTIONS**

When the Woodland Road Corridor (west of the Railroad tracks), no commercial developments are planned (Page 27). However, outside of the study area, there are plans for multiple commercial developments. These sites are identified on the accompanying maps. Considering this information, please rate the following statements.

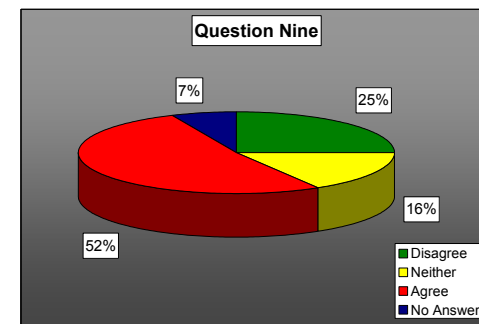
8. *Additional areas for commercial development are appropriate in the Corridor. [No commercial west of Mill Creek]*

Disagree (168)  
Neither Agree or Disagree (40)  
Agree (96)  
No Answer (16)



9. *Commercial developments are allowed only with a list of limited uses which are appropriate in the Corridor.*

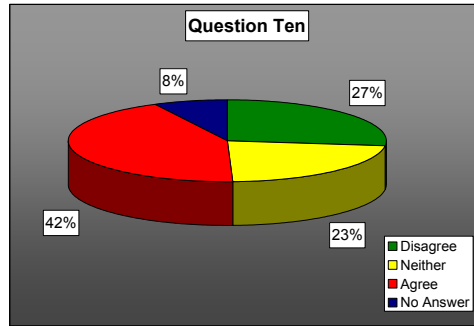
Disagree (80)  
Neither Agree or Disagree (52)  
Agree (167)  
No Answer (21)



## Woodland Road Corridor Plan City of Olathe

10. Additional commercial areas are desirable, but not in the Corridor.

Disagree (86)  
Neither Agree or Disagree (72)  
Agree (138)  
No Answer (24)

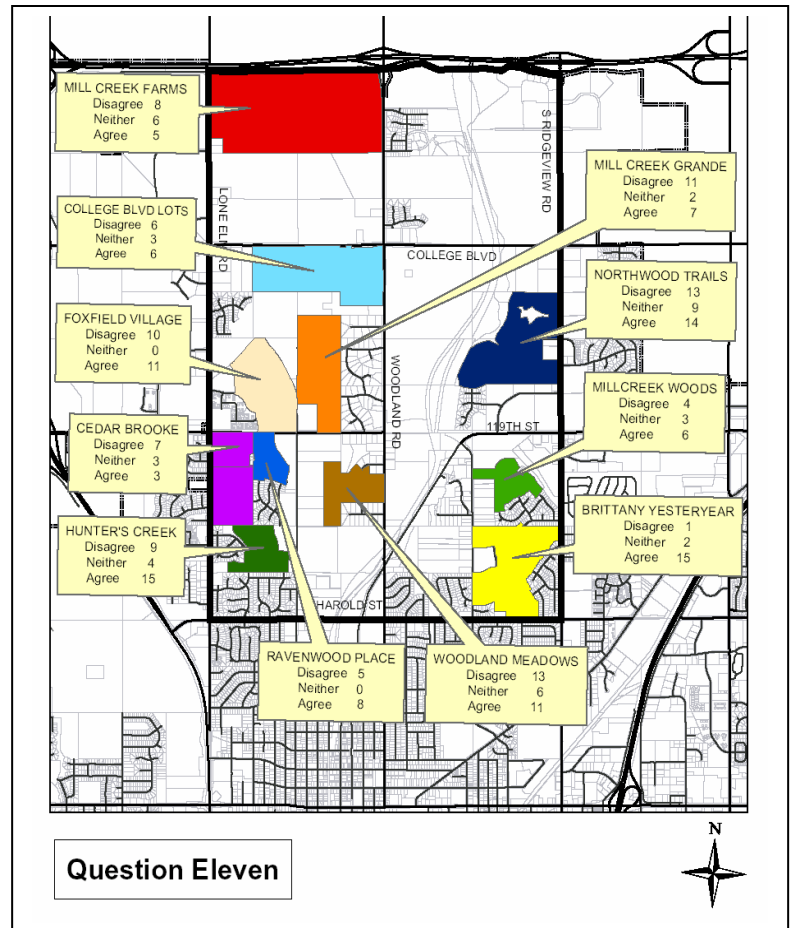


### NEIGHBORHOOD COMMERCIAL CENTER QUESTION

A developer has interest in developing a ten-acre neighborhood commercial center, at the northeast corner of 119<sup>th</sup> Street and Lone Elm Road. Neighborhood centers are intended for small-scale office, retail business, and civic uses that blend into the surrounding residential.

11. A commercial center is appropriate at this location?

Disagree (117)  
Neither Agree or Disagree (44)  
Agree (142)  
No Answer (17)



## GENERAL ISSUES

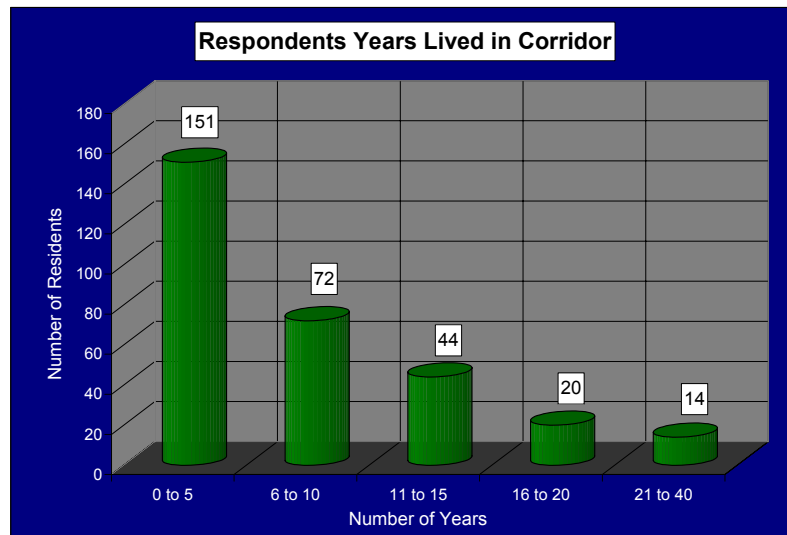
The main general issues included the following:

- Tree preservation and replacement of lost trees is important in the Corridor **(58)**
- Do not make changes to the present Corridor Plan **(29)**
- Parks should be retained and improved **(23)**
- Playground facility equipment for children should be increased **(21)**
- Open space should be retained and protected **(20)**
- The Transitional Lot Policy to be adhered to and enforced on new developments **(15)**
- The suburban density of no more than 3 units per acre should be enforced **(14)**
- The delay in upgrading Woodland Road is causing concern with residents **(14)**
- Trails should be extended and connected to existing trails **(14)**
- Rural density lots of one unit per two acres should be retained in certain areas **(10)**

## YEARS LIVED IN CORRIDOR

Residents who responded had lived in the Corridor for the following number of years:

- 0-5 **(151)**
- 6-10 **(72)**
- 11-15 **(44)**
- 16-20 **(20)**
- 21-40 **(14)**

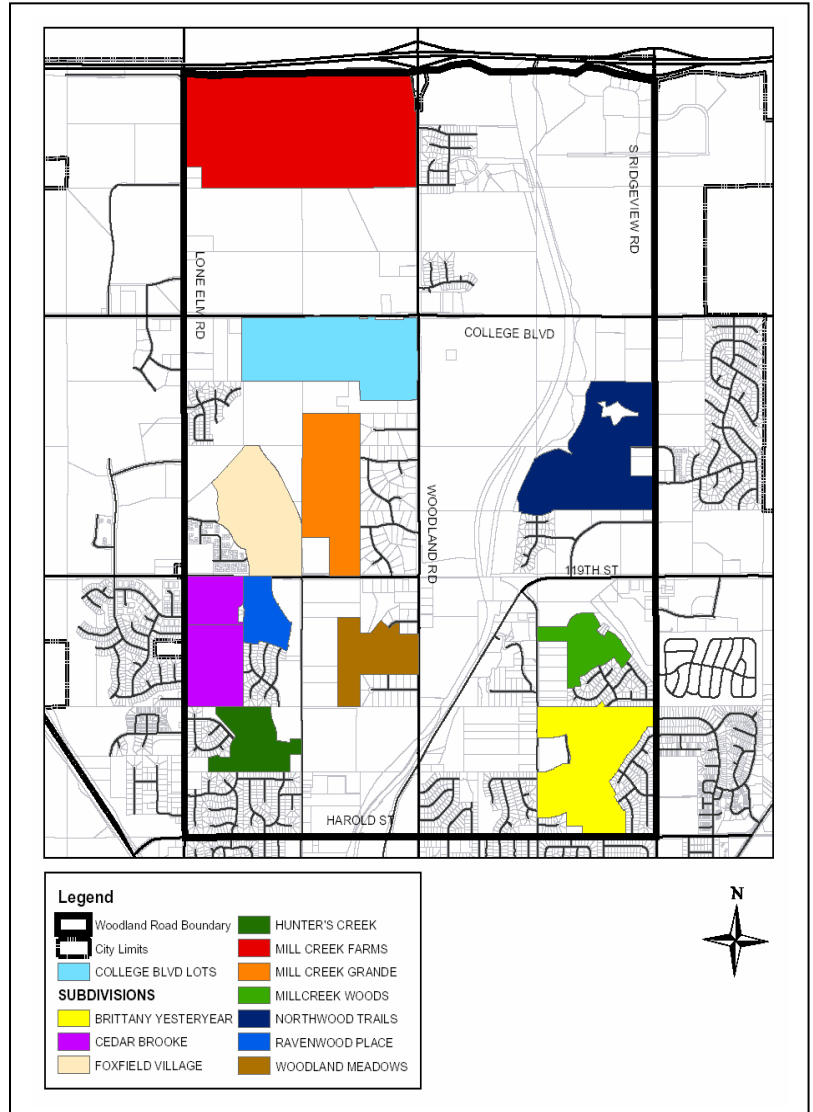


# Woodland Road Corridor Plan City of Olathe

## SUBDIVISIONS

The majority of residents who responded lived in the following subdivisions:

- Northwood Trails (40)
- Woodland Meadows (32)
- Hunters Creek (30)
- Mill Creek Farms (22)
- Foxfield Village (22)
- Mill Creek Grande (20)
- Brittany Yesteryear (18)
- College Boulevard Lots (16)
- Ravenwood Place (14)
- Cedar Brook (13)
- Mill Creek Woods (13)



**DEVELOPMENT ISSUES SURVEY - COMMENTS**

**RESIDENTIAL DENSITIES COMMENTS**

Density 3PA (11)  
Density RR (6)  
Drainage (2)  
No Change (12)  
Open Space (3)  
Parks (1)  
Road IO (2)  
Train N (2)  
Trans Lot (12)  
Trees (5)

**GENERAL ISSUES COMMENTS**

**COMMENT ONE**

Density 3PA (2)  
Density RR (4)  
Drainage (3)  
Erosion (1)  
Commercial (1)  
No Change (16)  
Open Space (9)  
Parks (12)  
Parks NEW (1)  
Parks NO (4)  
Parks PN (3)  
Parks Q (1)  
Parks SP (3)  
Parks TC (1)  
Playground (7)  
Road HA (1)  
Road IA (1)  
Road IO (3)  
Road K10 (1)  
Road NG (2)  
Road W2 (2)  
Road W4 (2)  
Road WD (11)  
Sewer (4)  
Trails (9)  
Train S (2)  
Train N (2)  
Trans Lot (2)  
Trees (48)

**COMMENT TWO**

Density 3PA (1)  
No Change (1)  
Open Space (6)  
Parks (10)  
Parks NO (2)  
Parks PN (3)  
Playground (14)  
Road IO (1)  
Road NG (1)  
Road W4 (1)  
Road WD (3)  
Trails (5)  
Train B (1)  
Trans Lot (1)  
Trees (5)

**DEFINITIONS / TOTALS**

Density 3PA – No more than 3 units per acre (14)  
Density RR – Keep rural density 1 lot per two acres (10)  
Drainage – Storm water management / flooding concern (5)  
Erosion – Run off / erosion concern (1)  
Commercial – Increase commercial development in Corridor (1)  
No Change – Do not change present Corridor Plan (29)  
Open Space – Retain / protect open space (18)  
Parks – Parks should be retained / improved (23)  
Parks NEW – Park proposal (1)  
Parks NO – No more parks (6)  
Parks PN – Picnic areas / Shelters (6)  
Parks Q – Quarry site for park (1)  
Parks SP – Swimming pools (3)  
Parks TC – Tennis courts (1)  
Playground – Children’s equipment for parks (21)  
Road HA – Harold Street improved (1)  
Road IO – Iowa Street improved (6)  
Road K10 – Interchange at K-10 Highway (1)  
Road NG – Connect 119<sup>th</sup> Street to Northgate Street (3)  
Road W2 – Woodland Road should remain two lanes (2)  
Road W4 – Woodland Road should be widened to four lanes (3)  
Road WD – Woodland Road delay concerns (14)  
Sewer – Connect to sewer system (4)  
Trails – Extend / connect trails (14)  
Train S – Train safety concerns (2)  
Train N – Train noise concerns (4)  
Train B – Train bridges required / replace crossings (1)  
Trans Lot – Transitional Lot Policy to be adhered (15)  
Trees – Tree preservation is important (58)



**DEMOGRAPHIC INFORMATION**

**12. How long have you lived in the Corridor?**

Yrs Residents

<1	<b>(24)</b>
1	<b>(16)</b>
1.5	<b>(9)</b>
2	<b>(30)</b>
2.5	<b>(7)</b>
3	<b>(19)</b>
3.5	<b>(7)</b>
4	<b>(17)</b>
4.5	<b>(3)</b>
5	<b>(19)</b>
5.5	<b>(2)</b>
6	<b>(15)</b>
7	<b>(13)</b>
8	<b>(9)</b>
8.5	<b>(2)</b>
9	<b>(8)</b>
9.5	<b>(2)</b>
10	<b>(21)</b>
11	<b>(5)</b>
12	<b>(11)</b>
13	<b>(10)</b>
14	<b>(9)</b>
15	<b>(10)</b>
16	<b>(11)</b>
17	<b>(3)</b>
18	<b>(1)</b>
19	<b>(2)</b>
20	<b>(3)</b>
21	<b>(2)</b>
22	<b>(1)</b>
24	<b>(1)</b>
25	<b>(3)</b>
26	<b>(1)</b>
27	<b>(1)</b>
28	<b>(2)</b>
29	<b>(1)</b>
35	<b>(1)</b>
40>	<b>(1)</b>

No answer **(19)**

**SUBDIVISIONS**

**13.** *What is your address or what subdivision do you live in?*

- Brightons Landing (1)
- Brittany Yesteryear (18)
- Bryn Vista (6)
- Cedar Brook (13)
- College Boulevard Lots (16)
- Foxfield Village (22)
- Hunters Creek (30)
- Iowa St Lots (2)
- Mill Creek Farms (22)
- Mill Creek Grande (20)
- Mill Creek Woods (13)
- Northgate Meadows (7)
- Northwood Trails (40)
- Oak Valley (3)
- Parkway Estates (3)
- Ravenwood Place (14)
- Terra Pine (4)
- Trieb Estates (1)
- Windsor Trace (9)
- Woodland Estate (3)
- Woodland Road Lots (11)
- Woodland Meadows (32)
- Woodland Oaks (7)
  
- No answer (16)