

Neighborhood Commercial Centers

Typically between 50,000 - 150,000 square feet in size, these centers offer an array of good and services geared toward the convenience needs of immediately surrounding residents.



Community Commercial Centers

Typically, these Centers are 150,000 to 350,000 square feet in size and draw from multiple neighborhoods. They may include a full-service supermarket or other larger-scale tenants.



Regional Commercial Centers

These Centers provide for commercial development offering a diversity of retail, service, entertainment, office, finance and related business uses to serve the needs of community residents and the larger region.



Urban Center / Downtown

An Urban Center/Downtown area serves as a primary business, government, and commercial hub and also a place for art, community spaces, and cultural exhibits. At the core will be a revitalized area.



Employment Areas

Employment areas include offices, medical facilities, and may also include research or other light industrial uses where these uses are compatible with or accessory to the primary office and professional uses in the area.



Industrial Areas

Industrial areas are designated for more intensive industrial uses, including manufacturing, assembly, and distribution. Research, warehousing, and other light industrial uses are also appropriate in industrial areas.



Primary Greenways

Creeks, floodways and other natural resources are the foundation for an interconnected greenway and regional trail system. The Primary Greenway system includes the most significant streamways, and provides trail and wildlife connections.

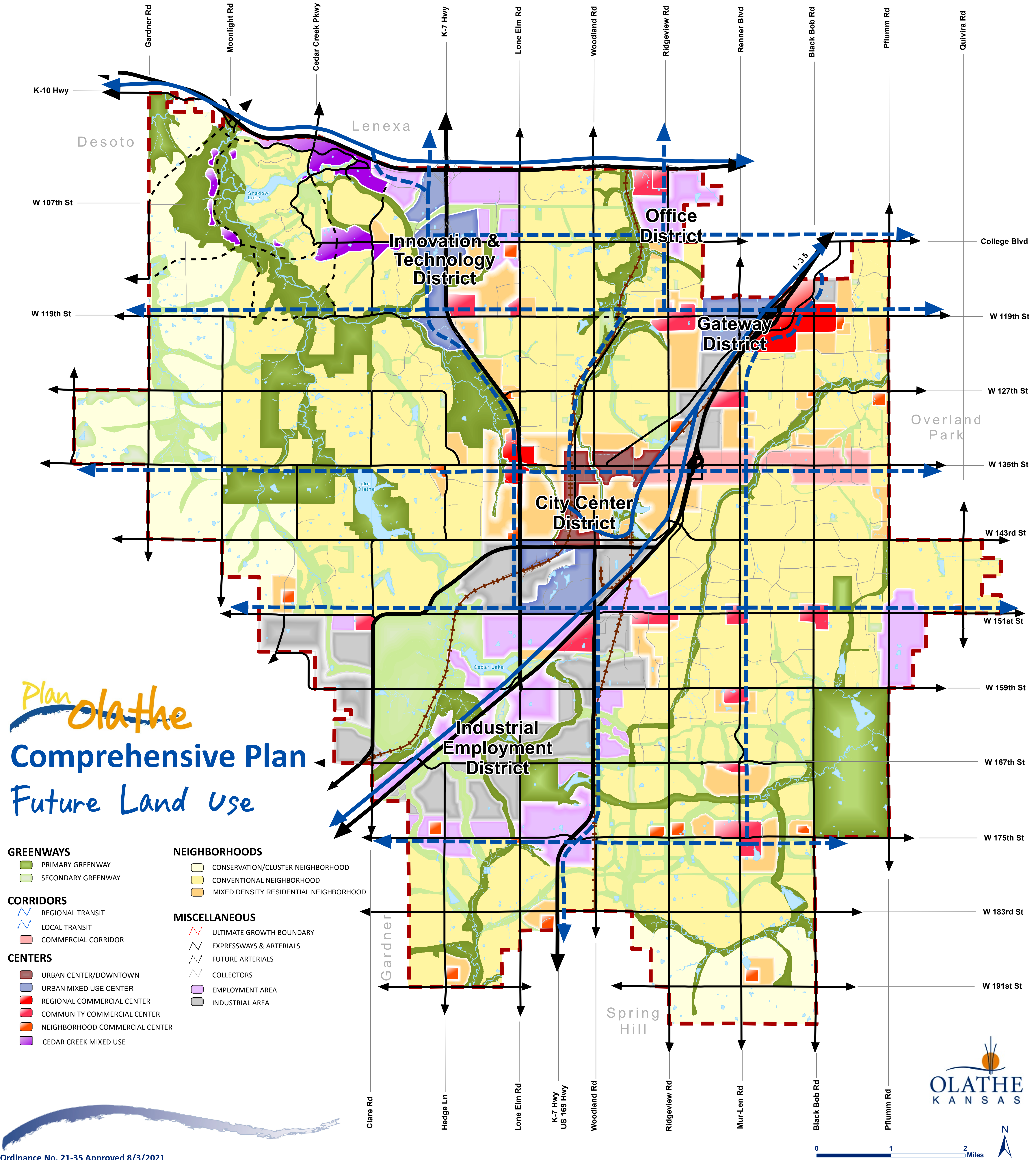


Secondary Greenways

Secondary Greenways provide links to the larger Primary Greenway system from neighborhoods and smaller activity centers.



The Comprehensive Plan is intended as an advisory guide when evaluating future development proposals. The future land use recommendations of the Comprehensive Plan are general in nature, and are not intended to be used on a parcel-by-parcel level. The City of Olathe's Unified Development Ordinance and Zoning establishes specific land use and development regulations that apply to each property in the City.



Plan Olathe


Comprehensive Plan

Future Land Use

- | | |
|--------------------------------|--|
| GREENWAYS | NEIGHBORHOODS |
| PRIMARY GREENWAY | CONSERVATION/CLUSTER NEIGHBORHOOD |
| SECONDARY GREENWAY | CONVENTIONAL NEIGHBORHOOD |
| CORRIDORS | MIXED DENSITY RESIDENTIAL NEIGHBORHOOD |
| REGIONAL TRANSIT | ULTIMATE GROWTH BOUNDARY |
| LOCAL TRANSIT | EXPRESSWAYS & ARTERIALS |
| COMMERCIAL CORRIDOR | FUTURE ARTERIALS |
| CENTERS | COLLECTORS |
| URBAN CENTER/DOWNTOWN | EMPLOYMENT AREA |
| URBAN MIXED USE CENTER | INDUSTRIAL AREA |
| REGIONAL COMMERCIAL CENTER | |
| COMMUNITY COMMERCIAL CENTER | |
| NEIGHBORHOOD COMMERCIAL CENTER | |
| CEDAR CREEK MIXED USE | |
| | MISCELLANEOUS |
| | ULTIMATE GROWTH BOUNDARY |
| | EXPRESSWAYS & ARTERIALS |
| | FUTURE ARTERIALS |
| | COLLECTORS |
| | EMPLOYMENT AREA |
| | INDUSTRIAL AREA |


Conservation / Cluster Neighborhoods

These areas balance the protection of environmental features with the development rights of property owners. The density of development is clustered on the more buildable portion of the property.




Conventional Residential Neighborhoods

Conventional Neighborhoods typically consist of single-family housing on individual building lots.




Mixed Density Residential Neighborhoods

These neighborhoods feature a carefully integrated mixture of housing of various styles, sizes, and densities. Limited service and commercial uses may also be permitted in.



Urban Mixed Use Centers

Urban Mixed Use Centers are places of relatively higher intensity uses including a mixture of residential, employment, shopping and civic uses. Vertically mixed uses with access to current or future transit.



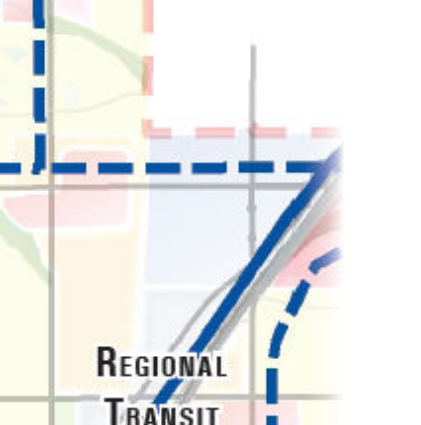
Cedar Creek Mixed Use

Cedar Creek Mixed Use Centers consist of a well-designed combination of residential, commercial, institutional, and light industrial uses, with character ranging from suburban to urban.



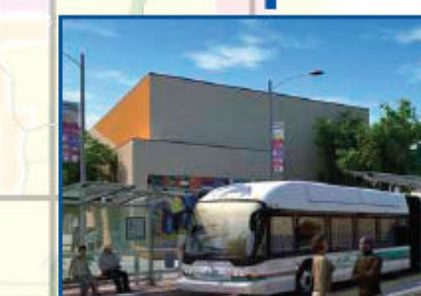
Commercial Corridor

The Commercial Corridor includes a three-mile stretch of commercial development along E Santa Fe Street. This corridor will continue to accommodate a full range of commercial uses, including auto-oriented uses, but has the opportunity to be transformed over time.



Local Transit

The transit network is focused on access to key destinations and is surrounded by densities sufficient to reach a critical mass for ridership. Local transit corridors link



Regional Transit

These Regional Transit Corridors are the backbone for an expanded multimodal transportation system, which will maximize pedestrian, transit, and vehicular efficiency.