



FINAL REPORT

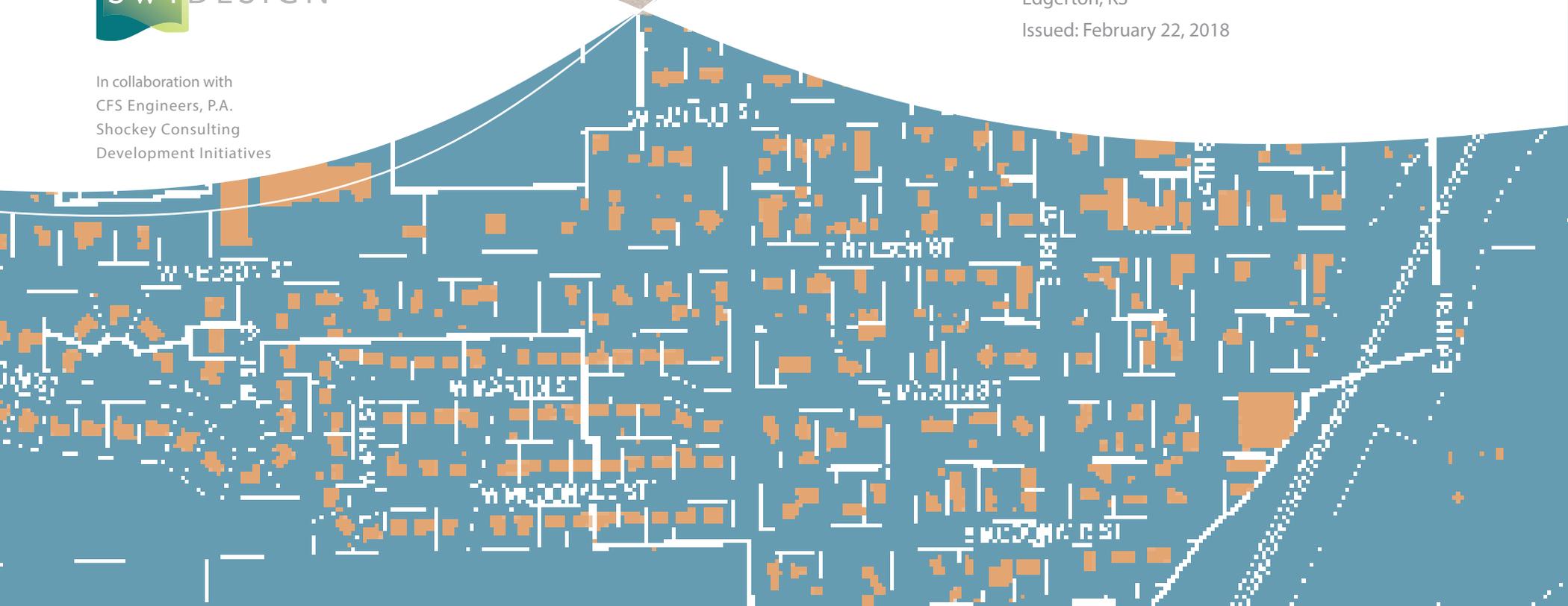
Downtown Edgerton Plan

Edgerton, KS

Issued: February 22, 2018



In collaboration with
CFS Engineers, P.A.
Shockey Consulting
Development Initiatives



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ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

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EXISTING COMMERCIAL BUILDING LOCATED ON NELSON ST.

EXECUTIVE SUMMARY

The Downtown Edgerton Plan represents a collective effort of the community to realize its future trajectory and develop a roadmap to guide growth in the Downtown Core. As Edgerton continues to flourish with economic activity, the downtown plan presents a series of recommendations for future land use, transportation and beautification. These recommendations are outlined in a phased strategy that acknowledges a downtown that may look and feel very different ten years from now, both in aesthetic and development makeup.

DOWNTOWN PLAN GOALS

Early in the planning process, three distinct goals were identified as critical to the success of the Downtown Plan. These goals are centered around improving mobility and the flow of traffic through the downtown area, while addressing the need for a more diverse mix of commercial and residential development. Finally, transportation and development improvements should be successfully woven together through a comprehensive streetscape strategy.

IMPROVE TRANSPORTATION & MOBILITY

As the type and amount of traffic flowing into and out of Edgerton continues to evolve with the opening of Logistics Park Kansas City (LPKC), Big Bull Creek Park, and an increased demand on material coming out of the Edgerton Quarry among others, the plan must address how to safely route all types of traffic through and around Downtown Edgerton. Special attention should be paid to provide safe and equitable bicycle and pedestrian access to the various community amenities.

REVITALIZE DOWNTOWN & STREETSCAPES

Developing land use recommendations that promote a vibrant mix of commercial and residential development typologies will enable Edgerton to retain their existing downtown character while attracting new businesses and residents.

IMPROVE COMMERCIAL & RESIDENTIAL MARKET

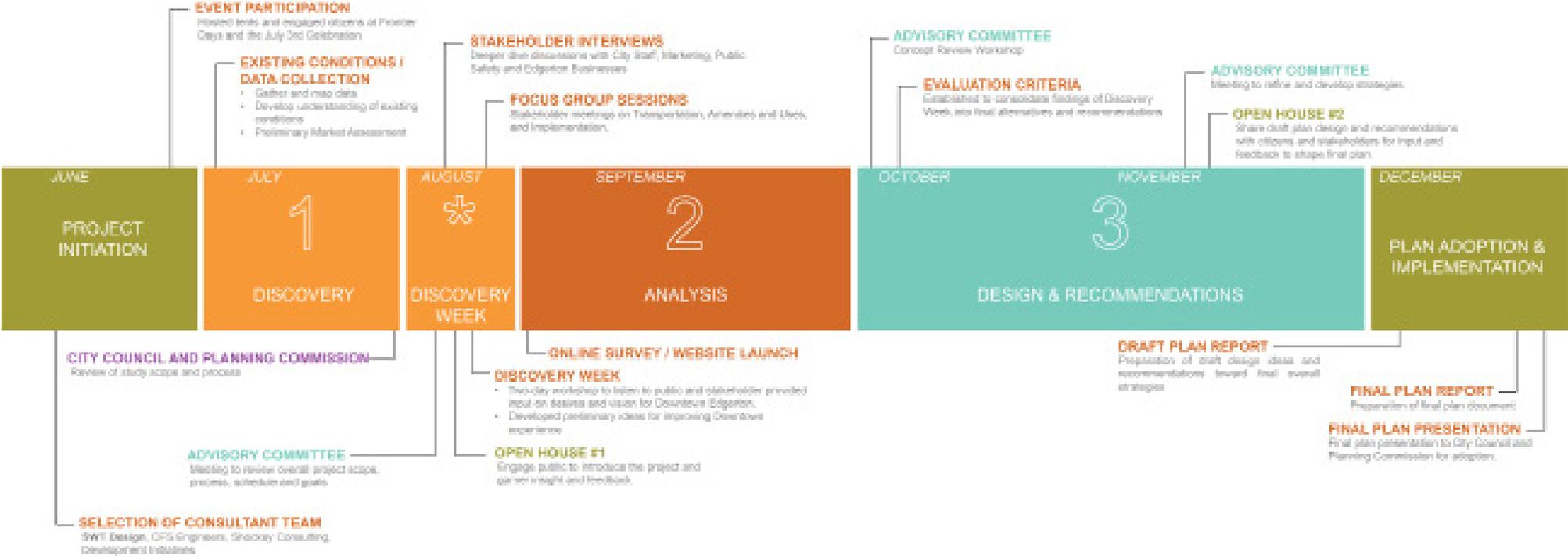
A revitalized and reimagined streetscape standard partnered with architectural guidelines ensures that as downtown Edgerton grows and evolves, it maintains the small town character and charm that draws people to Edgerton today. These standards reinforce the desire to promote Downtown Edgerton as a walkable neighborhood, where pedestrians are prioritized, and vehicular traffic is calmed.

PLANNING PROCESS

The planning team, along with the City and the Community Advisory Committee, participated in a six-month planning process. The process started with a very hands-on series of public engagements, focusing on ensuring as many pieces of the existing city demographic were reached. Engagement continued through the project, and informed the decisions the planning team made as the final planning document was developed. Data and recommendations gathered from those public events and advisory meetings influenced the internal design meetings and is reflected in the final recommendations. The City provided key reviews and input as the final report evolved, ensuring that the plan is something the City and community can believe in and have confidence that it will guide Downtown Edgerton into its next chapter.

A VISION FOR DOWNTOWN EDGERTON

The Downtown Edgerton Plan envisions a downtown that is vibrant, connected, safe and promotes opportunity. Downtown is central to the community fabric and provides a place to gather for community festivals and yearly traditions, while also hosting those daily functions critical to every day life in a small town such as the post office, library, bank, fire station and city hall. Ensuring that these current uses are allowed to continue, while attracting new types of business and residents will only further enhance the vibrancy of the neighborhood. Controlling the flow and type of traffic allowed to navigate Nelson between 4th and 2nd, as well as between Nelson and U.S. 56 to the north promotes a community environment, where residents and patrons to the neighborhood feel safe and welcome.





EXISTING

A VISION FOR DOWNTOWN

DOWNTOWN PLAN DOCUMENT OVERVIEW

This planning report is used to document the process, findings, concepts and recommendations that have been developed throughout the Downtown Edgerton Plan project.

EXISTING CONDITIONS ANALYSIS

This section of the report describes the findings from the planning team's inventory and analysis of existing conditions related to Downtown. The planning team utilized available GIS data provided by Johnson County AIMS as well as data taken from field work. The existing conditions data was used to develop inventory and analysis maps that were used to inform design decisions throughout the process.

COMMUNITY ENGAGEMENT

This section documents the process that was used by the planning team to engage Edgerton residents and key stakeholders. Information obtained during the engagement process was used by the planning team to inform decisions, and this section outlines the tools used and meetings that were held to solicit this information.

RECOMMENDATIONS

Utilizing the information obtained during the existing conditions analysis and community engagement efforts, the planning team developed a number of streetscape design alternatives and land use recommendations for Downtown. This section documents the preferred streetscape and land use recommendations, as well as other recommendations regarding mobility and connectivity. Additionally, this section provides design guidelines that can be used by the City as a tool to guide future revitalization efforts Downtown.

IMPLEMENTATION

This section is used to describe the various strategies that should be undertaken by the City in order to achieve the goals and recommendations described in this report. This section provides information on phasing of key tasks and potential sources of funding for Downtown revitalization efforts.

STUDY AREA BOUNDARIES

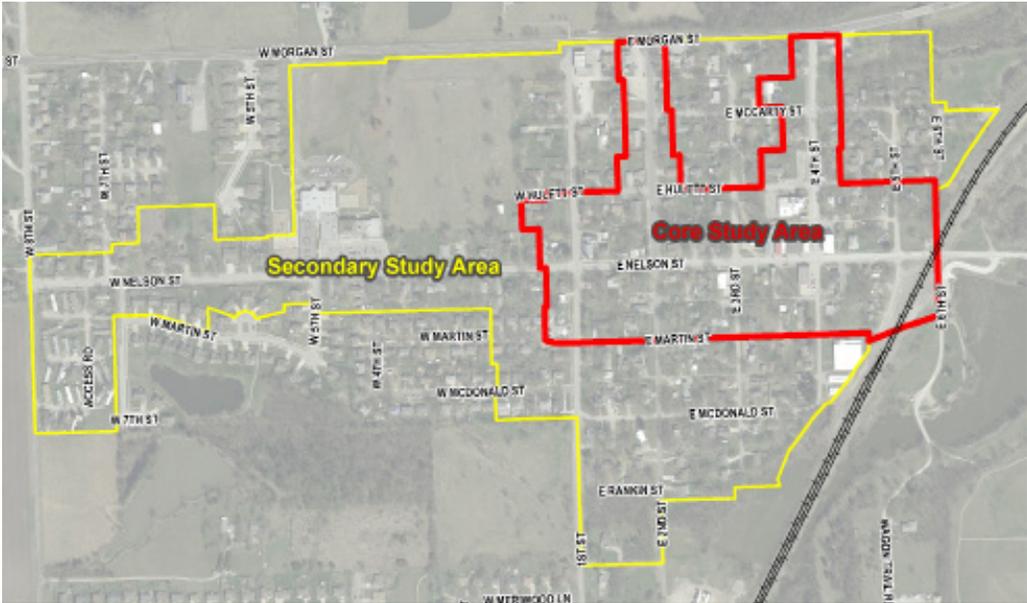
This project is focused on the existing Downtown Core of Edgerton. In order to provide an effective analysis, the study area expands beyond the Downtown to determine influences and identify constraints and opportunities. The project study area is broken into two areas as outlined below:

CORE STUDY AREA

This area is the focus of analysis and design recommendations for this planning study. The core study area includes the existing Downtown center at 4th Street and Nelson Street. It also includes property along Nelson Street between 1st Street and the Railroad. Additionally property along the connections between Nelson Street and U.S.56 via 2nd and 4th Streets are included in this study area.

SECONDARY STUDY AREA

The secondary study area is analyzed for its impact on the core study area. This area is comprised of properties surrounding the Downtown Core Study Area and properties along Nelson Street from the Core Study Area to 8th Street. Regional analysis beyond these study areas is documented as necessary for transportation and market analysis.





EXISTING CONDITIONS ANALYSIS

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HISTORIC PHOTO OF DOWNTOWN EDGERTON LOOKING EAST DOWN CURRENT DAY NELSON STREET. (SOURCE: JOHNSON COUNTY MUSEUM)



HISTORIC PHOTO OF A COMMUNITY GATHERING AT GRANGE HALL. (SOURCE: JOHNSON COUNTY MUSEUM)

INTRODUCTION

HISTORIC BACKGROUND

Edgerton is a small, rural town tucked in the southwest corner of Johnson County in Kansas, the most affluent county in Kansas and ranking on a national level. Edgerton has a vibrant history, located along the route of both the Oregon and Santa Fe Trails which also led to the significant Santa Fe Railroad passing through the town.

EXISTING CONTEXT

Today, Edgerton is flanked by two major roadways: U.S. 56 and Interstate 35. It is easily accessible by automobile, and is within the Kansas City metropolitan area. Edgerton is drawing upon its ancestry of railways with the existing Burlington Northern Santa Fe transcontinental line and the BNSF Intermodal Facility and Logistics Park KC which will effectively connect Edgerton and Kansas City with the Pacific Rim. This facility occupies 1,700 acres within Edgerton and will greatly affect employment and travel in the region. With a population of approximately 1,700, Edgerton maintains a small-town, rural feel with the benefits of the larger Kansas City metro region. Edgerton is experiencing growth due to the BNSF Intermodal Facility and Logistics Park KC, and will soon see even more growth from a new public Johnson County park, Big Bull Creek Park. This park will become the region's largest park with nearly 2,000 acres and is anticipated to be a destination and attraction for many out-of-town residents.

INTENT AND PROCESS

Before making recommendations for change, it is critical to understand the existing conditions of a place. Our team has gathered data in order to provide a comprehensive inventory of physical conditions and operations. Our team of diverse consultants have analyzed this data in order to identify potential issues and opportunities for the City of Edgerton. Utilizing a multi-faceted process, our team employed several methods of research, such as on-site data collection through photography, notes, observation and measurement; GIS mapping of the study area and surrounding areas; and stakeholder input to aid in confirming or challenging our findings.

EXISTING PLAN REVIEW

BIG BULL CREEK PARK MASTER PLAN

The Big Bull Creek Master Plan completed in 2016 by the Johnson County Park and Recreation District documents the future development of a regional park east of Downtown Edgerton. Phase I of the master plan is under construction with an expected completion date in early 2018. The initial phase includes a combined park maintenance building and Johnson County Park Police substation, parking lot, two picnic shelters, a restroom, nature playground, a three-quarter-mile paved trail on Sunflower Road north of 207th St., and a group campground near 213th Street east of Spoon Creek Road.

One of the original goals of the acquisition and conservation of natural space that will become Big Bull Creek Park was to offset new developments occurring in Edgerton, such as the BNSF Intermodal Facility and Logistics Park KC. Big Bull Creek Park will occupy nearly 2,000 acres and serve as a quality of life asset for Edgerton and the surrounding region.

The park will have many amenities and opportunities for outdoor activity, as well as trail systems that will aid in physically connecting the cities of Edgerton and Gardner. The park will draw more visitors to Edgerton which is a potential boost for economy. Increased traffic is anticipated to effect Edgerton as more visitors utilize the park's amenities.

U.S. 56 CORRIDOR MANAGEMENT PLAN, (KDOT), 2010

The U.S. 56 Corridor Management Plan addresses the area along U.S. 56 as it passes through the cities of Gardner, Edgerton, and Baldwin City. This plan states that Edgerton has more capacity for growth than the demand, even under a high growth scenario.

The U.S. 56 Corridor Management Plan completed in 2010 analyzed a grade separated concept at 199th Street and U.S. 56 as well as other improvements along the U.S. 56 corridor. The plan also includes future traffic forecasts and a table illustrating future truck volumes using anticipated demands from the KCIMF and LPKC facilities.

SOUTHWEST JOHNSON COUNTY AREA PLAN, (KDOT), 2013

The Southwest Johnson County Area Plan completed in 2013 evaluates potential development scenarios and determined transportation system alternatives to support that development. Growth in Edgerton is anticipated because of the new jobs created by the BNSF Facility and Logistics Park KC; however, this growth would have been projected to continue regardless of the new jobs due to the proximity to the Kansas City metropolitan area. The influx of new residents will increase the need for housing, especially as it is assumed that a minimum of one-third of the new residents will not be from the southwest Johnson County area. This new housing is recommended to be moderately dense single family homes as the capacity of Edgerton allows for that type. Other factors will have to be taken into consideration with the growth of housing stock, such as access to water and sewer infrastructure.

A total of four land use development strategies and two specific transportation modifications for north of downtown Edgerton were analyzed by KDOT. The impact of the intermodal facility and the associated development will result in roadway improvements as well as additional housing and retail development to serve this emerging employment center.

5-COUNTY REGIONAL TRANSPORTATION STUDY, (KDOT), 2013

The 5-County Regional Transportation Study, completed in 2013, shares that traffic in Edgerton is projected to rise significantly after the BNSF Facility and Logistics Park is in operation. An estimated 7,000 truck trips every day will be circulating around Downtown Edgerton to support construction and distribution.

INVENTORY AND ANALYSIS - DOWNTOWN, LAND USE, & STREETScape

The following pages provide an inventory and analysis of existing conditions within and surrounding Downtown Edgerton. The analysis will be utilized to identify key issues and major opportunities. This section addresses planning issues and opportunities related to land use, zoning, streetscape, parking, natural features, and open space.

The analysis described on the following pages shall lay the framework for conceptual development of planning and design decisions moving forward throughout the Downtown Edgerton Plan project.



EXISTING COMMERCIAL BUILDING LOCATED ON NELSON ST.



EXISTING SINGLE FAMILY RESIDENTIAL PROPERTIES LOCATED NEAR DOWNTOWN



CITY OWNED PROPERTY LOCATED ON NELSON ST.



EXISTING INDUSTRIAL LAND USE LOCATED ON NELSON ST.



EXISTING PUB LOCATED ALONG MORGAN ST. (US-56)

EXISTING ZONING

An identified goal of this project is to develop strategies to improve the Unified Development Code to facilitate development in the Downtown Core. In order to provide effective recommendations we must first understand the current zoning within Downtown and surrounding areas. After review of existing zoning the following has been identified:

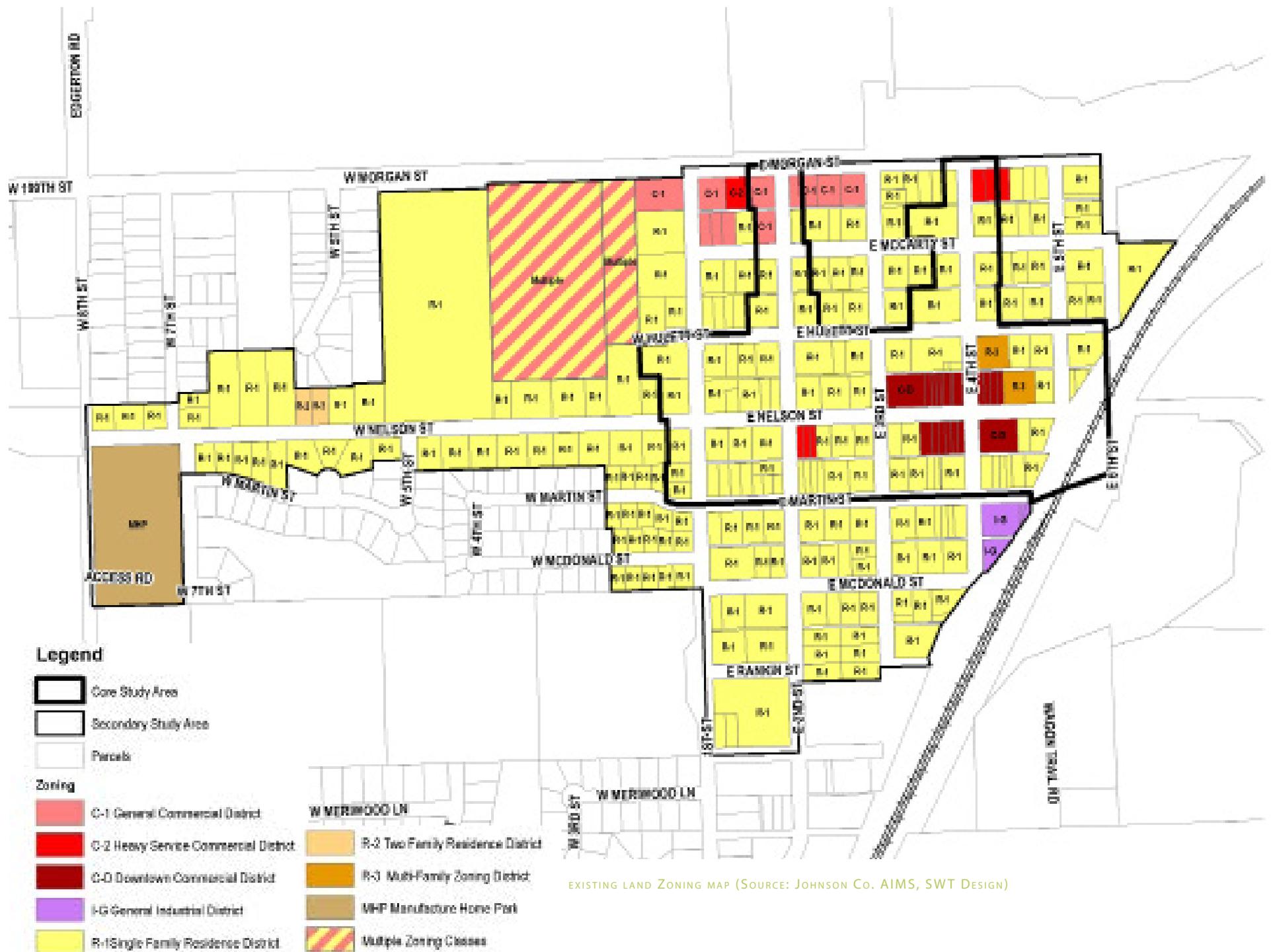
- Zoned land use within the Core and Secondary study areas is predominately single family residential. Although it not surprising that the areas surrounding Downtown are zoned single family, particularly in the secondary study area, it would be expected that property close to the Downtown Core at 4th and Nelson would be zoned commercial to encourage commercial growth Downtown.
- As seen in the tables to the right, a majority of the parcels and acreage in the Core study area is single family residential. 72.9% of the parcels, and 80.4% of the acreage is zoned single family residential. Conversely, 25.3% of parcels, and 15.9% of acreage is zoned commercial, and 1.9% of parcels and 3.6% of acreage is zoned Multi-Family.
- The Downtown core at 4th and Nelson is predominantly zoned C-D, Downtown Commercial District. There is very limited diversity of residential zoning located in the Core or Secondary study areas.
- The C-D Downtown Commercial zoning ordinance language is intended to accommodate retail, housing, office, and civic space within the Downtown core area. After initial review it is found that that language is lacking in its support of diverse housing development within the Downtown area.

Zoning Parcel Count

	Total	Secondary	Core	Core %
C-1 General Commercial District	11	8	3	2.8%
C-2 Heavy Service Commercial District	7	2	5	4.7%
C-D Downtown Commercial District	19	0	19	17.8%
I-G General Industrial District	4	4	0	0.0%
R-1 Single Family Residence District	229	151	78	72.9%
R-2 Two Family Residence District	2	2	0	0.0%
R-3 Multi-Family Zoning District	2	0	2	1.9%
Multiple Zoning Classes	2	2	0	0.0%
MHP Manufacture Home Park	1	1	0	0.0%
Totals	277	170	107	100.0%

Zoning Acreage

	Total	Secondary	Core	Core %
C-1 General Commercial District	2.7	2.0	0.7	3.2%
C-2 Heavy Service Commercial District	0.9	0.4	0.5	2.4%
C-D Downtown Commercial District	2.2	0.0	2.2	10.3%
I-G General Industrial District	0.7	0.7	0.0	0.0%
R-1 Single Family Residence District	65.9	49.1	16.8	80.4%
R-2 Two Family Residence District	0.4	0.4	0.0	0.0%
R-3 Multi-Family Zoning District	0.8	0.0	0.8	3.6%
Multiple Zoning Classes	10.0	10.0	0.0	0.0%
MHP Manufacture Home Park	5.0	5.0	0.0	0.0%
Totals	88.6	67.7	20.9	100.0%



EXISTING LAND ZONING MAP (SOURCE: JOHNSON Co. AIMS, SWT DESIGN)

EXISTING LAND USE

An identified goal of this project is to develop strategies to promote better land use in the Downtown Core to create a more productive mix of uses. In order to provide effective recommendations we must first understand the current land use within Downtown and surrounding areas. After review of existing land use the following has been identified:

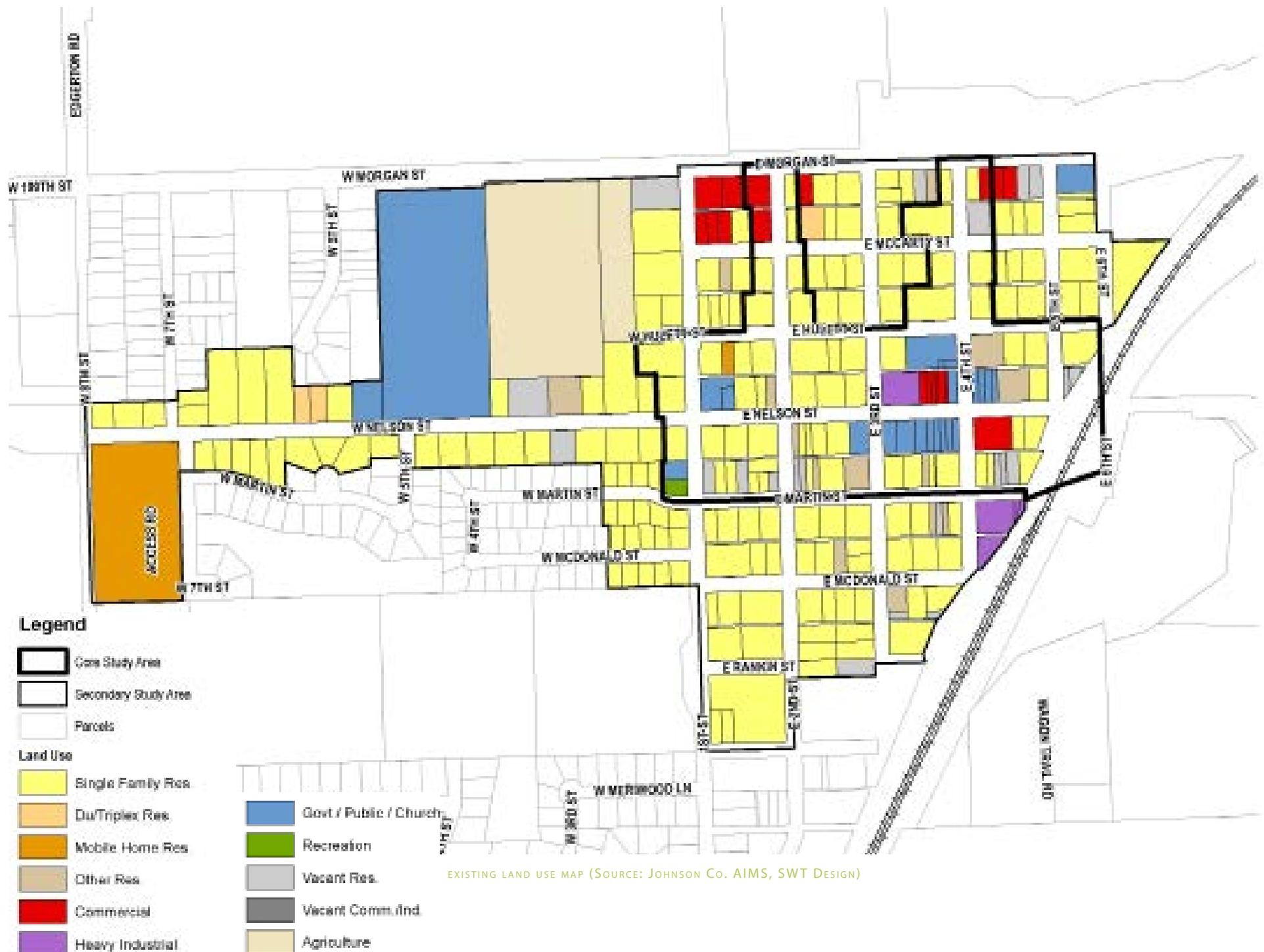
- Land use within the Core and Secondary study areas are predominately single family. This is no surprise as the current zoning supports this development pattern.
- It is noted that incompatible uses, such as heavy industrial are currently present within the Downtown core.
- There are two clusters of commercial land use. One located at the existing Downtown mass at 4th and Nelson, and the other located along Morgan St (U.S. 56) at 2nd and 4th Streets.
- The existing Downtown core is predominately civic/public, commercial, and single family residential.
- Existing multi-family residential uses predominately appears to be single-family converted to multi-family and two-family housing units.
- The map shows a number of vacant residential lots interspersed throughout the study area. Some of the vacant land use classifications for the parcels may be deceiving as often this is due to multiple connecting lots with a single owner and a dwelling unit built only on one lot. Typically the connecting lots are too small to build out housing.

Land Use Parcel Count

	Total	Secondary	Core	Core %
Single Family	186	131	55	50.9%
Du/TriPlex	3	3	0	0.0%
Mobile Home	2	1	1	0.9%
Other Res.	14	7	7	6.5%
Commerical	19	9	10	9.3%
Heavy Industrial	3	2	1	0.9%
Govt/Public	24	4	20	18.5%
Parks/Recreation	1	0	1	0.9%
Agriculture	2	2	0	0.0%
Vacant Residential	23	10	13	12.0%
Totals	277	169	108	100.0%

Land Use Acreage

	Total	Secondary	Core	Core %
Single Family	49.8	36.5	13.4	64.1%
Du/TriPlex	0.7	0.7	0.0	0.0%
Mobile Home	5.2	5.0	0.1	0.6%
Other Res.	2.6	1.2	1.4	6.6%
Commerical	3.1	1.7	1.5	7.0%
Heavy Industrial	0.9	0.5	0.5	2.2%
Govt/Public	12.5	9.8	2.7	12.9%
Parks/Recreation	0.1	0.0	0.1	0.7%
Agriculture	10.0	10.0	0.0	0.0%
Vacant Residential	3.5	2.3	1.2	5.9%
Totals	88.5	67.7	20.8	100.0%



EXISTING LAND USE AND ZONING

The map to the right overlays the existing property zoning with the actual existing land use. This map is helpful in illustrating where potential conditional or incompatible uses are located within the study area. This graphic also indicates the overall flexibility of the code.



EXISTING LAND USE AND ZONING MAP (SOURCE: JOHNSON Co. AIMS, SWT DESIGN)

EXISTING CITY OWNED PARCELS

The City currently owns nearly half of the property located within the existing Downtown core located near the intersection of 4th and Nelson.



EXISTING CITY-OWNED PARCELS MAP (SOURCE: JOHNSON Co. AIMS, SWT DESIGN)



EXISTING ON-STREET PARKING MAP (SOURCE: JOHNSON CO. AIMS, SWT DESIGN)

EXISTING ON-STREET PARKING

The map to the right shows the general availability of on-street parking within the study area boundary. The assessment of available existing on-street parking was based upon the widths of existing roads and their respective abilities to support parking examined through visual observation and aerial photography.

- Nelson Street, 2nd Street, and 4th Street can support parking on both sides of the road for the majority of the study area.
- Areas to the south of Nelson Street typically lack availability of on-street parking due to narrow widths. Informal local only parking is allowed by the City along the edge of some of these streets due to the limited parking space for residents.
- North-South oriented streets to the north of Nelson Street mostly provide parking on at least one side of the street.



EXISTING OFF-STREET PARKING MAP (SOURCE: JOHNSON CO. AIMS, SWT DESIGN)

EXISTING OFF-STREET PARKING

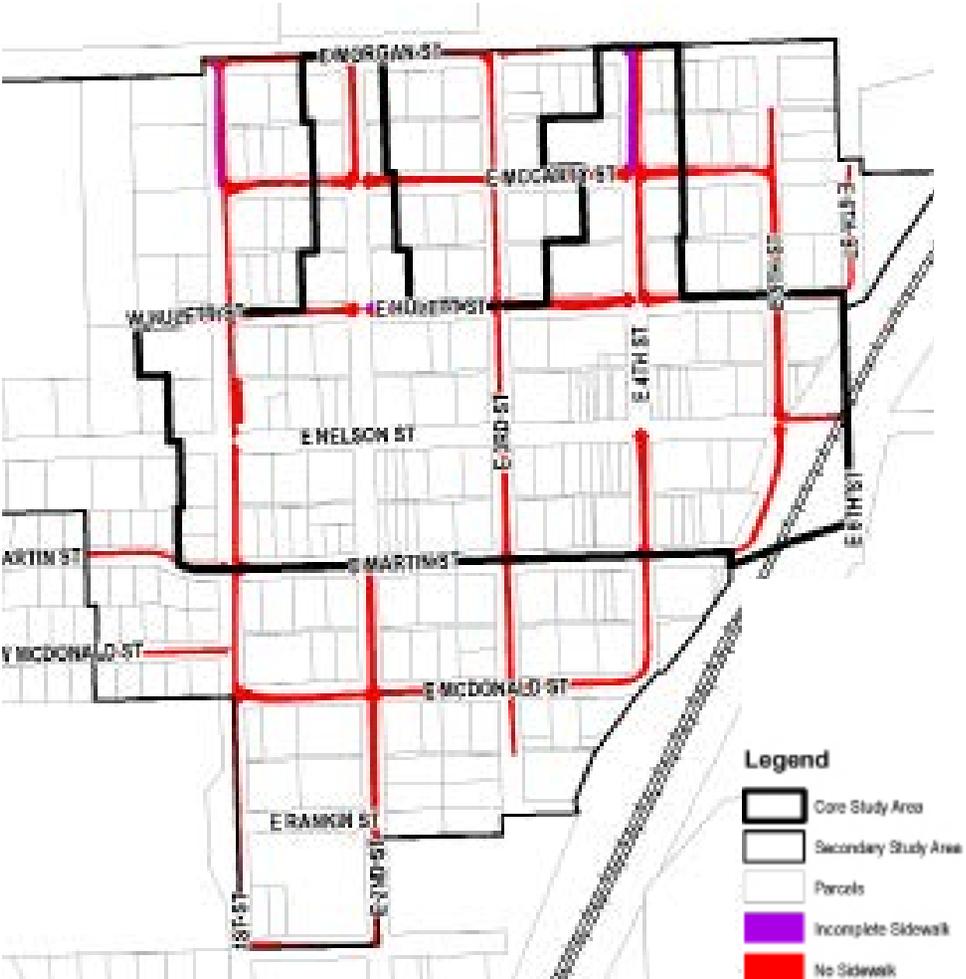
Parking is important to Downtown as it allows for easier access to visitors who are traveling by personal vehicle. Off-street parking helps sustain access to businesses but must be strategic as not to take up acreage that could otherwise be used for more productive uses. Our finding with regards to off-street parking are as follows:

- Existing off-street parking within the core study area is mostly located on private property.
- The two largest off-street parking lots within the core study area are located on Church properties.
- There is limited public off-street parking available at City Hall and behind the Library.

EXISTING SIDEWALKS INVENTORY

A quick assessment of sidewalks within the study area was performed based on visual observation. Inspection by a qualified engineer is encouraged prior to decision-making for capital improvements. Our discoveries on the conditions of existing sidewalks are as follows:

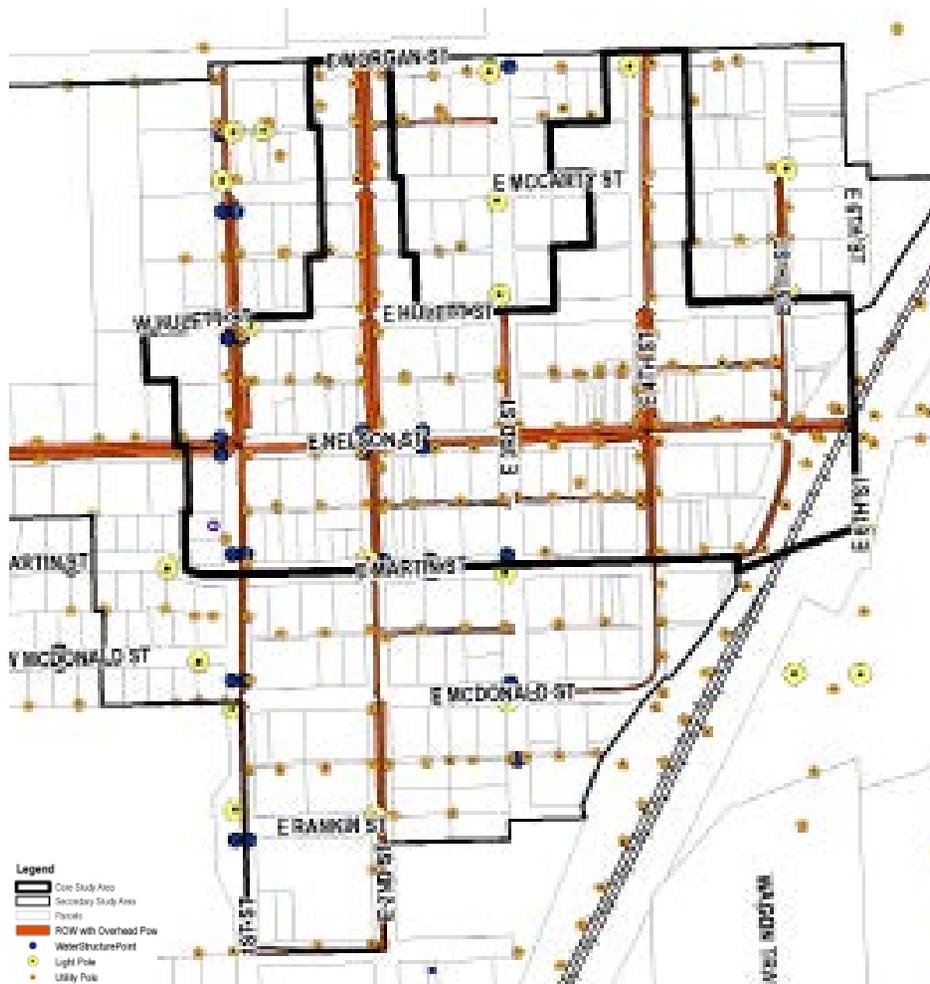
- They were a number of sidewalks observed that are incomplete and have limited connections to other walks.
- Much of the study area south of Nelson Street has no sidewalks.
- Additionally future updates to the City sidewalk network must ensure compliance with the American Disabilities Act (ADA).
- Pedestrian crossing markings were very limited within the study areas.



EXISTING SIDEWALK INCOMPLETE AND/OR IN POOR CONDITION



STREET WITH NO SIDEWALKS



EXISTING UTILITY INFRASTRUCTURE MAP (SOURCE: JOHNSON Co. AIMS, SWT DESIGN)

EXISTING UTILITY INVENTORY

Assessment of utilities within the study area was performed based on visual observation. Inspection by a qualified engineer is encouraged prior to decision-making for capital improvements. Our general observations of existing utilities are as follows:

- Overhead power utilities are present throughout much of the Downtown study areas. Overhead power is most prevalent throughout the alleyways, but is present on street frontages as well. The map to the right documents the presence of overhead utilities atop the Edgerton street grid.
- Overhead utilities present a challenge physically and aesthetically for streetscape revitalization efforts.
- Lighting throughout the Downtown study areas is sporadic and utilitarian.
- Stormwater management is typically conveyed via vegetated swales throughout much of the study area. Some streets that have more recently been improved and updated have storm sewer infrastructure in place.



EXISTING POWER POLES LOCATED ALONG ALLEYS



EDGERTON MANOR POCKET PARK AT 1ST AND MARTIN ST.



EXISTING STREET (3RD ST.) IN POOR CONDITION



STREET WITH GOOD TREE CANOPY COVERAGE



CITY OWNED LIBRARY BUILDING LOCATED ON NELSON ST.



EXISTING ANGLED ON-STREET PARKING LOCATED DOWNTOWN ON 4TH ST.



CITY OWNED CITY HALL BUILDING LOCATED ON NELSON ST.



EXISTING STREET (2ND ST.) IN GOOD CONDITION



EXISTING DOWNTOWN COMMERCIAL STORE FRONTAGE ON NELSON ST.



TRUCK TRAFFIC OBSERVED AT THE INTERSECTION OF 4TH AND NELSON ST.



EXISTING GAS STATION/CONVENIENCE LOCATED ALONG MORGAN ST. (US-56)



VIEW OF NELSON ST. LOOKING WEST FROM CITY HALL



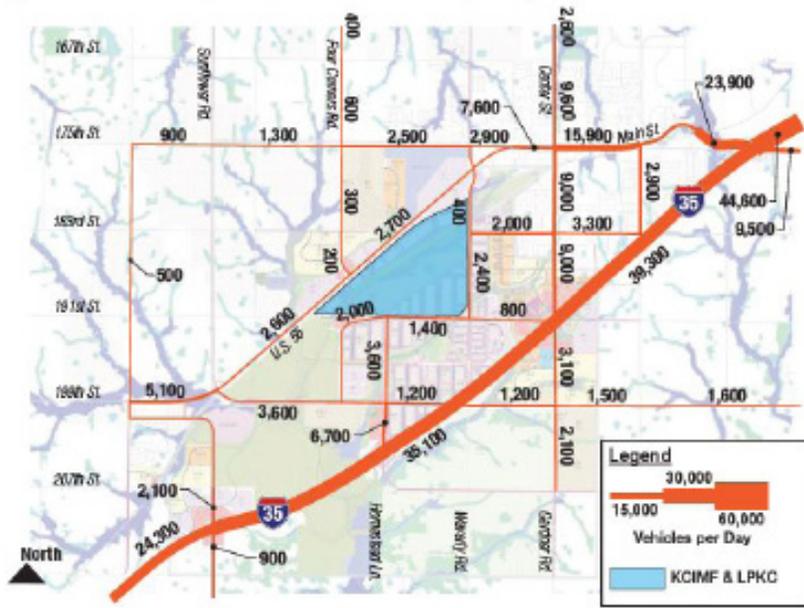
EXISTING INDUSTRIAL LAND USE LOCATED IN DOWNTOWN ON NELSON ST.

INVENTORY AND ANALYSIS - TRANSPORTATION

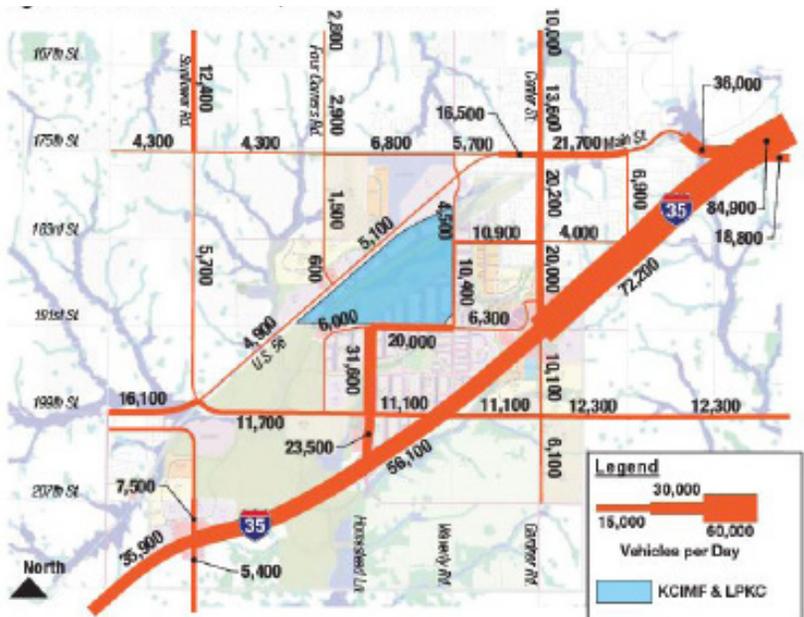
The transportation analysis of this report includes an overview of the impact of traffic growth in Downtown and recommendations to accommodate the transportation needs of Downtown now and in the future. The focus for Nelson St. and 4th St. is to improve mobility for pedestrian activities and to redesign the roadway with a safe, slow travel speed with plenty of parking opportunities. The main effort for the transportation analysis was to determine if a two-lane configuration for Nelson St. and 4th St. will be sufficient and how best to handle concerns with truck traffic patterns through Downtown.

2010 TRAFFIC COUNTS

Traffic counts were last recorded in 2010 as part of the Southwest Johnson County Area Plan. As the focal point of Downtown, Nelson St. had a daily traffic count of 2275 vehicles per day near 5th St. and 410 vehicles per day near 8th St./Edgerton Rd.



2016 TOTAL TRAFFIC



2040 EXPECTED TOTAL TRAFFIC

Analyzing the traffic patterns coming from the Sunflower Rd. interchange on I-35, about 75% of traffic volumes are utilizing the north-south route of Sunflower Rd. compared to 25% of traffic volumes utilizing 207th St. This means that Nelson St. via Sunflower Rd. is being utilized as the main entry point into Edgerton from the south.

Similar to Sunflower Rd, 4th St. is the main north-south route used to connect from Downtown to U.S. 56. Due to the limited connectivity of the roadway network and positioning of the railroad, the intersection of Nelson St. & 4th St. has the highest turning movement counts within Downtown.

GROWTH OF TRAFFIC

The images to the left show a dramatic increase in traffic from 2016 to 2040 with Sunflower Rd. growing from 2,100 vehicles per day to 7,500 vehicles per day which is a growth rate of 5% per year. U.S. 56 also grows at 5% per year from 5,100 vehicles per day to 16,100 vehicles per day. Although this growth is projected based on the growth of Logistics Park Kansas City and Kansas City Intermodal Facility, the past study did not take into account the growth associated with Edgerton's downtown revitalization. New land uses, the development of Big Bull Creek Park, and a growth in population due to job growth all contribute to traffic changes in the downtown core. Considering the growth of development, the traffic growth at Nelson St. & 4th St. could

grow substantially over time. This growth was considered when planning the future streetscape for Downtown. Although traffic continues to rise, the capacity of Nelson St. as a two-lane configuration should be adequate to handle commercial growth. Even if the traffic flow on Nelson St. reaches around 9,000 to 10,000 vehicles per day, the proposed configuration would still successfully meet the needs of the traffic operations and the community.

ROAD NETWORK IMPROVEMENTS

As recommended in past studies, Sunflower Rd. would have a 120 ft. right-of-way and would remain two lanes. 199th St. and 8th St./Edgerton Rd. would have a 120 ft. right-of-way and be expanded to four total lanes. While Nelson St. and 4th St. are not shown in the image, if Sunflower Rd. will be able to handle 2040 traffic as a 2 lane roadway, then the same can be assumed for Nelson St. and 4th St. although future commercial development in the Downtown area will increase the number of trips generated. Given the growth of the region and the development of downtown, the recommendation for a two-lane configuration for Nelson St. and 4th St. will be sufficient well past 2040.

Since a two-lane configuration works for Downtown, pedestrians will benefit from increased space available for walkways, the distance for crossings is shortened, and parking can be supplied on both sides of the roadway. This configuration also helps in traffic calming along downtown streets while providing space for streetscape beautification and lighting.

TRUCK ROUTING

Truck traffic at the intersection of Nelson St. & 4th St. is a concern raised by residents who have witnessed a large semi-truck maneuvering in the restrictive space. This intersection cannot support truck traffic in the future if the other transportation goals are to be accomplished. A software analysis of a truck turning movement analysis using 74 ft. WB-67 vehicles (53 ft. trailers) showed that trucks cannot safely maneuver while other vehicles are present at the intersection. Given the new recommended roadway configuration, commercial semi-trucks passing through Edgerton will not be allowed except on state or county roadways. This restriction will exclude any delivery trucks, moving trucks, Co-op equipment, or any other trucks that are normally involved with business within Edgerton. The recommended truck route for all semi-trucks over 5,000 pounds will include 199th St, U.S. 56, 8th St/Edgerton Rd, 207th St, and Sunflower Rd. to the south of the quarry. Before the city ordinance for truck traffic can be implemented, 2nd St/Co-op Rd.



EXISTING MAJOR TRUCK ROUTES EFFECTING DOWNTOWN

could be utilized as an alternative once Nelson St. and 4th St. improvements begin construction. This image above show the main existing truck routes thru Downtown Edgerton, refer to the recommendations section for specific recommendations for improving truck routing.

TRANSIT ACCESS

Improving Downtown mobility also means assessing transit. Checking the recommended configuration at Nelson St. & 4th St, a 15 ft. curb return radius is sufficient to allow for maneuvering by City buses. A software analysis of a bus turning movement analysis using 40 ft. vehicles showed that buses can safely maneuver with a right-turn with some overlap of the centerline. City buses can efficiently make this right-turn maneuver after waiting for an opening in traffic flow; however it is recommended to change the bus route to include a new stop directly in front of the Bank of Knowledge library on Nelson St. with a route consisting of U.S. 56 > 2nd St. > Nelson St. > Sunflower Rd. or 4th St. This would consist of mostly left-turns which are easier for buses to maneuver thus avoiding tight right-turns.

INVENTORY AND ANALYSIS - MARKET CONDITIONS

POPULATION / DEMOGRAPHIC DATA

Population growth for the City of Edgerton is difficult to accurately determine due to its size and proximity to other municipalities in southwest Johnson County and obtaining a current population data set. Our best determination of population growth has been undertaken in cooperation with Mid-America Regional Council (MARC). It should be noted that historical population and household data is almost irrelevant when projecting future community growth patterns. Dramatic population changes could occur to Edgerton based on a number of factors, including; population leakage from Gardner, continued expansion of the Logistics Park or one or two housing developers developing residential products within Edgerton.

Additional information identified within the 2010-2015 Census data include:

- Median incomes and home values have decreased within the City of Edgerton.
- Educational attainment within the City of Edgerton is lower than the County as a whole.
- Overall percentage of renter population within Edgerton is lower than the County, indicating a higher home ownership level.

Long-term population growth was also calculated, based on known historical Census data along with population projections through 2040. Baseline data was derived utilizing MARCs Forecast 2008-2040 population projections.

Based on the 2008-2040 Forecast we calculate Edgerton to have an annual population increase of approximately 2.20% through the year 2040. This is slightly higher than the 2010-2015 data projection previously. Refer to Table 2 on the following page.

Comparative to other local entities, and Johnson County as a whole, the 2040 projection appears to be slightly aggressive in forecasting population growth for the City of Edgerton. However, as previously mentioned, long-term population forecasts are almost impossible to determine. Refer to Table 3 on the following page.

	Johnson County, KS		Edgerton, KS	
	2010	2015	2010	2015
Population	531,228	566,814	1,682	1,706
Median Household Income	\$73,733	\$76,113	\$60,938	\$54,861
Median Home Value	\$209,900	\$215,600	\$126,300	\$116,800
Pct Rented (Households)	28.1%	30.5%	18.6%	13.0%
Ed. Attainment (Adults with Bachelor's Degree or more)	NA	52.8%	NA	23.4%

Source: U.S. Census Bureau, ACS 5-year

TABLE 1 - LOCALIZED POPULATION AND HOUSEHOLD GROWTH: 2010-2015.

For baseline analysis, data from the 2010 and 2015 U.S. Census was utilized to identify near-term historical trends. Based on Census data outlined in Table 1, overall population growth for Johnson County indicates a 6% growth between 2010 and 2015. For the same time period, Edgerton showed population growth of 1.4%. Based on this historical data, total population growth for the City of Edgerton appears to be lagging considerably behind the balance of Johnson County. However, this data was compiled prior to the full build-out of the LPKC, and these figures may have changed slightly since due to increased employment at the LPKC.

		Population change											
COUNTY	CITY	2010 Pop.	2010-20	Est. 2020 Pop.	% Pop. change 2010-2020	2020-30	Est. 2030 Pop.	% Pop. change 2020-2030	2030-40	Est. 2040 Pop.	% Pop. change 2030-2040	2010-40	% Pop. change 2010-2040
		Johnson	EDGERTON	1,673	832	2,505	33.20%	1,034	3,538	29.21%	1,366	4,904	27.86%
Johnson	Unincorporated Johnson Co		5,132			11,110			35,935			52,178	
	Total		202,011			198,596			196,339			596,946	
Johnson			94,201			88,503			83,686			266,392	
	City of Edgerton Annual change				Annual change 2010-2020 3.32%			Annual change 2020-2030 2.92%			Annual change 2030-2040 2.79%		Est. Change 2010-2040 2.20%
Annualized rate of change per decade					1.6%		3.9%		3.7%		3.8%		

TABLE 2 - CITY OF EDGERTON, POPULATION GROWTH: 2010 – 2040 (SOURCE: MARC, DEVELOPMENT INITIATIVES).

		Population change - Comparison											
COUNTY	CITY	2010 Pop.	2010-20	Est. 2020 Pop.	% Pop. change 2010-2020	2020-30	Est. 2030 Pop.	% Pop. change 2020-2030	2030-40	Est. 2040 Pop.	% Pop. change 2030-2040	2010-40	% Pop. change 2010-2040
		Johnson	EDGERTON	1,673	832	2,505	33.20%	1,034	3,538	29.21%	1,366	4,904	27.86%
Johnson	Unincorporated Johnson Co		5,132			11,110			35,935			52,178	
	Total		202,011			198,596			196,339			596,946	
Johnson		545,789	94,204	639,993	14.72%	88,503	728,495	12.15%	83,686	812,181	10.30%	266,392	32.80%
	Est. Annual change Edgerton				3.32%			2.92%			2.79%		2.20%
	Est. Annual change Johnson County				1.47%			1.21%			1.03%		1.09%

TABLE 3 - POPULATION CHANGE: COMPARISON. (SOURCE: MARC, DEVELOPMENT INITIATIVES).

HOUSEHOLD CHANGE

Household growth for the City has also been calculated utilizing the MARC Forecast 2008-2040 model. Based on the forecast, total household growth within Edgerton through 2040 is expected to increase approximately 2.07% per year.

		Household change											
COUNTY	CITY	2010 HH	2010-20	Est. 2020 HH	% HH change 2010-2020	2020-30	Est. 2030 HH	% HH change 2020-2030	2030-40	Est. 2040 HH	% HH change 2030-2040	2010-40	% HH change 2010-2040
Johnson	EDGERTON	591	384	975	39.39%	507	1,482	34.19%	672	2,154	31.20%	1,563	62.18%
Johnson	Unincorporated Johnson Co		2,146			4,461			13,996			20,602	
	Total		90,599			87,627			86,554			264,779	
Johnson		212,882	40,339			35,849			33,047			109,235	
	Est. Annual change-Edgerton				3.94%			3.42%			3.12%		2.07%
	Est. Annual change-Johnson County												

TABLE 4 - CITY OF EDGERTON, HOUSEHOLD GROWTH: 2010 - 2040 (SOURCE: MARC, DEVELOPMENT INITIATIVES).

EMPLOYMENT

Within Downtown Edgerton, employment has stagnated in recent years. Commercial business expansion has been relatively flat. Despite this, the development and construction of the Logistics Park Kansas City (LPKC) has added thousands of employment positions to the City. Since 2013 Edgerton has added 11,000,000+ square feet of new industrial development at Logistics Park Kansas City and added 3,900+ jobs. The 1,700-acre master-planned industrial complex is adjacent to the BNSF Railway's \$250 million intermodal facility.

Eventual buildout (timing and final employment levels) of the entire LPKC development is unknown. But it is expected that a significant amount of additional jobs and investment has yet to occur.



PHOTO OF BNSF INTERMODAL FACILITY(SOURCE: [HTTP://WWW.LOGISTICSPARKKCC.COM](http://www.logisticsparkkcc.com))

COMMUTING PATTERNS

Inflow/Outflow employment data was analyzed for the City of Edgerton as it relates to job flow into and out of the area. It is estimated that approximately ninety-five percent (95.2%) of employees within the market area live outside and drive in on a daily basis. Only four percent (4.8%) are employed and living within the area. According to data, approximately 269 individuals work within the PMA on a daily basis. Please note that this data was generated in 2015, prior to the development and completion of Logistics Park development and thus, that employment is not included. Additionally, commuting patterns may change due to future revitalization efforts in Downtown.

RESIDENTIAL GROWTH

Data suggests that residential growth within Edgerton, both historically and future forecast, is recently unchanged. Data from the City of Edgerton indicates minimal residential building permits have been issued the last 5-10 years. Due to the availability of buildable residential lots, it appears that the ideal opportunity for residential development is in southern Edgerton along the Sunflower Road corridor.

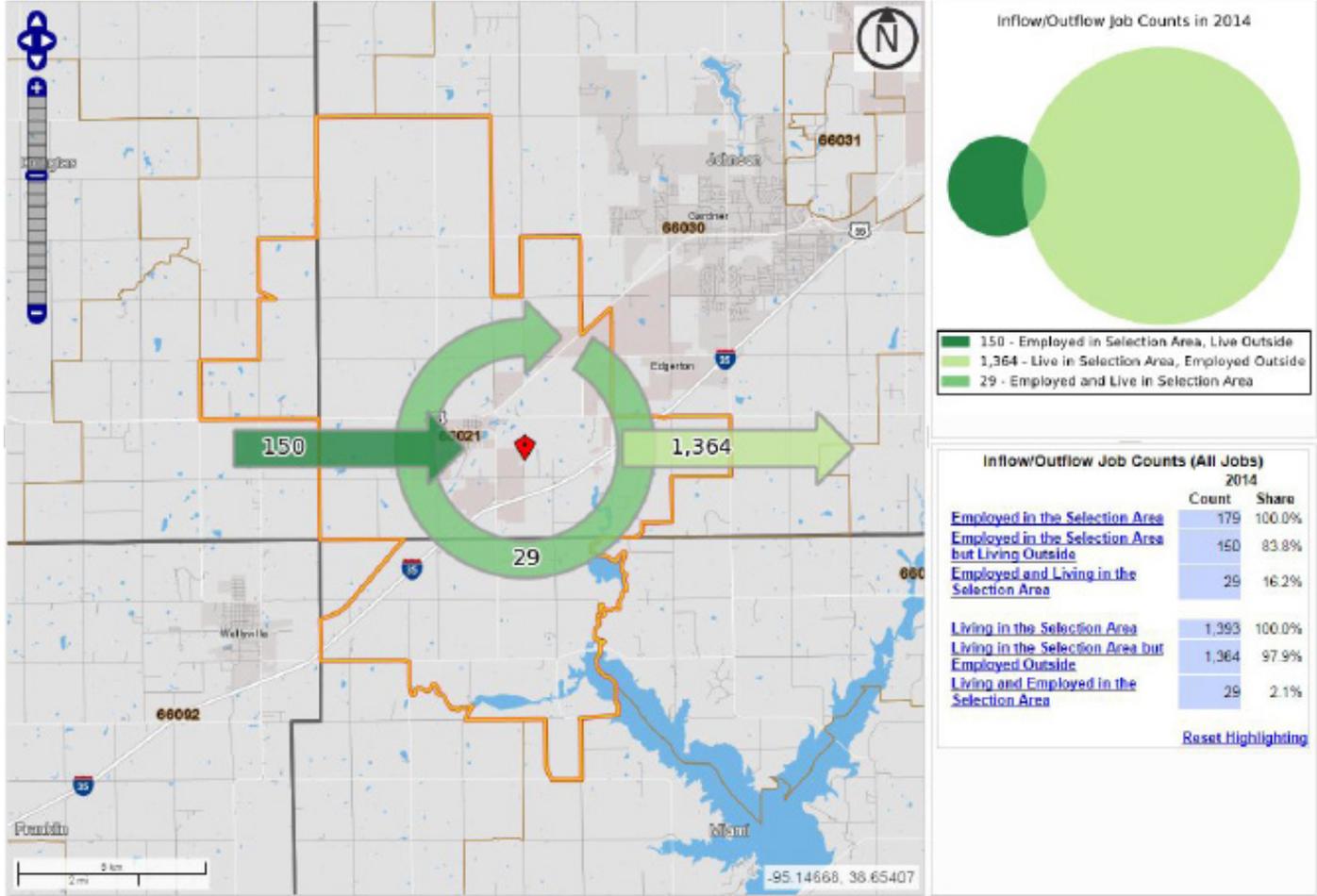


FIGURE - CITY OF EDGERTON, EMPLOYMENT INGRESS/EGRESS. COURTESY ONTHEMAP, U.S. CENSUS BUREAU, 2017.

Within the Downtown Study Area, available infill lots are present in small numbers on a piece-meal basis, but scattered. More numerous residential building lots are available on the outskirts of Edgerton, primarily along Sunflower Road. Within the Downtown Study Area, opportunities to acquire and accumulate large enough multi-family building sites seem unfeasible. However, there might be opportunities for:

- A smaller “in-fill” residential program Downtown. This would require the identification of potential property which might be attractive for scattered, single-family development. However, this endeavor does have some limitations, including;
 - Property acquisition. Identification of funding sources to strategically “land-bank” infill lots.
 - Incentives to promote residential in-fill development do not currently exist. Ideally, the promotion of this program would have some type of property tax abatement program to incentivize development.
 - Currently, readily available building lots are limited. Adjacent owners currently own all vacant lots within the Downtown Study area. Overall this program would ultimately be limited to 3-5 lots and would likely have a minimal impact to the City, without additional property acquisition by the City or developers.
- The promotion of a small number of second story walk-up units above any new Downtown commercial development along Nelson Street between 3rd and 5th Streets. Again this is market driven and predicated on any development of new Downtown Commercial projects.

COMMERCIAL GROWTH

Similar to residential development, commercial/retail development has been recently unchanged within the City of Edgerton. This affects the entire City and not just the Downtown Study Area. Due to its size and location, there is a definite lack of consumer demand relative to expanding commercial sector opportunities. The construction of the proposed Dollar General along US-56 will certainly fill a niche for those small scale consumer goods. Larger consumer purchases are nearby in Gardner and Olathe, both within a 5-10 minute drive.

Within the Downtown Study Area there are several commercial development constraints which impact the ability to attract additional development. These include:

- Limited amount of available commercial sites/spaces downtown, with no space designated for potential growth. The Downtown Core is small, currently only two blocks. The core block (Nelson Street between 3rd and 4th Streets) has been developed or is awaiting development of municipal structures.
- Difficulty in coordinating a viable redevelopment site in Downtown.
- General lack of activity. Available storefronts on the north side of Nelson Street (3rd to 4th) appear to be unoccupied and unused. The perception of underutilization of storefront space translates to a lack of investment in Downtown.
- There are no existing programs to provide incentives for Downtown development. Property tax abatements, expediting development permits, or waiving certain City fees are examples of such incentives.
- Perceived moderate-to-large volume of commercial truck traffic traveling through the heart of Downtown. This issue has a number of differing aspects which affect it, and resolution is unclear. These issues include:
 - Perceived continued truck traffic by the Quarry operation. Understanding that eventual quarry usage could terminate in the near future.
 - Conflicting data as to the actual truck traffic use. Johnson County Sheriff’s Department data conflicts with the actual public perception of excessive truck traffic.



ILLUSTRATIVE SAMPLE OF SECOND FLOOR "WALK-UP RESIDENTIAL ABOVE COMMERCIAL DEVELOPMENT. FISHER-ROSSI BUILDING, BEAVERTON, OREGON.

EXISTING CONDITIONS & ANALYSIS SUMMARY

Summarized below are the key findings that have been identified from the inventory and analysis of existing conditions process. The findings have been organized by the three major plan goals; improve transportation & mobility, revitalize downtown & streetscapes, and improve commercial & residential market.

REVITALIZE DOWNTOWN AND STREETScape

- Current Downtown commercial zoning does not accomplish its intent in supporting and promoting the intended mix of uses.
- Existing land use within the study areas is predominately single-family residential. There is limited diversity or mix of residential uses.
- Incompatible land use types and site layouts exist within the Downtown core environment.
- Lack of investment and deferred maintenance evident with many of the buildings located in the Downtown core.
- Limited availability of off street parking Downtown and a perception of limited on-street parking Downtown. Limited on-street parking south of Nelson St.
- Very limited sidewalks available south of Nelson St.
- Lack of character, branding, and sense of place within the Downtown core.
- Lack of comfortable and easily accessible pedestrian spaces within Downtown.
- Lack of facilities to promote safe bicycle usage and connections to recreational opportunities.
- Existing overhead utilities, present throughout much of Downtown, could present challenges with future streetscape and tree canopy development.
- Limited park / activity space located west of the railroad tracks.
- A few parcels in the northeast portion and south of the study area are currently located in flood prone areas.

IMPROVE TRANSPORTATION AND MOBILITY

- Due to the limited connectivity of the roadway network and positioning of the railroad, the intersection of Nelson St. & 4th St. has the highest turning movement counts within Downtown.
- As the focal point of Downtown, Nelson St. had a daily traffic count of 2275 vehicles per day near 5th St. and 410 vehicles per day near 8th St./Edgerton Rd. Even if the traffic flow on Nelson St. reaches around 9,000 to 10,000 vehicles per day, the proposed configuration (discussed later in this document) would still successfully meet the needs of the traffic operations and the community well past 2040.
- A two-lane configuration works for Downtown. Pedestrians could benefit from increased space available for walkways and shortened distances for crossings.
- Existing right-of-way allows for parking to be supplied on both sides of the roadway.
- Downtown roadways can support transit operations but cannot support truck traffic in the future if the other transportation goals are to be accomplished.

IMPROVE COMMERCIAL AND RESIDENTIAL MARKET

- Minimal residential building permits have been issued in the last 5-10 years.
- Available infill lots near Downtown are scattered and consist of smaller multiple parcels which are individually too small for a house.
- There is a lack of dense and diverse housing stock to supplement the growth potential of the region.
- Lack of consumer demand to expand commercial sector opportunities.
- Limited amount of commercial sites/spaces downtown, with no space designated as a potential for growth.
- Difficulty in coordinating a viable redevelopment site in Downtown.
- Incentives to attract commercial development downtown do not currently exist.
- Perceived moderate-to-large volume of commercial semi traffic traveling through the heart of downtown.
- The perception of underutilization of storefront space translates to a lack of investment in Downtown.



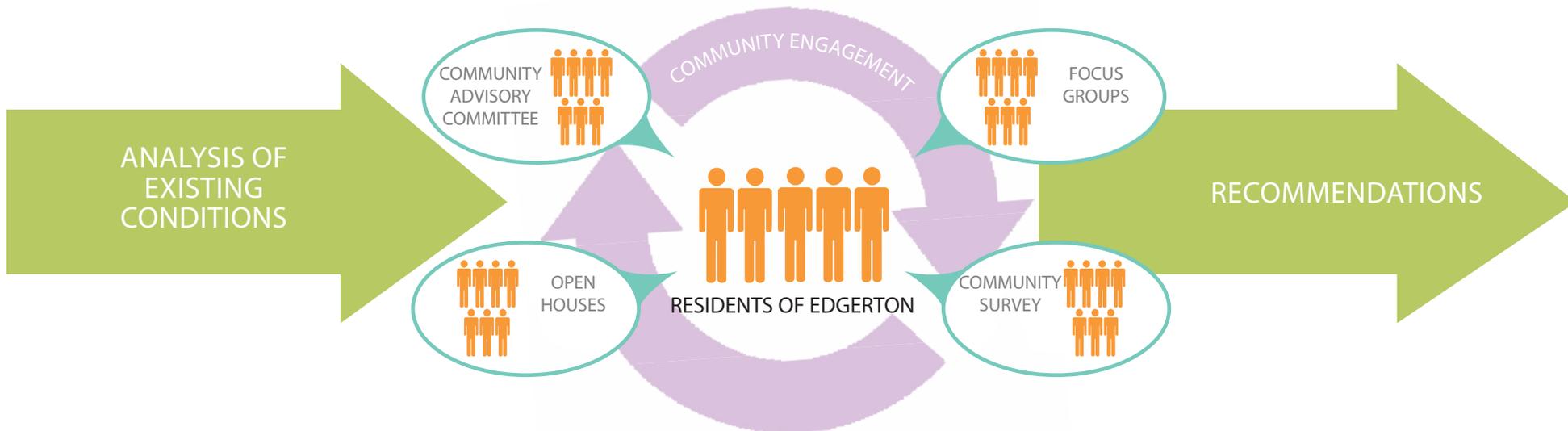
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COMMUNITY ENGAGEMENT

The public engagement process was very robust with many opportunities for stakeholders to provide their input into the vision for Downtown Edgerton. The Downtown Edgerton engagement efforts took place from June to November 2017. Local officials, business members, advisory committee members and the community came together to share their comments and concerns about the future of Downtown Edgerton. Stakeholders provided input on the plan by serving on the advisory committee, attending public events, taking the community survey and participating at meetings.

ENGAGEMENT PROCESS / PUBLIC INVOLVEMENT PLAN

The purpose of the public involvement plan for the Downtown Edgerton Plan for the City of Edgerton, Kansas is to document the overall public and stakeholder engagement protocol, planning framework, activities, schedule, and materials produced. The plan outlines key messages, target audiences and a number of public engagement methods and approaches. The engagement process was designed to be flexible and provide a variety of ways to give input on the plan, as well as educate the community on the design and implementation of improvements to Downtown Edgerton.



COMMUNITY ADVISORY COMMITTEE

An Advisory Committee was established to serve as the sounding board throughout the planning process guiding the direction of the plan. The Advisory Committee consisted of Edgerton residents, business owners, city officials, and community stakeholders.

The committee met several times to provide input on the study's progress, offer insight to the intimate knowledge of community activities, identify issues and opportunities, refine information through an iterative process, and review and modify the draft plan.



PHOTO OF DOWNTOWN EDGERTON CAC MEETING

CAC MEETING #1

This initial meeting was held at the kick-off of Discovery week to introduce the selected community advisory committee members to the project and review the planned schedule and process for completing existing conditions analysis, community engagement, and recommendations development.

CAC MEETING #2

This meeting was held to inform the committee on the progress of the project, review the draft existing conditions analysis portion of this report, and to discuss next steps. This meeting was also used to obtain additional feedback and direction as the planning team moved into concept and recommendation alternatives development.

CAC MEETING #3

This meeting was held prior to Open House #2 to update the committee on the progress of the project and to solicit feedback on the concept alternatives and recommendations developed.

CAC MEETING #4

This meeting was held upon completion of the Downtown Edgerton Plan document to review the findings and recommendations with the committee and to discuss the next steps, plan implementation, and continuing momentum on the project.

COMMUNITY EVENT ENGAGEMENT

Members of the project team attended two community events in the summer of 2017: Frontier Days and the July 3rd Community Picnic and Fireworks Show. The team asked attendees to share what Downtown Edgerton can be and when/why they visit downtown. Comments from community events were documented and many concepts were integrated as part of the Downtown Edgerton Plan.

DISCOVERY WEEK

Discovery Week was designed to bring together a diverse group of perspectives including experts in sustainable design, urban planning, economic development, and transportation with city officials, neighborhood residents, businesses and regional advocates. During the workshops, the design team and participants explored a full range of strategies that address the unique challenges and opportunities of Downtown Edgerton. The schedule below illustrates the various activities held during Discovery Week:

Downtown Edgerton Plan August 15-17, 2017 Discovery Week Schedule

Locations:
Edgerton City Hall
404 E Nelson

Edgerton Library
399 E Nelson

	August 15 Tuesday	August 16 Wednesday	August 17 Thursday
8 AM		Workshop Set Up	
9 AM		Stakeholder Interviews: City Staff	
10 AM		Stakeholder Interviews: Elevate Edgerton	Design Consultants Work Session
11 AM		Stakeholder Interviews: Business Community	
12 PM		Senior Lunch + Chamber Luncheon*	Lunch Break
1 PM			
2 PM		Focus Group: Transportation (Streets, Bike/Ped, Transit)	Focus Group: Environment & Energy (Hydrology, Air Quality, Renewable Energy)
3 PM			Focus Group: Implementation (Funding, Policies, Zoning, Community Involvement)
4 PM		Focus Group: Real Estate, Land Use, Market Analysis	
5 PM	Consultant Team Set Up	Open House Set Up	Team Dinner + Meeting Set Up
6 PM			
7 PM	Core Team Workshop: Initial Advisory Committee Meeting	Public Engagement / Open House*	Advisory Committee Review
8 PM			Workshop Clean Up

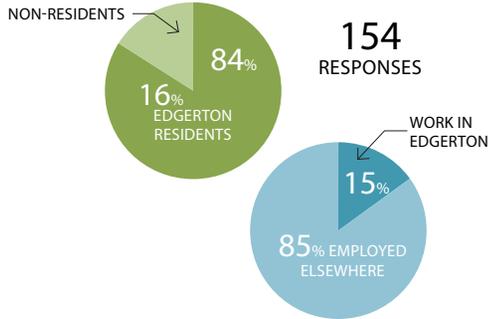


PHOTO OF EDGERTON COMMUNITY RESIDENTS AT OPEN HOUSE #1



PHOTO OF A BUILD-A-STREETScape CONCEPT DEVELOPED BY AN EDGERTON RESIDENT

WHO RESPONDED?



HOW OFTEN DO YOU VISIT?



80% WOULD LIKE TO VISIT DOWNTOWN MORE OFTEN

THOSE THAT DO NOT FEEL SAFE WALKING AND BIKING DOWNTOWN SAID:
 "Parking and truck traffic lead to blind spots"
 "Poor ADA accessibility"
 "Sidewalks need improvements"
 "Need more lighting"



VISUAL PREFERENCES MOST PREFERRED



LEAST PREFERRED

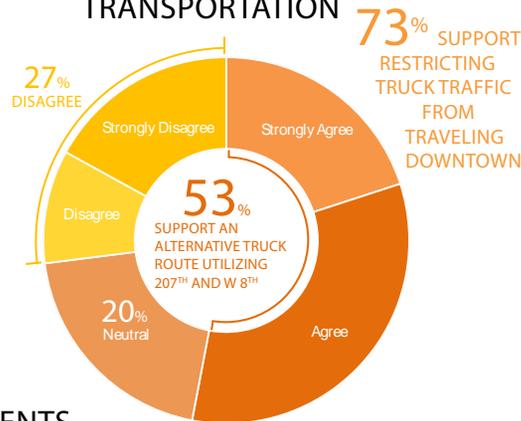


MOST DESIRED
 ↓
 LEAST DESIRED

DESIGN ELEMENTS



TRANSPORTATION



COMMUNITY SURVEY

Edgerton residents, business owners, stakeholders, and interested people were invited to take a community survey for the Downtown Edgerton Plan. Between September 7 and October 12, 2017, 154 people responded to the survey. The survey had 14 questions and took about 5 minutes to complete. Respondents could respond online or by completing a paper survey. The survey was promoted through facebook ads, email distribution lists, and at city hall.

OPEN HOUSE #2

The final open house was held November 8, 2017 from 6:30pm to 8:30pm. The open house was attended by approximately 30 people. Several informative display boards outlined the elements of the plan in detail.

The purpose of the final open house was to review the goals of the plan, public engagement to date, current and future land use, transportation and streetscape improvements, infrastructure and implementation recommendations. The City and project team members were available to talk with attendees and answer their questions.



PHOTO OF EDGERTON COMMUNITY RESIDENTS AT OPEN HOUSE #2



PHOTO OF DOWNTOWN EDGERTON CAC MEETING



PHOTO OF EDGERTON COMMUNITY RESIDENTS AT OPEN HOUSE #2



PHOTO OF DOWNTOWN EDGERTON CAC MEETING



PHOTO OF EDGERTON COMMUNITY RESIDENTS AT OPEN HOUSE #2

FOCUS GROUP MEETINGS

Various stakeholder groups will typically have different perspectives of Downtown and varying priorities with regards to goals and objectives. The project team worked with the City and the CAC to select which stakeholder groups to interview, and who should be contacted to participate. The focus group meetings were held with key organizations, companies, and other entities to gather important background information. The meetings initiated in-depth discussions and interactions with the key stakeholders in order to develop good working relationships with stakeholders to forge partnerships and obtain buy-in toward implementation of the plan. The City should continue to engage these stakeholders to keep momentum as the strategies highlighted in this document are developed further and begin implementation.

The Diagram below describes the focus group meeting conducted by topic of focused discussions. To the right is a list of the attendees at each focus group meeting.



City (Wednesday, August 16 at 9:00 am)
 Administration
 Parks Department
 Public Works Department
 Mid-America Regional Council

Edgerton Marketing (Wednesday, August 16 at 10:00 am)
 Candid Marketing
 City of Edgerton Administration
 Mid American Regional Council

Business Community (Wednesday, August 16 at 11:00 am)
 Johnson County Library
 Triumph Group
 City of Edgerton Administration
 Mid American Regional Council

Transportation (Wednesday, August 16 at 1:30 pm)
 BG Consulting (City Engineering)
 BikeWalk KC
 KCATA
 City of Edgerton Assistant Administration
 Mid American Regional Council

Real Estate, Land Use, Market Analysis (Wednesday, August 16 at 3:30pm)
 Elevate Edgerton
 Central Bank
 Keller Williams
 Gardner-Edgerton Chamber of Commerce
 City of Edgerton Administration
 Mid America Regional Council

Public Safety (Thursday, August 17 at 11:30 am)
 JOCO Sheriff's Dept. attendance confirmed
 JOCO Fire District #1 attendance confirmed
 City of Edgerton Assistant Administration
 Mid America Regional Council



RECOMMENDATIONS

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LAND USE

As noted previously in the existing conditions section of this report, there are a few key land use issues that have been identified for the Downtown Core study area. The key issues identified by the planning team regarding land use are as follows:

- Incompatible uses such as heavy industrial are present in the Downtown Core study area. As redevelopment occurs in the Downtown area, incompatible uses should be replaced with higher uses that contribute to the community's vision for Downtown.
- There is a limited diversity of housing options in the Downtown Core and surrounding area. The Core study is predominantly single-family land use, and existing zoning encourages this.
- There is limited commercial/retail space located in the Downtown Core area.
- The Downtown Core area is lacking a use or tenant that draws the activity needed to support and maintain businesses in the Downtown Core.

RECOMMENDED FUTURE LAND USE MODIFICATIONS

The following pages present the planning team's recommendations for land use modifications to support the community's goals and vision for Downtown and address the issues stated above. These conceptual recommendations were developed through a process of analyzing existing conditions, engaging the community and stakeholder groups to determine their vision and goals, utilizing the market conditions analysis as a guide for feasibility, and working with the City to develop and investigate land use alternatives leading to the final recommendations proposed in this document.

During the land use analysis and concept development process, it was determined by the planning team that the land use recommendations should be set up as a phased approach: short-term and long-term. This was due to the unknown, yet significant potential, stemming from the development at LPKC and the BNSF Intermodal facility.

Legend

	Core Study Area		
	Secondary Study Area		
	Parcels		
Land Use			
	Single Family Res.		Govt / Public / Church
	Du/Triplex Res.		Recreation
	Mobile Home Res.		Vacant Res.
	Other Res.		Vacant Comm./Ind.
	Commercial		Agriculture
	Heavy Industrial		

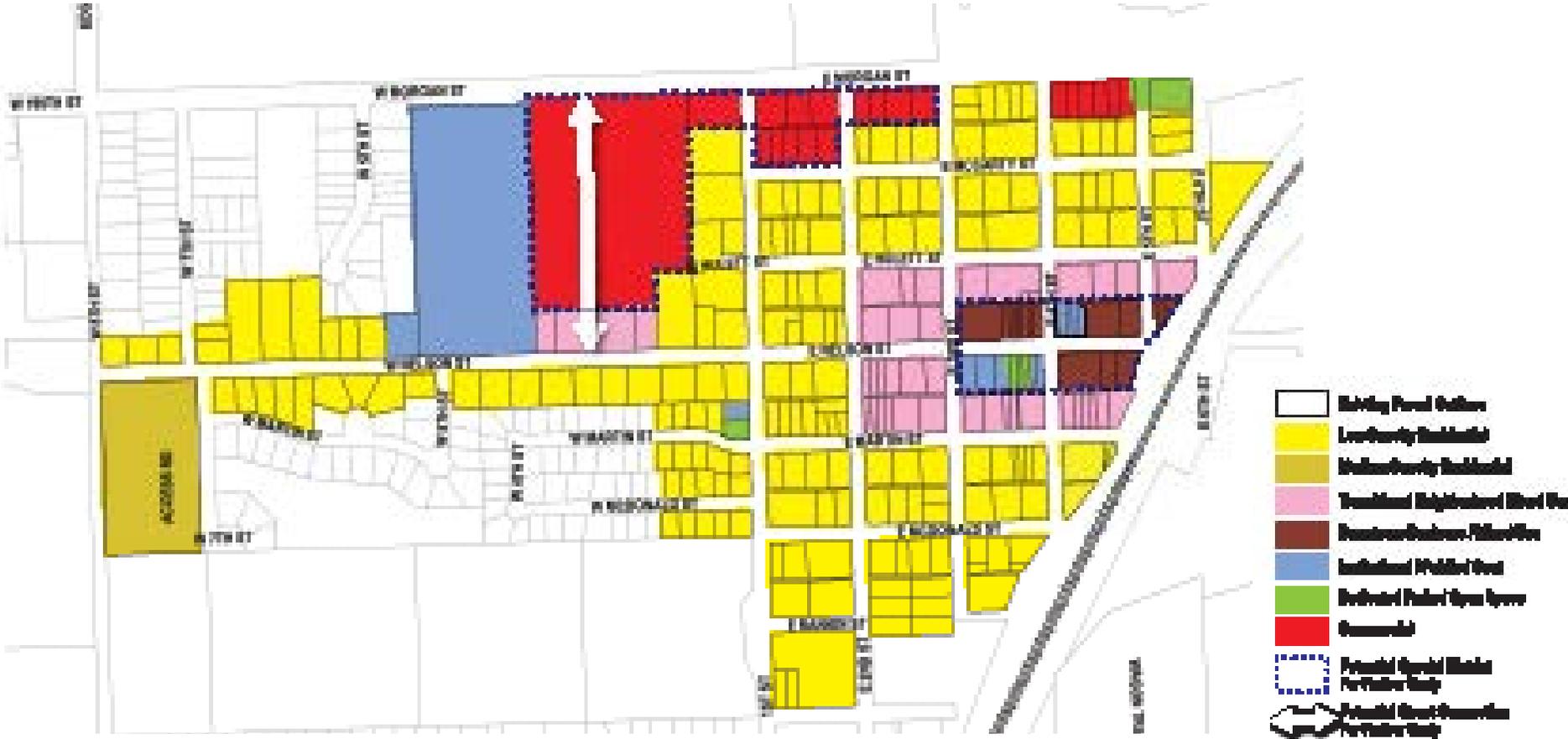
EXISTING LAND USE MAP (SOURCE: JOHNSON CO. AIMS, SWT DESIGN)

RECOMMENDED SHORT-TERM LAND USE CONCEPT

This short-term concept has been developed for immediate to near-term implementation by the City. Following are key components of the short-term concept:

- Downtown commercial mixed-use zoning is expanded to cover the frontage along Nelson St. between 3rd Street and the railroad tracks to the east.
- A new transitional neighborhood land use classification is proposed to help create better transition between Downtown and the surrounding low density residential neighborhood. This land use has been developed to encourage the incorporation of neighborhood friendly businesses and increase the diversity of housing options in the Downtown Core.

- The south block of Nelson between 3rd and 4th Streets, currently mostly owned by the City, is proposed as civic land use. It is anticipated that this area will house a potential civic center that could provide an anchor of activity to help support surrounding Downtown businesses.
- Commercial land use is expanded along the U.S.56 corridor to accommodate anticipated new commercial development and to provide for future commercial expansion along this corridor.
- A new connector street is recommended between U.S.56 and Nelson St. to accommodate anticipated new and future commercial development.
- There is potential also for the implementation of special districts in the Downtown Core area and along U.S.56. This should be investigated further by the City.



RECOMMENDED LONG-TERM LAND USE CONCEPT

This long-term concept has been developed for long term implementation by the City. As redevelopment in the near and short term occurs in and around Downtown, the City should review this concept and make necessary adjustments to ensure applicability. Following are key components of the concepts:

- Downtown commercial mixed-use is expanded to cover the frontage along Nelson St. between 2nd Street and the railroad tracks to the east.
- The transitional neighborhood land-use classification is expanded further in this concept to span the area between the Downtown Core and commercial uses along the U.S.56 corridor. This will allow this area to encourage more diversity of housing types and the incorporation of neighborhood friendly businesses.

- Commercial land use is expanded further to the east along the U.S.56 corridor to provide additional space for potential future commercial expansion along this corridor and strengthen the identity of Edgerton along U.S.56 Hwy.
- Special districts in the Downtown Core area and along U.S.56 could be expanded to match the expansion of proposed land uses. This should be investigated further by the City.



DESCRIPTION OF RECOMMENDED FUTURE LAND USE CLASSIFICATIONS

The summaries provided below give a brief description of the various proposed land use classifications, recommended uses that should be encouraged, and the overall intent of each classification.

Along with each classification are concept images to help visualize the intent and appearance of the proposed land use classifications.

Low Density Residential

Low density residential is intended to be predominately single family residential as recommended by the Edgerton Unified Development Code (UDC). This proposed land use is intended to match existing single-family residential development patterns in Edgerton and to help preserve and retain the existing small town charm and character.

Main Recommended Uses: Single-family detached residences, designed manufactured homes, child or elder day care homes, parks, playgrounds, public administrative buildings, public utilities as required, and accessory and conditional uses as allowed by Edgerton UDC.



Medium Density Residential

Medium density residential is intended to support residential development with increased density in locations that are appropriate to this pattern and will have limited impacts on adjacent developments. This land use classification is intended to accommodate proposed locations R-3 Multi-Family and MHP Manufactured Home Park as identified by the existing Edgerton UDC. Due to the existing development pattern around the Downtown Core this type of use is expected to be limited, without extensive property acquisition and coordinated redevelopment efforts. Smaller isolated pockets of townhomes style apartments and compact multi-family may be feasible and should be encourage if property becomes available over time.

Main Recommended Uses: Multi-family residential uses, designed manufactured home parks, child or elder day care homes, parks, playgrounds, public administrative buildings, public utilities as required, and conditional uses as allowed by Edgerton UDC.



Transitional Neighborhood Mixed Use

Transitional Neighborhood Mixed-Use classification is intended to promote a diversity of low to medium density housing options and the incorporation of compatible neighborhood businesses. This development pattern is intended to provide a transition between the more dense and compact commercial areas intended for the Downtown Core and the surrounding low density residential and commercial areas. Residential and commercial development in this area should complement the traditional community character as identified in the Downtown Design Guidelines section of this document. Commercial development in this area should be neighborhood compatible meaning; compact site development patterns, architecturally compatible with surrounding residential, and limited impacts on traffic. Examples of such commercial developments would be small professional offices and health care services.

Main Recommended Uses: Single-family residential detached and attached units, two-family residential, child or elder day care homes, parks, playgrounds, public administrative buildings, public utilities as required, and compatible businesses such as cafes, professional offices, and health care services.



Downtown Business / Mixed Use

Downtown Business Mixed-Use classification is intended to encourage the revitalization of the Downtown Core into a diverse business, cultural, and civic activity center. Uses in this classified area should promote compact and dense development patterns and vertical mixed-use, prioritize pedestrian activity, and promote the traditional character and charm of the community. While this proposed land use classification is focused on encouraging business and civic uses, compact residential units such as second floor loft apartments should be considered.

Main Recommended Uses: Restaurants, retail, service, professional and medical offices, business incubator space, residential loft apartments.



Commercial

Commercial use classification is intended to accommodate commercial development outside of the Downtown Core area. This land use classification is intended to accommodate proposed locations C-1 General Commercial and C-2 Heavy Service Commercial as identified by the existing Edgerton UDC. These uses are proposed to be focused along U.S.56 corridor. Intensive commercial uses identified in district C-2 of the UDC should only be implemented on sites capable of housing such uses with minimal negative impacts on adjacent properties.

Main Recommended Uses: Uses permitted under existing C-1 and C-2 zoning districts.



Dedicated Parks / Open Space

Dedicated Parks and Open Space classification is intended to provide active and passive recreation spaces for public use. Dedicated parks/open space should be easily accessible and walkable for City residents. Dedicated parks/open space is provided in the Downtown core to help promote activity needed to support adjacent business and civic uses.

Main Recommended Uses: Parks, playgrounds, recreational facilities, and preserved open space.



Institutional / Public / Govt

Institutional/Public/Government use classification is intended to accommodate area for the development of critical civic and public facilities. When incorporated into the Downtown Core area public facilities should complement the historic community character as identified in the Downtown Design Guidelines section of this document. Major utility facilities should not be incorporated in the Downtown Core area.

Main Recommended Uses: Public administrative and government services, dedicated sites for public utility facilities (located outside the Downtown Core), Community Civic Center, Schools.



DOWNTOWN CORE DESIGN GUIDELINES

PURPOSE OF THE GUIDELINES

The concepts presented in the design guidelines are intended to guide future building and streetscape development within Downtown in a way that complements and celebrates the existing character of the community, supports the community vision for Downtown discovered during the ongoing engagement portion of this planning effort, and meets the City's infrastructure needs. It has been clearly expressed through the engagement process that it is important to the community to revitalize the Downtown in a way that protects buildings and elements of significance.

These design guidelines have been produced to inspire existing building and landowners in Downtown, as well as potential developers, to invest in Downtown. These guidelines have also been developed to help foster and promote a unique and attractive sense of place that will revitalize Downtown as the business, civic, and cultural center of the community.

HOW TO USE THE GUIDELINES

The guidelines described herein are intended to be used as a tool for the City of Edgerton as procedural and policy decisions that effect Downtown and surrounding areas are considered in the future.

The building concept recommendations provided within these guidelines are intended to be used as a general guide for maintenance of existing buildings and to direct appropriate development of new buildings with an architectural style appropriate for the context.

The streetscape concepts provided in this document should be used to direct the materials, style, general sizing, and layout of streetscape elements in a way that supports the Downtown vision of the community, while also enabling functionality and infrastructure demands to be met.

WHERE TO USE THE GUIDELINES

The guidelines presented in this document are mainly focused for use in the Core Downtown area identified in the map graphic below. However, implementation of design elements could be incorporated in other locations in the community as determined applicable by the City.

Please note the boundary shown below is not intended to be static, rather it should grow and expand over time as the Downtown Core is revitalized and expanded, as seen in the short-term and long-term land use concepts.



DIAGRAM OF DOWNTOWN DESIGN GUIDELINES FOCUS

DOWNTOWN DESIGN PRINCIPLES FOR SUCCESS

The following is series of design principles that have been developed to guide Edgerton in the successful revitalization of its Downtown. These design principles should be utilized by the City's decision makers to ensure that future development proposals are keeping in spirit with the community's vision and will contribute positively to Downtown revitalization efforts. It is recommended that the City adopts these design principles as their guide for future redevelopment efforts in Downtown.

Maintain and embrace the existing historic character and small town feel of the community

Downtown should reflect and celebrate the heritage and vision of the community. The residents of Edgerton have expressed their pride in their community and heritage. This should be reflected by preserving existing historical architecture, promoting complementary development, and preventing development that detracts from Edgerton's heritage and vision.

Revitalize the Downtown Core as the civic and cultural activity center of the community and promote a strong sense of place

For many towns, Downtown is the heart of the community and provides a sense of the economic and social health of the community. Downtown revitalization efforts should strive to promote an environment of thriving economic and social activity. Revitalization efforts are most successful in creating thriving activity centers through well-coordinated public and private efforts.

A strong, attractive sense of place in Downtown should be promoted through a synergy of engaged businesses, unified architectural and streetscape character, community buy-in, active and comfortable civic spaces, connectivity to other geographic areas, and activity supported day and night.



HISTORIC DOWNTOWN TRANSFORMED BY REVITALIZATION EFFORTS

Encourage a diversity of compatible uses to promote activity in the Downtown Core

A diversity of uses in the Downtown Core will help to promote steady activity. Steady activity is required to support business, provide security, and create a strong sense of place. A diversity of uses includes, but is not limited to, businesses that operate at various times of day, businesses that provide differing services, residences that allow for convenient access to Downtown, and civic spaces and facilities that provide basic and recreational needs to the community.

Avoid incompatible and detracting development types in the Downtown Core
Uses that will detract from the desired functionality and character of Downtown should be prohibited. For example industrial uses and "suburban" patterns of development that decrease the density and walkability of Downtown should be avoided.

Infill with buildings to complement the historic character of the community
Where opportunity arises, infill buildings located in Downtown should be designed and constructed in a manner that complements existing historic architecture using context sensitive materials and architectural elements. Additionally infill buildings should ensure that setbacks, building heights, and land coverage are sensitive to its surrounding spatial context.

Create a strong sense of entry into the Downtown Core

Strong entries into Downtown can fortify Downtown's sense of place and help to guide visitors to Downtown as a destination. Entryways can be accentuated by physical gateways that are monumental in form and carry the community's identity.

Utilize the City's branding and identity efforts to promote and market the Downtown Core

It was noted during the discovery phase of this planning effort that the City has already initiated efforts for branding and promoting community identity. These efforts should be incorporated into design elements within Downtown.

Encourage a beautiful Downtown using high quality, timeless, and well maintained building materials.

While understanding that cost effectiveness is important for both public and private developers, it is important to maintain a standard of quality building materials in Downtown. While saving costs upfront, cheap and low quality building materials commonly lead to reduce lifespans and increase maintenance headaches down the road. The Downtown elements should be viewed as lasting a generation rather than decades.

Strengthen the connectivity of Downtown to the surrounding community
Downtown should be well connected to the immediately surrounding area within the City limits of Edgerton, as well as the surrounding region of Johnson County and Eastern Kansas. Connectivity should accommodate multiple modes of travel including pedestrians, bicycling, automobile, and transit. Strong connectivity to the surrounding region will attract visitors and further promote activity in Downtown. A strong system of wayfinding should be implemented to facilitate this connectivity.

Prioritize pedestrian activity over vehicular activity in Downtown Core and surrounding areas

An accessible and safe pedestrian environment is critical to the success of the Downtown Core. While it is also important to maintain automobile access and parking, the streetscape environment in the Downtown Core should prioritize accommodating a pedestrian-focused environment. Consistent heavy truck traffic conflicts with the intended use and vision for Downtown and should be discouraged. The Downtown should also accommodate users of all abilities, by following guidelines such as ADAAG and PROWAG when developing and implementing streetscape improvements.



BLOCK OF EXISTING COMMERCIAL BUILDINGS ALONG NELSON ST.

BUILDING DESIGN GUIDELINES

REHABILITATION AND MAINTENANCE OF EXISTING BUILDINGS

Downtown Edgerton, like many other American “Main Streets”, has a number of historically significant buildings that should be preserved as assets to the community. Maintaining a healthy stock of historic buildings can serve as a great source of pride for the community. This is evident with the Bank of Knowledge building located on the southwest corner of 4th and Nelson in which community members volunteered their time and resources to rehabilitate a historic building into a beautiful, functional building that is currently serving as a library for the community.

We recommend the City and its Downtown property and building owners utilize “The Secretary Of The Interior’s Standards For The Treatment of Historic Properties” as a guide for specific recommendations on the maintenance of existing historic buildings within Edgerton. This document, provided by the US Department of the Interior, consists of treatment guidelines for specific types of historic resources. The main methods of treatment stated in this document include Preservation, Rehabilitation, Restoration, and Reconstruction. The existing historic buildings in Downtown Edgerton should typically utilize the treatment guidelines described in the rehabilitation section for guidance. Below is a description of rehabilitation by the US Department of Interior:

“Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.”

CHARACTER GUIDELINES FOR NEW COMMERCIAL AND CIVIC BUILDINGS

It is important to carefully study any proposed commercial and civic infill buildings within Downtown to ensure compatibility with its surrounding context. The design of proposed buildings in Downtown should be inspired by the characteristics of existing traditional buildings, but should not try to recreate traditional building styles with new construction. Attempting to recreate traditional style in new construction often leads to an artificial feel that detracts from the visual appearance of Downtown. The City has expressed a desire to have flexibility in the architectural styles that should be considered for Downtown. When considering proposals for Downtown buildings with non-traditional architectural styles, special care should be taken to ensure the building will complement and not detract from the existing traditional character. Below is a list of general standards that should be followed when developing, reviewing, and approving proposed commercial buildings in the Downtown Core:

- Commercial buildings should continue traditional building elements displayed in traditional buildings such as storefront display and transom windows, sign boards, upper level windows, and cornices.
- Street level transparency should be maintained throughout the Downtown business district. Blocking storefront windows with opaque materials is not acceptable.
- Proposed buildings with non-traditional architectural styles should visually complement the character of existing traditional buildings. The facade material for the proposed buildings should be composed predominately of materials complementary to traditional buildings (i.e. brick, stone, cast stone).
- Multiple architectural styles should not be mixed within the facade of a single building or continuous storefront.
- Infill buildings should front the sidewalk zone in line with adjacent buildings.
- New buildings should be massed and set at heights to prevent overwhelming adjacent existing buildings. Building heights should vary to create an attractive rhythm for the building blocks as a whole.
- Special care and review should be taken for buildings with shared walls, as these will have special fire safety requirements.
- Entrance doors are encouraged to be recessed to emphasize entry and reduce potential pedestrian conflicts.

- Building colors should be non-intrusive and complement other colors present in the surrounding context.
- If awnings and canopies are used on buildings, they should be of proportional scale and have appropriate colors. Awnings should be composed of fabric materials. Canopies may be composed of high quality metal and glass materials. Vinyl or Plastic awnings and canopies should not be used. Awnings and canopies utilizing roofing materials should not be used.
- It is encouraged to use high quality building materials that complement traditionally used materials.
- Recommended building materials include:
 - Brick with an appropriate range of colors, stone veneer, cast stone, or architectural concrete
 - High quality and appropriately sized wood or fiber cement siding
 - Wood, composite wood, vinyl, stone or fiber cement trim and accent materials
 - Cast or wrought iron accent materials
 - Asphalt shingles, standing-seam metal, membrane, or slate roofing materials and sheet metal coping
 - Clear glass windows; and textured, stained, beveled, faceted, or glass block windows used only as accents or for portions of windows.
- Discouraged materials: Wood shakes, Clay tile roofing, vertical or panel siding, imitation building materials, sheet metal, mirrored or opaque glazing, and plastic materials.

DIAGRAM - CRITICAL COMMERCIAL BUILDING COMPONENTS





NEW RESIDENTIAL BUILDINGS IN AND NEAR DOWNTOWN SHOULD STRIVE TO COMPLEMENT ARCHITECTURAL STYLES AND ELEMENTS OF EXISTING BUILDINGS, SUCH AS THE EXAMPLE SHOWN IN THE PHOTOS ABOVE.

CHARACTER GUIDELINES FOR NEW RESIDENTIAL BUILDINGS

Although new residential buildings are not anticipated in the Downtown Core area, transitional areas between Downtown and surrounding single-family residential may see new residential building development over time. Much like commercial buildings in the Downtown Core, residential buildings should strive to be compatible with the existing architectural styles displayed in the surrounding context. Below are some guidelines that should be followed when considering proposed residential buildings near the Downtown Core area:

- Infill buildings should be oriented such that the front facade faces the street.
- Front yards should be provided, building setbacks should avoid varying drastically from adjacent buildings.
- Privacy fences should not be used in front yards.
- When applicable garage doors should not face the street, when they do steps should be taken to minimize visual impacts.
- Accessory buildings such as garages and secondary dwelling units should match the architectural characteristics of the primary building.
- Recommended building materials include:
 - High quality and appropriately sized wood, vinyl, or fiber cement siding
 - Brick
 - Wood, composite wood, vinyl, stone or fiber cement trim
 - Cast or wrought iron accent materials
 - Asphalt shingles, standing-seam metal, membrane (where applicable), or slate roofing materials
 - Clear glass windows; and textured, stained, beveled, faceted, or glass block windows used only as accents or for portions of windows.
- Discouraged materials: Wood shakes, Clay tile roofing, vertical or panel siding, imitation building materials, sheet metal, mirrored or opaque glazing, and plastic materials.

DOWNTOWN BLOCK STUDY

The following pages show graphics produced to help illustrate the building guidelines recommended in the previous pages of this report. This illustration should be used for discussion purposes only and as a tool to help guide developers and building owners to identify appropriate treatments of existing and new buildings in Downtown. Downtown Edgerton Plan 2017 | 53

SITES SUCH AS THIS COULD SERVE AS PRIME OPPORTUNITY FOR INFILL DEVELOPMENTS THAT COMPLIMENT DOWNTOWN

AS AN ITERIM SOLUTION TO IMPROVE THIS FACADE, STOREFRONT AND UPPER LEVEL WINDOWS COULD BE ADDED, AND METAL SIDING COULD BE REPLACED WITH COMPATIBLE MATERIAL SUCH AS BRICK OR STONE VENEER.

METAL BUILDINGS SUCH AS THIS ARE INCOMPATIBLE WITH THE DOWNTOWN COMMERCIAL ENVIRONMENT AND SHOULD BE AVOIDED



EXISTING ELEVATIONS - NELSON STREET (3RD TO 4TH) NORTH SIDE

AVOID BLOCK WINDOWS AND USING OPAQUE FINISHES ON WINDOWS, THIS DETRACTS FROM THE AESTHETICS AND WELCOMING FEEL THAT DOWNTOWN SHOULD DISPLAY

ADD STREET TREES TO PROVIDE ADDITIONAL SHADE AND SOFTEN DOWNTOWN, RECOMMEND USING NARROW HABIT SPECIES TO REDUCE SCREENING OF BUILDING / STOREFRONTS

CONTINUE COMMON ELEMENTS FROM EXISTING BUILDINGS SUCH AS LOWER LEVEL STOREFRONTS AND UPPER LEVEL WINDOWS

REPAIR AND RESTORE BRICK CORNICE TO COMPLEMENT BUILDINGS TRADITIONAL CHARACTER

POTENTIAL INFILL BUILDINGS TO COMPLEMENT TRADITIONAL BUILDING CHARACTER

UTILIZE TRANSOM WINDOWS TO INCREASE NATURAL LIGHTING WITHIN BUILDINGS

PROVIDE AWNINGS ALONG LOWER FACADE TO IMPROVE AESTHETICS AND PROVIDE SHADE FROM SUN, RECOMMEND USING FABRIC AWNINGS ONLY



POTENTIAL BLOCK IMPROVEMENTS - NELSON STREET (3RD TO 4TH) NORTH SIDE

VERTICAL SIDING AND PANELING AS BUILDING MATERIAL IS NOT ACCEPTABLE



CLOSED STOREFRONT OPENINGS SHOULD BE REHABILITATED TO INCLUDE STOREFRONT DISPLAY WINDOWS, BULKHEADS, AND TRANSOMS THAT COMPLIMENT OTHER DOWNTOWN BUILDINGS.

REMOVE SIDING / PANELING, RESTORE EXISTING BRICK BENEATH OR REPLACE WITH BRICK FACADE

MAINTAIN SIGN BOARD, RECOMMEND PAINTING WITH SUBTLE, NON INTRUSIVE COLORS

UNDERUTILIZED SPACE BETWEEN BUILDINGS COULD BE REPURPOSED FOR OUTDOOR SEATING/DINING, ETC.



PROVIDE ADEQUATE BUILDING LIGHTING

ADD STOREFRONT WINDOWS

PROVIDE SITE FURNISHINGS TO IMPROVE PEDESTRIAN COMFORTABILITY

STREETSCAPE DESIGN GUIDELINES

This section of the report houses recommendations for creating a unified streetscape design that can be implemented in Downtown and other areas throughout the community. The term "streetscape" refers to the exterior public spaces located in the public right-of-way between buildings. These spaces include roadways, sidewalks, parking areas, site amenities and furnishings, utility infrastructure, landscaping, tree plantings, and signage. The intent of this section is to provide recommendations for coordinating the elements noted above to promote a strong sense of place in the Downtown.

The diagram below illustrates the main public realm components of a streetscape. The public realm of a streetscape can be divided into two main zones:

- ROADWAY / VEHICULAR ZONES
- STOREFRONT/WALKWAY/AMENITY ZONES

The following pages will provide guidelines for streetscape improvements that are recommended for each of the zones listed above.



"ANATOMY" OF A STREETSCAPE DIAGRAM

CONCEPTUAL STREETScape PLAN

The overall map on this page and the detailed illustrative concept plan on the following page display where the planning team recommends the proposed streetscape recommendations should be implemented. The illustrative concept plan also serves as an overall vision of how these various elements should be laid out and coordinated.

LEGEND

-  Entry to Downtown, Provide Strong Sense of Arrival
-  Primary Streetscape Improvements
-  Secondary Streetscape Improvements





STREETSCAPE CONCEPT PLAN LEGEND

1 SIDEWALK

2 STRIPED CROSSWALK

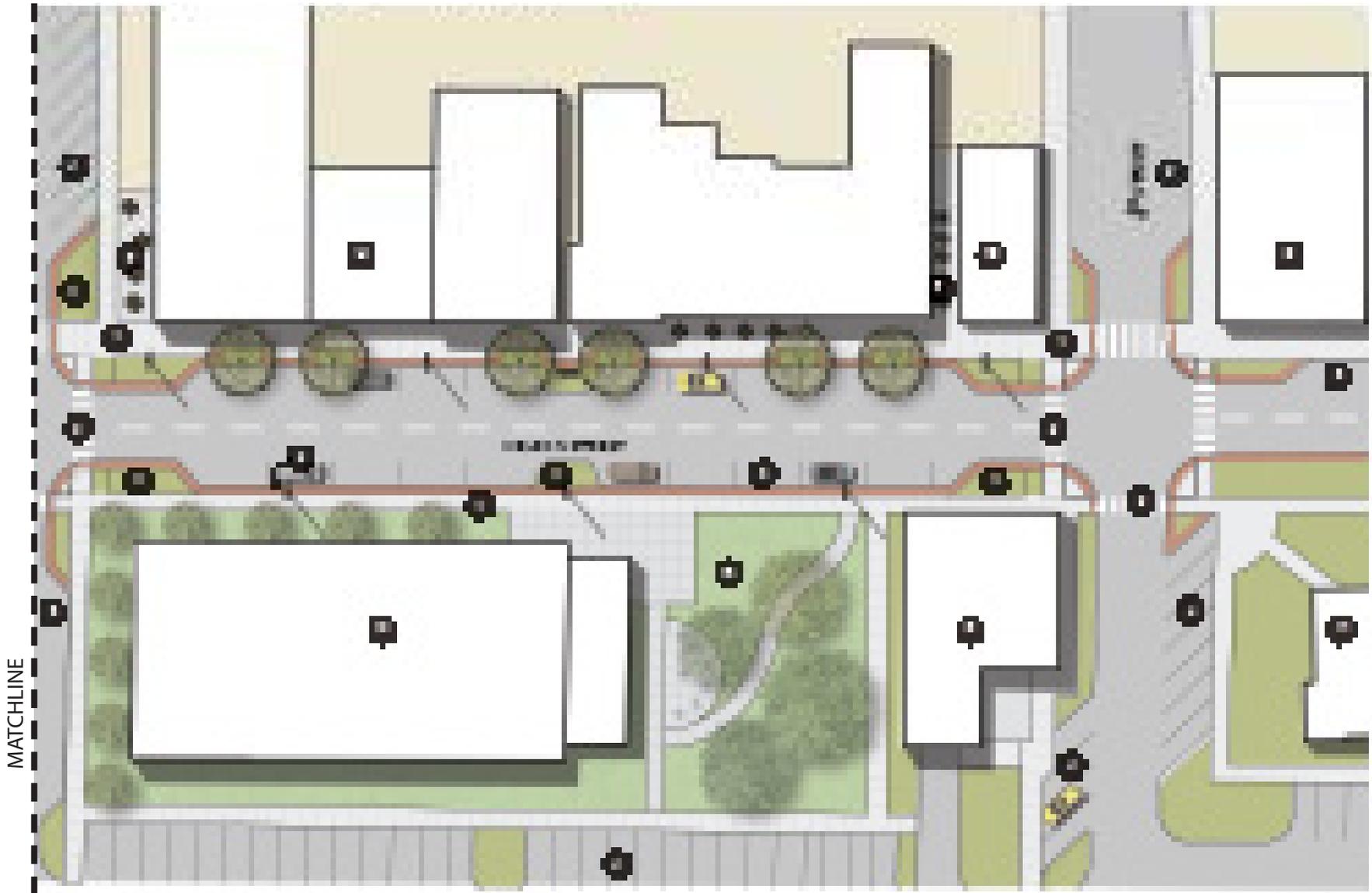
3 PARALLEL PARKING LANE

4 JOHNSON COUNTY FIRE DEPARTMENT #4

5 PLANTING AREAS

6 DECORATIVE LIGHTING

7 EXISTING DRIVEWAY/CURBCUT



MATCHLINE

STREETScape CONCEPT PLAN LEGEND

- | | | | |
|-------------------------|------------------------------|----------------------|----------------------------|
| 1 SIDEWALK | 4 PARKING | 8 EDGERTON CITY HALL | 12 FUTURE COMMUNITY CENTER |
| 2 STRIPED CROSSWALK | 5 PLANTING AREAS | 9 EDGERTON LIBRARY | 13 EDGERTON LIBRARY |
| 3 PARALLEL PARKING LANE | 6 DECORATIVE LIGHTING | 10 POST OFFICE | 14 POST OFFICE |
| | 7 OUTDOOR DINING/FURNISHINGS | 11 CENTRAL BANK | |

GUIDELINES FOR ROADWAY / VEHICULAR ZONES

As identified in the Downtown Design Principles for Success previously discussed in this document, the Downtown Core should prioritize pedestrian activity over vehicle traffic. Although pedestrian activity should be prioritized over vehicular activity, the streetscape design must promote safe and efficient access to Downtown for automobile and service traffic (i.e. delivery vehicles and garbage trucks). The concept recommendations for the roadway/vehicular zone in this document have been developed with an effort to strike a balance among these users. While the concept graphics have been developed for Nelson St., these concepts could be adapted and applied to other streets in Edgerton.

TYPICAL STREET SECTIONS

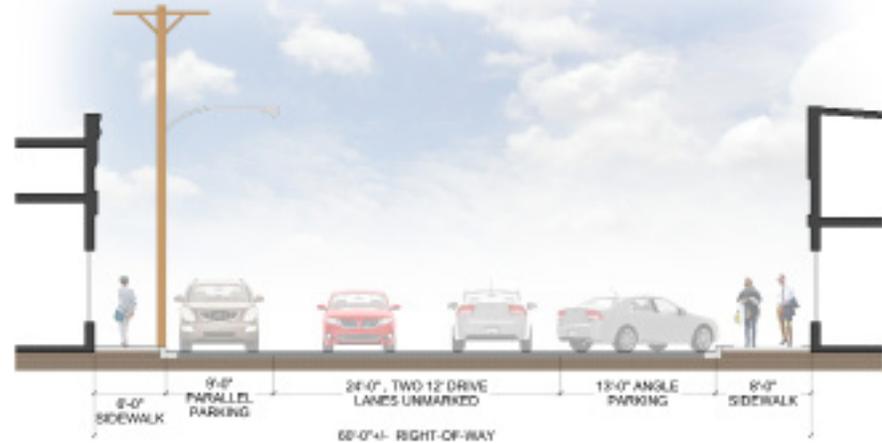
EXISTING: Some observations and comments on the existing layout of Nelson St. in the Downtown Core area are as follows:

- The existing roadway consists of two 12' wide unmarked drive lanes, for a total of 24' feet +/- . Twelve-foot wide drive lane widths are typical to freeways, and promote high speeds of travel.
- The south side of the roadway zone houses 9' wide unmarked parallel parking.
- The north side of the roadway zone house 13' wide unmarked angled parking. This is not sufficient space to support this type of parking safely.
- The existing right-of-way layout leaves an 6'-8' +/- sidewalk zone width on either side of the roadway. Pedestrian-oriented Downtown areas will require more space than this to function appropriately.

PROPOSED: A brief list of recommended modifications to the layout of Nelson St. in the Downtown Core area is as follows:

- The proposed roadway consists of two 11' wide drive lanes, for a total width of 22' feet. This dimension is better suited to a pedestrian-oriented environment, and should calm vehicular traffic speeds in the areas.
- On either side of the roadway, two 8'-wide parallel parking lanes are proposed.
- The reconfigured layout encourages traffic calming, and provides additional space for pedestrian activity and features within the sidewalk zone on either side of Nelson St. Notably the reconfigured layout allows for a 14'-wide sidewalk zone on the north side. This will encourage safe pedestrian activity adjacent to businesses.

EXISTING TYPICAL SECTION - NELSON



PROPOSED CONCEPTUAL TYPICAL SECTION - NELSON



INTERSECTIONS / STREET CROSSINGS

The City should consider the following recommendations when designing crosswalks in the Downtown Core area:

- Intersections should be designed to offer as much pedestrian comfort and protection as possible.
- Intersection crossing should be compact to reduce crossing distances and to increase visibility of crossing pedestrians.
- Crossings should be striped to reinforce the yielding of vehicles. Striping should consist of high visibility ladder or zebra markings.
- Use tight corner radii at intersections to enhance traffic calming.
- Utilize curb extensions or bulb-outs to help achieve the recommendations stated above.
- Curb ramps should be compliant with ADAAG and PROWAG.

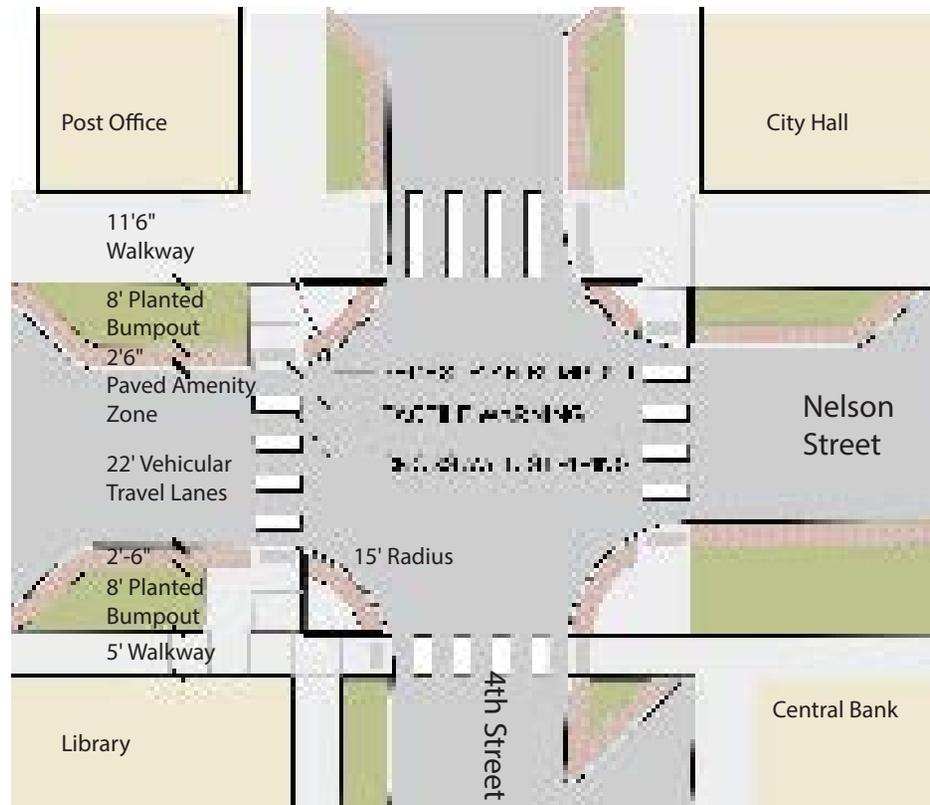
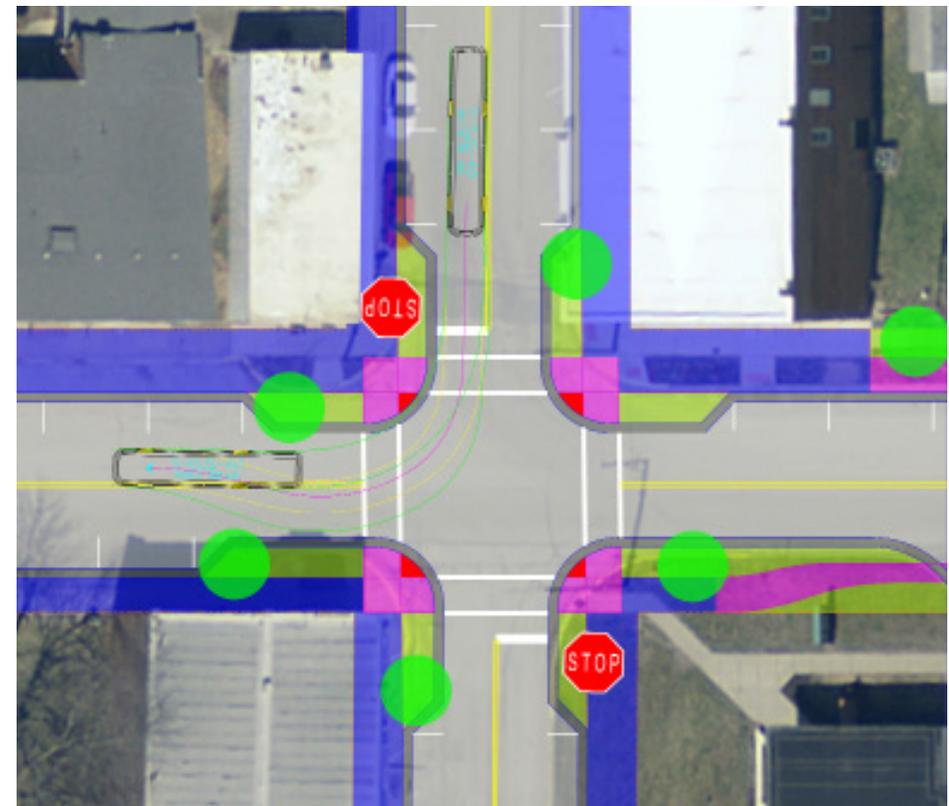


DIAGRAM OF PROPOSED INTERSECTION IMPROVEMENTS FOR DOWNTOWN

SERVICE ACCESS / ALLEYS

Alleyways should be utilized when possible to provide additional access to parcels, to locate service access behind buildings, to house unsightly elements such as trash dumpsters, and to potentially house additional parking.

While alleyways typically function strictly for service and operational usage, some Downtowns have been successful at utilizing alleyways as additional space for functions such as outdoor dining and special events. In order to achieve this, special care should be taken with the layout of service elements and to provide a higher aesthetic quality environment.



AUTOTURN DIAGRAM OF TRANSIT BUS MOVEMENT AT PROPOSED INTERSECTION

TRAFFIC CALMING

To help reinforce pedestrian priority, comfort, and safety in Downtown, the City should look to incorporating traffic calming measures into future streetscape projects. The following is a brief list of potential traffic calming measures that could be implemented in and around Downtown:

- Striped and or Textured Crosswalks
- Curb Extensions
- Raised Crosswalks
- Raised Intersection
- Reduced Lane Widths
- Overhead Archways and Structures
- Street Trees

Please note, while the above have been proven to be effective in certain situations, the measures listed above are not “one-size fits all” solutions and should be investigated further on a case-by-case basis. The City should also be aware of and fully understand the long-term maintenance implications of the noted traffic calming measures prior to implementation.



IMPLEMENTATION OF SPEED TABLE / RAISED CROSSWALK WITH TEXTURED SURFACING



IMAGE OF A TEXTURED CROSSWALK IMPLEMENTED IN A DOWNTOWN STREETScape

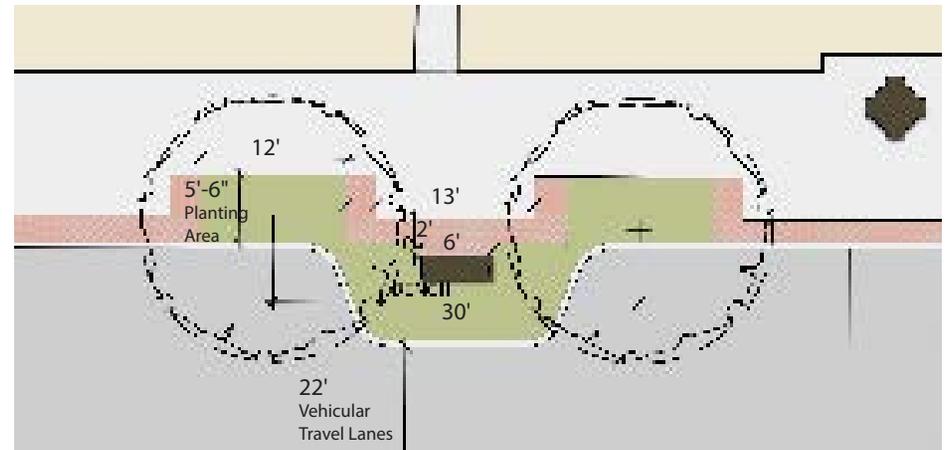


DIAGRAM OF A CURB EXTENSION THAT COULD BE IMPLEMENTED DOWNTOWN

ON-STREET PARKING

On-street parking is critical in the Downtown Core area as it provides convenient access for visitors to nearby businesses. The map graphic below shows areas where the planning team has identified opportunities for incorporating formalized on-street parking.

On-street parking can come in differing forms depending on the situation. In order to maximize space for pedestrians, parking on both sides of Nelson St. is recommended to be parallel parking. On side streets and less traveled streets such as 3rd and 4th Streets, other forms of parking such as angled parking can be used to maximize parking counts.

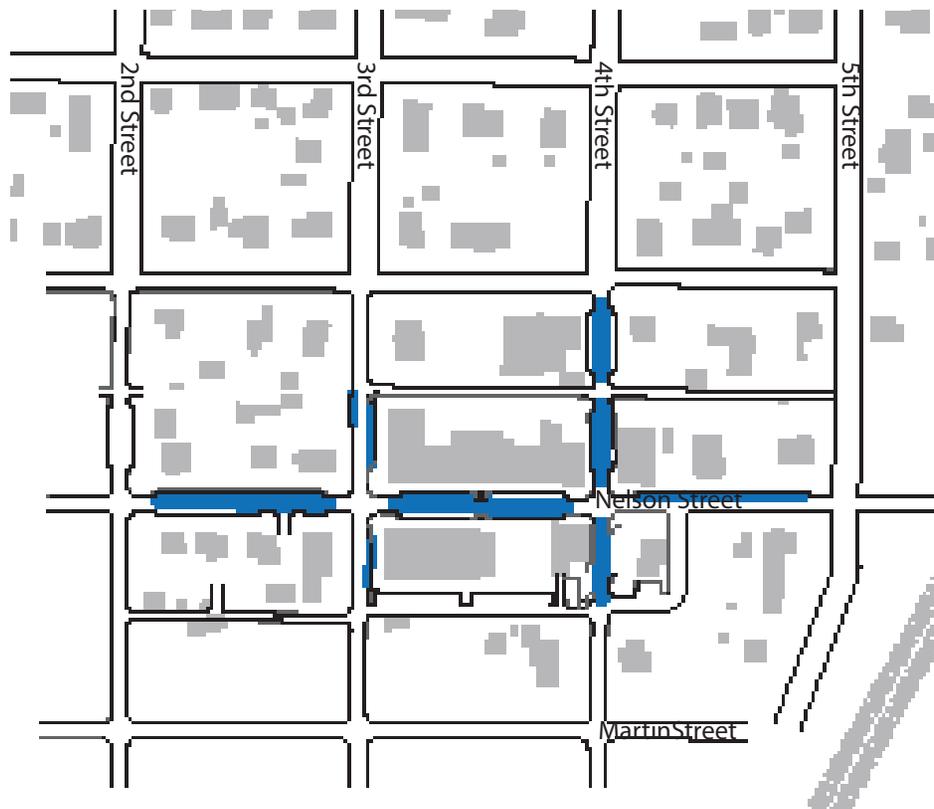


DIAGRAM ON-STREET PARKING OPPORTUNITIES DOWNTOWN

OFF-STREET PARKING

During community activities when on-street parking becomes scarce, parking spaces with close access to downtown can be difficult to find. The map below shows areas with potential for new off-street parking.

With the development of the new community center, new parking will be added with access along the alleyway south of Nelson St. There is also room at the rear of the buildings on the northside of Nelson St. This area could become a combination of parking and patio area if a potential restaurant wanted to increase their available space for seating. As the rest of downtown redevelops, public-private partnerships for sharing existing lots should be explored to ensure an appropriate level of Downtown parking.



DIAGRAM OFF-STREET PARKING OPPORTUNITIES DOWNTOWN

ON-STREET BIKE FACILITIES

During the engagement process, the planning team discovered that providing safe access for bicyclists, with emphasis on connecting Downtown and the planned recreational opportunities to the east of Downtown, is important to the community.

During stakeholder interviews, in particular with BikeWalkKC, it was indicated that intensive bicycle infrastructure is likely not needed due to the limited traffic counts currently present on existing roadways in Downtown. The use of shared lane markings on existing roadways should be sufficient to provide safe bike access.



IMAGE OF SHARED LANE MARKINGS

Below is a list of some of the benefits of Shared Lane Markings:

- Encourages correct positioning of bicyclists in lanes too narrow for vehicle and cyclist side by side travel
- Markings alert vehicle drivers of the potential presence of bicyclists
- Advertises recommended bikeway routes and assists with wayfinding
- Encourages safe passing by vehicle drivers
- Does not require additional roadway space or special infrastructure
- Deters wrong-way bicycle movements.

The connectivity opportunities map located later in this document on page 78 shows the recommended locations for shared lane markings within the Downtown study area.

TRANSIT

Edgerton's park and ride transit users are currently served at the intersection of 4th Street & Nelson Street with unloading/loading times of 5:33 AM, 6:34 AM, 5:33 PM, and 6:42 PM. KCATA Route 595 has a current circulation pattern including U.S.56 to 4th St to Nelson St to 2nd St and back to U.S.56. In consideration of near-term and long-term ridership, the bus stop should be relocated from the northwest corner of Nelson St. & 4th St. to be directly in front of the Bank of Knowledge library on Nelson St. The new recommended route will consist of traveling on U.S. 56 to 2nd St. to Nelson St. to Sunflower Rd. or 4th St. This would consist of left-turns which are easier for buses to maneuver thus avoiding tight right-turns. The proposed downtown intersection configuration, as diagrammed on page 61, has 15' curb radii. A tight right turn by a standard transit bus with this configuration is difficult but possible, as shown in the autoturn diagram on page 61.

As demand for more transit service increases, additional pick up times can be added to the existing route. The near-term solution does not require special facilities for buses besides a concrete loading pad; however, it should be mentioned that handicap reserved parking should be located nearby the transit stop. Considering the projected traffic volumes and the infrequency of arrivals, a bus turnout is not needed. Future mobility needs could call for more ridership amenities including a shelter and/or bench. If ridership demand increases so that a large number of transit users are gathered around the bus stop, one option would be to remove the nearest parallel parking stall on the NW corner of 4th Street & Nelson Street and extend the sidewalk pavement to the thru travel lane.

Additionally, development of a potential new Civic Center should be considered as a location for incorporating a long-term bus stop with shelter, seating, and parking accommodations.

GUIDELINES FOR STOREFRONT/WALKWAY/AMENITY ZONES

The following portion of the Downtown design guidelines is oriented toward concept recommendations for improvements to the pedestrian zones. This guideline section focuses on the incorporation of sidewalks, materiality, landscaping, site amenities, site furnishings, lighting, and utility coordination.

PROTOTYPICAL STREETSCAPE SECTIONS

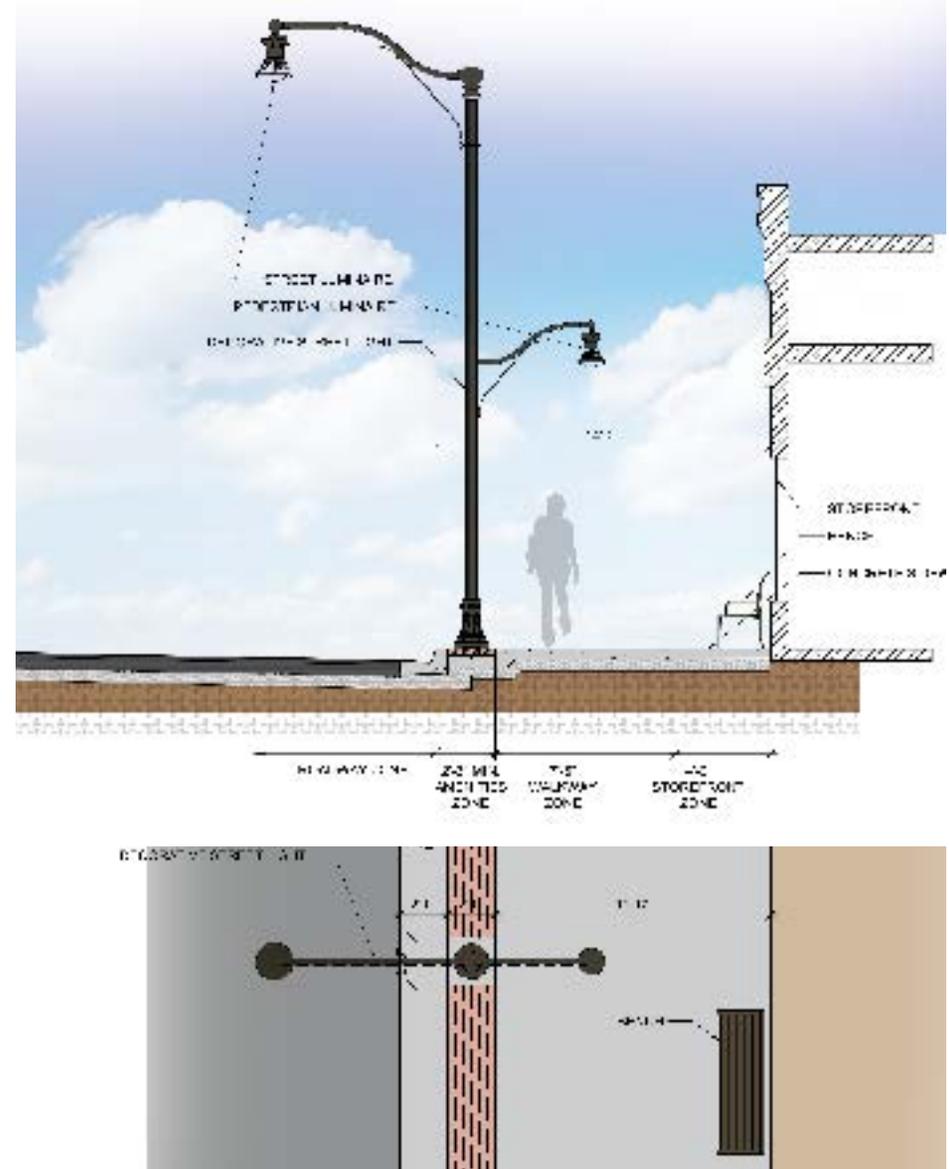
The following pages contain a series of illustrations used to further describe the concepts recommended for streetscape improvements to the Downtown Core. The illustrations show key dimensions for the various sub-zones of the pedestrian realm, the interface between building zone/sidewalk zone/roadway zone, and provide layout and organization recommendations for various streetscape elements.

The sidewalk zone illustrated in the diagrams are generally broken into three sub-zones; an amenities zone, a walkway zone, and a storefront zone. Below is a brief description of each sub-zone and how it is intended to function:

Amenities Zone: This sub-zone is intended to serve as a transition area between the sidewalk zone and the roadway zone. The amenities zone is intended mainly to house a bulk of the streetscape site amenities such as decorative street lighting. Additionally this space is intended to house street tree plantings and landscape beds. A paver accent band is utilized in this sub-zone to help define the transition between sidewalk and roadway.

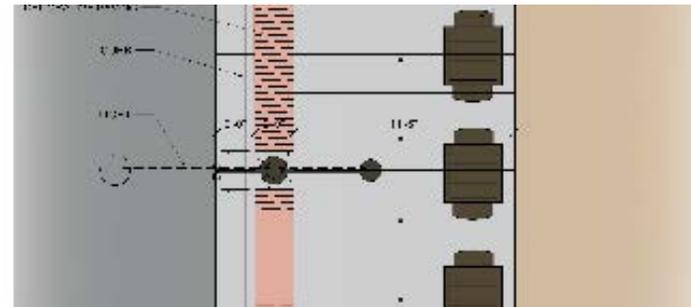
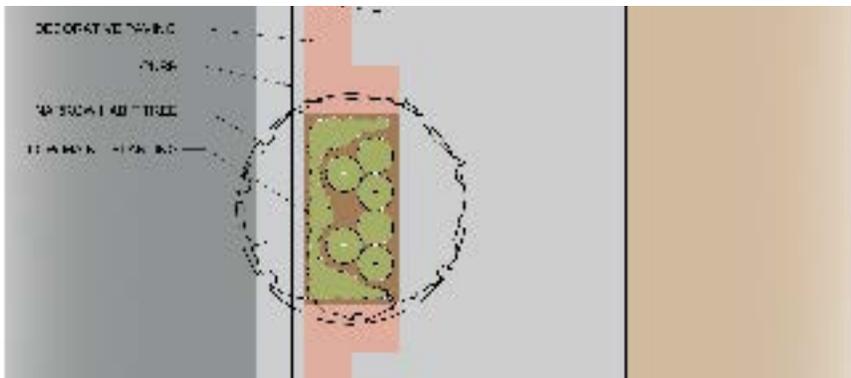
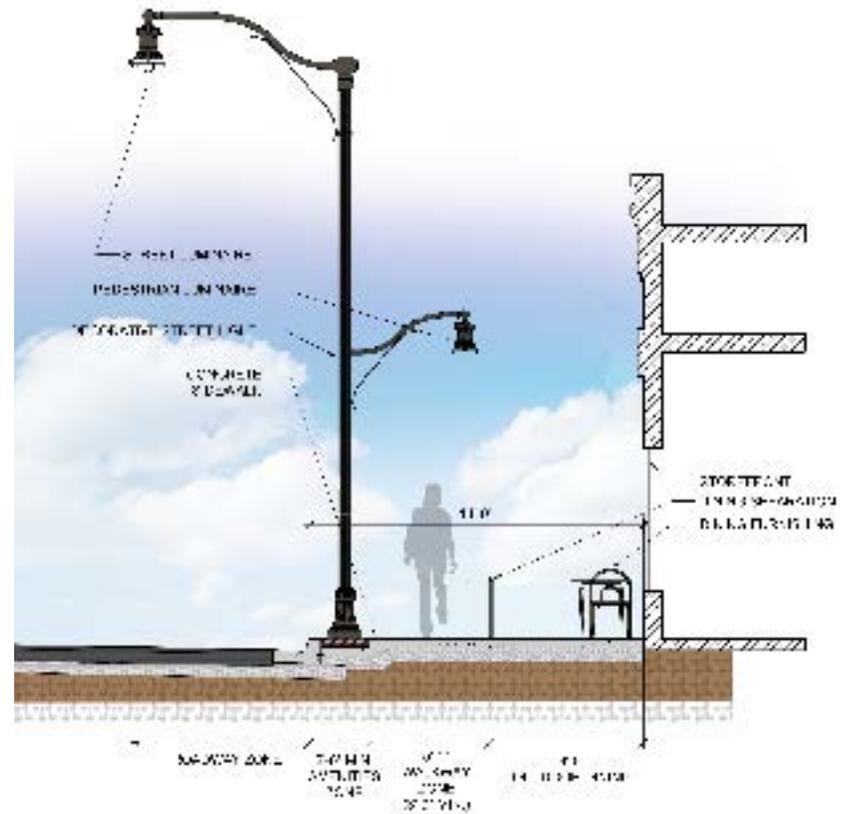
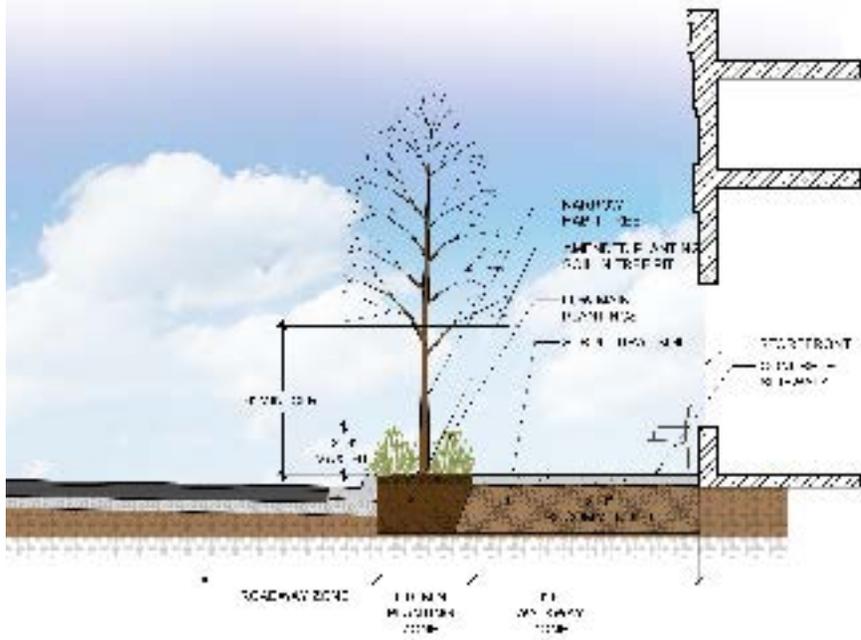
Walkway Zone: This sub-zone is intended to serve as the main pedestrian access route throughout the streetscape. This sub-zone should be easily accessible and free of obstruction.

Storefront Zone: This sub-zone is intended to serve as the transition area between the sidewalk zone and the building zone. This area provides extra space to reduce pedestrian conflicts with people entering and exiting businesses. Additionally this area is intended to house site furnishings and outdoor dining where space allows.



PROTOTYPICAL SECTION #1 - 14' SIDEWALK ZONE

This section is intended to be utilized on the north side of Nelson, where pedestrian space for business is critical. This section illustrates the incorporation of lighting, accent paving band, and site furnishings. This provides adequate walkway space for pedestrian activities with limited conflict with storefront and site amenities.

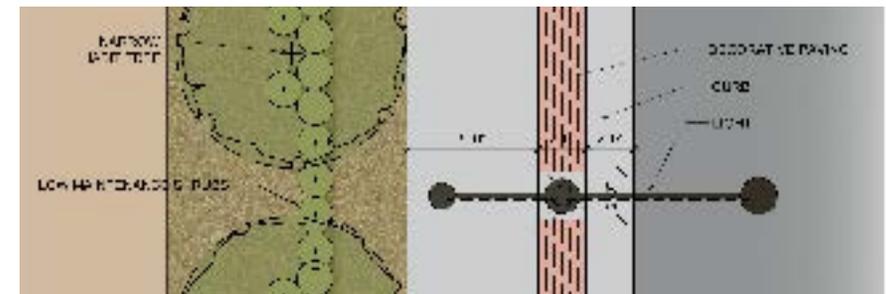
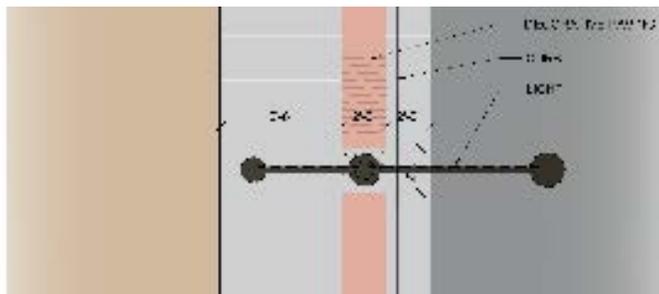
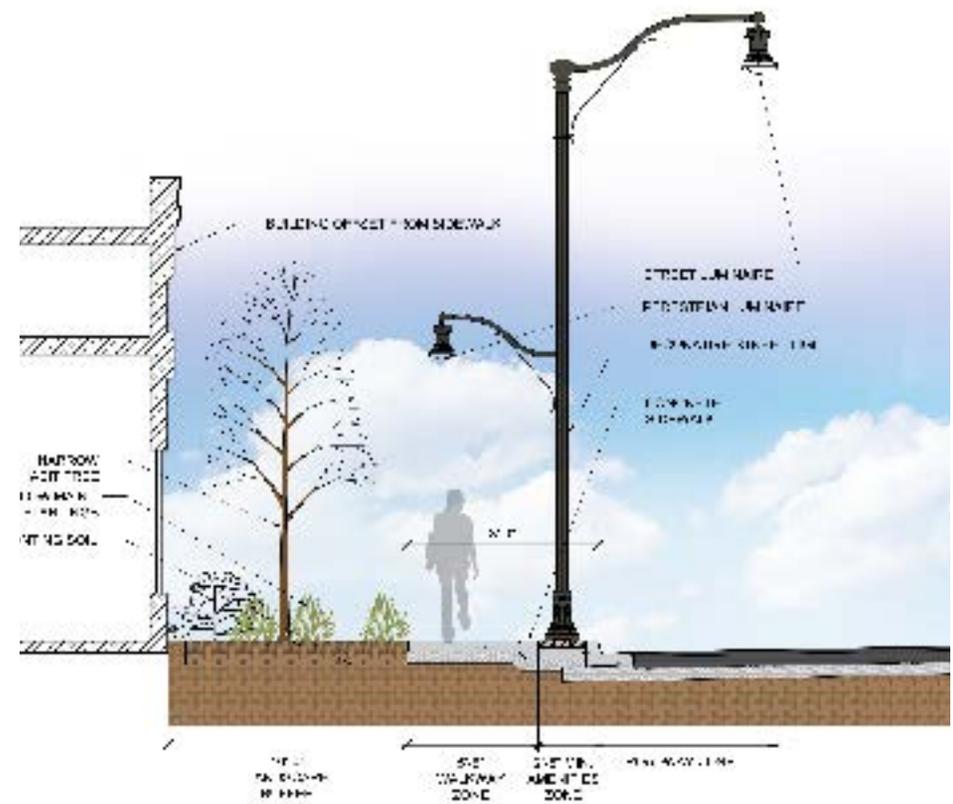
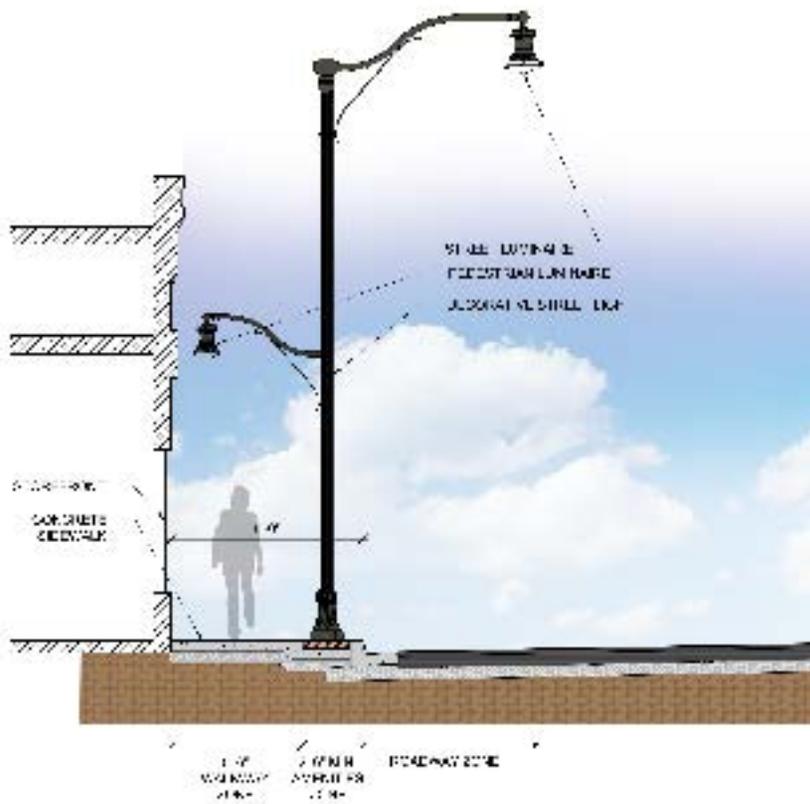


PROTOTYPICAL SECTION #2 - 14' SIDEWALK ZONE, W/ STREET TREE

This prototypical section shows the 14' wide sidewalk zone, modified to incorporate street tree plantings and landscape beds. The accent band should be used to frame the landscape beds. If site furnishings are placed in close proximity of the landscape beds, care should be taken to prevent pinch points, and ensure a 6' min. walkway is maintained.

PROTOTYPICAL SECTION #3 - 14' SIDEWALK ZONE, W/ OUTDOOR DINING

This prototypical section shows the 14' wide sidewalk zone, modified to incorporate outdoor dining. Adequate space should be provided to allow for restaurant service activity and passing pedestrians. Where possible a 6' min separation between dining and other obstructions should be provided. Clearance between any obstructions must be no less than 3'.

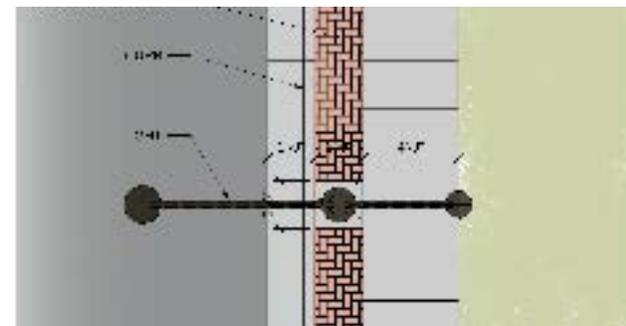
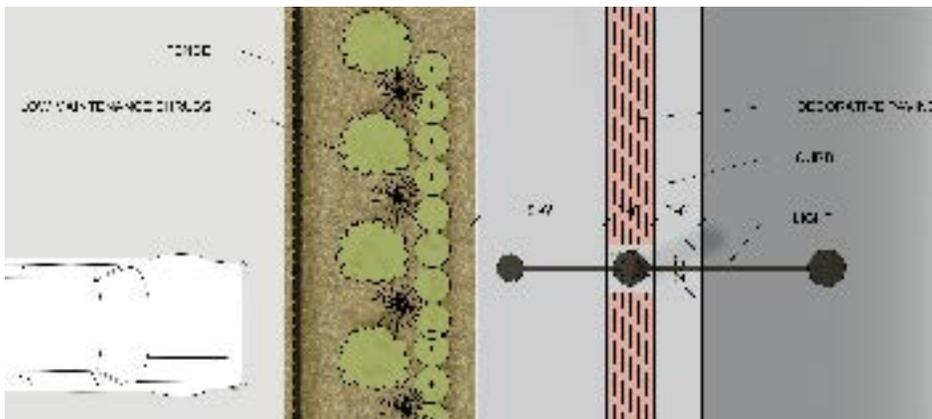
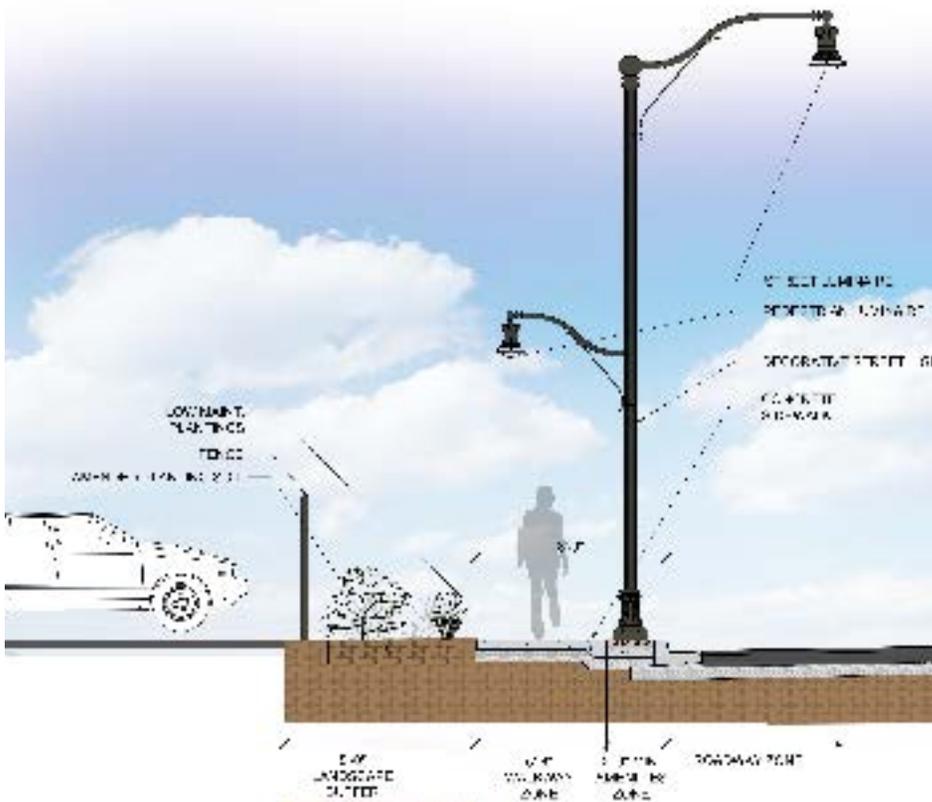


PROTOTYPICAL SECTION #4 - 8' SIDEWALK ZONE

This section is intended to be utilized on the south side of Nelson, where less high activity business are expected to be located, and where new buildings will have flexibility to be offset from the right-of-way to create additional pedestrian space. This section illustrates the incorporation of lighting and accent paving band. This provides adequate walkway space for pedestrian activity with limited conflict with storefront and site amenities.

PROTOTYPICAL SECTION #5 - 8'+ SIDEWALK ZONE, W/ BUFFER

This section is intended to be utilized on the south side of Nelson, where new Civic buildings will have flexibility to be offset from the roadway to create additional pedestrian and landscape space. This section illustrates the incorporation of lighting, accent paving band, and an extended landscape area between. This section can be modified for commercial uses to extend the sidewalk width as needed to meet the building face.

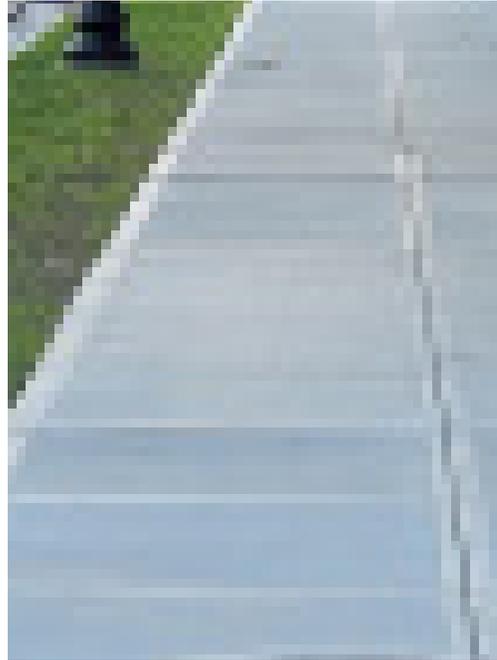


PROTOTYPICAL SECTION #6 - SIDEWALK ZONE, ADJ. TO PARKING LOT

This section is intended to be utilized in situations where the sidewalk zone runs adjacent to a parking lot. It is recommended that a min. 8' sidewalk zone is maintained and an adequate landscaped buffer is provided. If fencing is incorporated into the parking lot edge, it should be decorative in appearance and offset from the sidewalk zone.

PROTOTYPICAL SECTION #7 - SIDEWALK ZONE, ADJ. TO RESIDENTIAL

This section is intended to be utilized in situations where the sidewalk zone runs adjacent to residential lots. These areas are anticipated to have less pedestrian activity and can have narrower walkway widths. A 4' walkway with a 2' accent band, for a total of 6', is the recommended minimum width. In residential areas right-of-way widths may vary and coordination with adjacent property owners and easements may be required to allow implementation.



REFERENCE IMAGE OF HARDSCAPE MATERIALS RECOMMENDED FOR DOWNTOWN

HARDSCAPE MATERIALS PALETTE

It is recommended to use the local vernacular when selecting materials intended for use with streetscape implementation projects. The local vernacular is evident in the exterior materials used in the building facades, and the building materials readily available in the region. From visual observation, the building materials mainly used in the Downtown Core are brick and natural stone. This should be reflected in the hardscape materiality of the streetscape.

Additionally it is recommended that the materials used are high quality, durable, and take into account the ongoing maintenance capabilities and desires of the City. The recommendation for hardscape walking surfaces is broom finished concrete with brick paver accents. The incorporation of locally-sourced natural stone would be also acceptable for incorporation of various site elements such as walls and monuments.



REFERENCE IMAGE OF LIGHTING AND FURNISHING STYLES RECOMMENDED FOR DOWNTOWN

FURNISHINGS AND LIGHTING PALETTE

Decorative lighting should be utilized to not only improve safety of pedestrian activity at nighttime, but also to provide an attractive appearance and contribute to sense of place during the daytime.

Site furnishings such as benches, planters, and trash receptacles should be decorative in appearance and added to increase the pedestrian comfortability of the Downtown Core.

Site furnishing and decorative lighting should carry a unified theme or style, throughout the Downtown area. Based on visual preference studies conducted during the community engagement phase of this project, it was determined that a classic style of furnishings and lighting would be preferred.

It is important when implementing streetscape elements such as these, that high quality products are selected. High quality products will age much better and cause less maintenance headaches in the long-term.

LANDSCAPE DESIGN GUIDELINES

During the existing conditions analysis, it was observed that there is generally a lack of landscaping and tree canopy coverage in the Downtown Core area. Landscaping is important to Downtown environments in that it softens the hardness of the roadway and sidewalk paving materials, improves the visual appearance, and contributes to sense of place. Street tree canopy provides shade during hot summer months, reduces heat island effect, and helps with traffic calming efforts. Below is a list of recommended guidelines to follow when considering the implementation of landscaping and street trees in Downtown:

- Landscaping should be designed to have minimal maintenance. This can be achieved through appropriate selection of planting material. Native plantings should be considered for use where possible since these are most adapted to the local conditions and will generally require the least amount of maintenance.
- It is recommended that an automatic irrigation system be used for landscaping and street trees located with Downtown, as part of streetscape improvement project. While an added cost, this will help ensure the survivability of the landscape and reduce costly maintenance or replacement in the long-term. Water-efficient irrigation components such as drip irrigation should be used.
- Landscape beds and street tree planting areas should ensure that adequate volumes of high quality planting soil is provided to allow for optimum plant growth. The City should consider using structural soils at tree planting areas to help optimize tree growth.
- Landscape beds should consist of large masses of durable low

maintenance, preferably native plantings. It is recommended to limit the number of plant species in landscape beds to two or three species to help reduce maintenance needs.

- Avoid utilizing trees and shrubs that produce profuse amounts of fruit in the Downtown, as these will likely cause issues with birds.
- Avoid tree species with invasive roots systems to minimize potential damage to adjacent pavements and building foundations.
- Street trees and landscaping should be located and pruned appropriately to prevent screening of adjacent properties.
- Tree canopies should be pruned to maintain a min. 7 ft. clearance from ground level as the tree matures in size. Newly planted trees in a streetscape setting should be selected to ensure this clearance requirement can be achieved as quickly as possible.
- Landscaping adjacent to businesses, intersections, cross streets, and business entries should not be taller than 3 ft.
- Clump form trees and evergreen plantings should be avoided. Exception may be made in areas where visibility of adjacent property is undesirable (i.e. screening of utility sub stations, dumpster enclosures).
- Larger shrubs (greater than 3 ft.) should be used sparingly to prevent sight conflicts at intersections and blocking of businesses. Larger shrubs may be used to screen utilities or other areas where sight conflicts are not an issue.
- Mix deciduous plants with evergreen plants, spring with fall blooming plants to help create year-round interest.

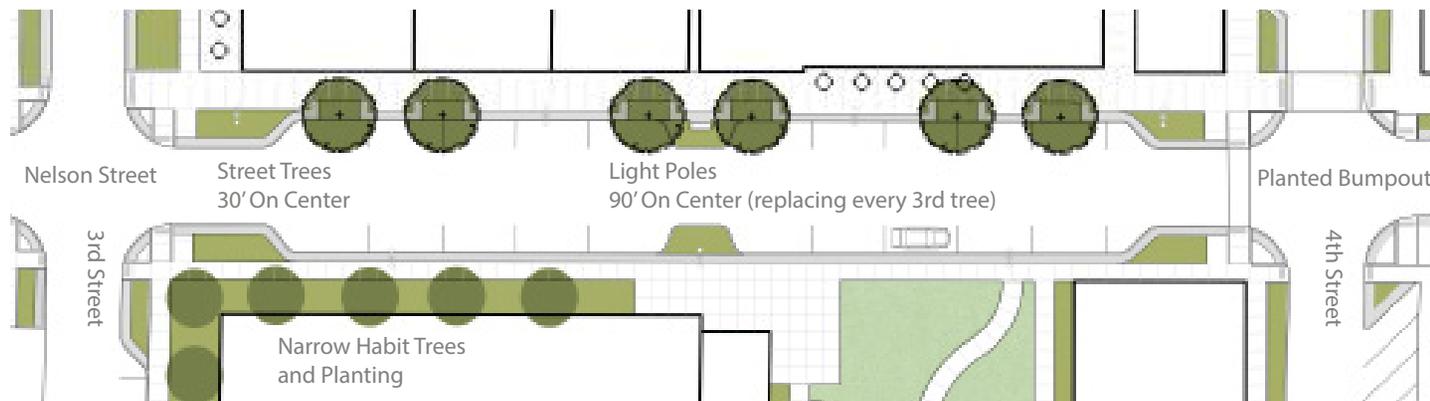


DIAGRAM OF LANDSCAPE LAYOUT RECOMMENDATIONS FOR DOWNTOWN

RECOMMENDED PLANTING PALETTE

The following is a recommended planting palette for implementation in the Downtown Core environment. While this list was developed for Downtown, the noted species could be used for other areas of the City as well. The following criterion was used for the selection of acceptable landscape species:

- Appropriate mature size and growth habit (Low profile desired)
- Ornamental characteristics (Flowering, Fall Color, Etc.)
- Hardiness and resistance to disease/pests
- Adaptability to different soil types
- Tolerant of urban conditions (Air pollution, salt tolerance, tolerant of poor soil)
- Drought tolerance
- Species were selected to provide options for various environmental conditions (wet, dry, sun, shade, etc.)
- Low maintenance
- Non-invasive

Canopy Trees

- *Cladrastis kentuckea* - Yellowwood
- *Ginkgo biloba* 'Princeton Sentry' - Ginkgo (Fruitless Cultivar)
- *Gleditsia triacanthos* f. *inermis* - Thornless Honeylocust (Imp. Cultivars)
- *Gymnocladus dioica* 'Expresso' - Kentucky Coffeetree (Fruitless Cultivar)
- *Nyssa sylvatica* - Black Gum
- *Ostrya virginiana* - Eastern Hop Hornbeam
- *Platanus x acerifolia* 'Exclamation' - London Planetree
- *Taxodium distichum* 'Shawnee Brave' - Bald Cypress
- *Ulmus parvifolia* 'Allee' - Lacebark Elm
- *Zelkova serrata* - Zelkova

Shrubs

- *Aronia arbutifolia* - Chokecherry
- *Buxus* spp. - Boxwood (Utilize compact improved cultivars)
- *Callicarpa dichotoma* 'Early Amethyst' - Beautyberry
- *Ceanothus americanus* - New Jersey Tea
- *Clethra alnifolia* - Summersweet

- *Fothergilla gardenii* - Dwarf Fothergilla
- *Ilex verticillata* - Winterberry (Utilize both male & female species)
- *Itea virginica* - Sweetspire
- *Juniperus x pfitzeriana* 'Armstrongii' - Armstrong Juniper
- *Juniperus sabina* 'Mini-Arcadia' - Mini Arcadia Juniper
- *Juniperus virginiana* 'Grey Owl' - Grey Owl Juniper
- *Myrica pensylvanica* 'Morton' - Bayberry
- *Rhus aromatica* 'Gro-Low' - Dwarf Fragrant Sumac
- *Taxus x media* 'Everlow' - Everlow Yew
- *Viburnum dentatum* 'Arrowwood' - Arrowwood Viburnum

Ornamental Grasses

- *Bouteloua curtipendula* - Sideoats Grama
- *Bouteloua gracilis* 'Blonde Ambition' - Blue Grama
- *Calamagrostis x acutiflora* 'Karl Foerster' - Feather Reed Grass
- *Carex albicans* - Oak Sedge
- *Carex praegracilis* - Slender Sedge
- *Chasmanthium latifolium* - Northern Sea Oats
- *Deschampsia cespitosa* - Tufted Hair Grass
- *Muhlenbergia capillaris* - Pink Muhlygrass
- *Panicum virgatum* 'Shenendoah' - Burgundy Switch Grass
- *Schizachyrium scoparium* - Little Blue Stem
- *Sporobolus heterolepis* - Prairie Dropseed

Groundcovers

- *Amsonia tabernaemontana* - Blue Star
- *Asclepias tuberosa* - Butterfly Weed
- *Baptisia australis* - Blue False Indigo
- *Echinacea purpurea* - Purple Coneflower
- *Eutrochium dubium* 'Little Joe' - Joe Pye Weed
- *Hypericum calycinum* - Creeping St. John's Wort
- *Iris virginica* - Blue Flag
- *Liatris spicata* 'Kobold' - Blazing Star
- *Liriope muscari* 'Big Blue' - Lily Turf
- *Rudbeckia fulgida* var. *sullivantii* - Black-eyed Susan

PUBLIC OPEN SPACE

During the community engagement efforts, the planning team heard from many residents that public open space would be a great benefit to the Downtown area. It was noted that the open space should support recreational activities for children, offer flexibility for special events, and display the culture of the community through public art and memorials.

As shown on the map graphic below, the planning team sees an opportunity for maintaining the existing open lot directly west of the library building on Nelson as public open space. This space has also been noted as being converted to park space in the draft Edgerton Parks Master Plan. It is anticipated that the public open space would directly benefit from its adjacent proximity to a potential Civic Center. This open space could include elements such as splash pads, outdoor dining space, outdoor amphitheater, public art displays, memorials, open green space, and playground elements.

It was expressed during engagement that a Veterans Memorial should be incorporated into the Downtown, this space could be considered for this purpose as well.



DIAGRAM OF PUBLIC OPEN SPACE OPPORTUNITIES DOWNTOWN



IMAGES OF VARIOUS USES OF PUBLIC OPEN SPACE

ACCESSIBILITY DESIGN GUIDELINES

As identified in the Downtown Design Principles for Success section, the Downtown Core Area should provide safe and efficient access for users of all abilities. The City and design consultants should reference and follow guidelines set forth by the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Proposed Right-of-Way Accessibility Guidelines (PROWAG) when designing and implementing streetscape improvements for the Downtown area.

When sidewalk zones are reconstructed special attention should be paid to ensure appropriate slopes are met, walkways are clear of obstructions, adequate buffering from roadways is provided, walking surfaces are smooth, and appropriately designed curb ramps are provided at roadway zone crossings. Without appropriately designed accessible walkways, pedestrian travel in Downtown will become dangerous, difficult, and in some cases impossible for persons with limited physical abilities.

Additionally, special attention should be given to providing adequate and convenient parking spaces in Downtown for people with disabilities.



IMAGE OF AN IMPROVED CROSSWALK AND CURB RAMP FOR ADA ACCESSIBILITY

UTILITY INFRASTRUCTURE COORDINATION

Public utilities are a necessity to support businesses in Downtown, and care should be taken to coordinate proposed streetscape improvements with existing and anticipated utilities. When reconstructing streetscapes, ensure adequate space for utilities is provided, develop designs that account for future maintenance of existing utilities, and plan for future disturbance caused from future maintenance of utilities.

As noted in the existing conditions report, it was observed that there are limited storm sewer facilities present in the Downtown Core, overhead power utilities are located along both sides of Nelson Street, and other utilities such as gas and water supply lines are likely present in the right-of-way.

Due to potential conflicts with proposed street lighting and street trees, the implementation of the proposed streetscape concepts will require either the re-routing of overhead utilities to the alleyways or relocation of overhead utilities underground in an appropriate location within the right-of-way. The feasibility of the two options stated above should be investigated further as the Downtown streetscape design is developed further in anticipation of implementation. However, re-routing overhead utilities to the alleyways is preferred, as relocating overhead utilities underground will likely be cost prohibitive.

Additionally, coordination between other utilities such as gas and water will likely be required to reduce placement conflicts, supply water to potential irrigations systems, and ensure adequate fire protection standards are being met.

SUSTAINABLE DESIGN AND GREEN INFRASTRUCTURE

Sustainable design and green infrastructure are not only important for ecological health, they can be beneficial for economic and social health of a community as well. It is recommended that as future Downtown building and streetscape improvement projects are designed and implemented, the following sustainable design practices are encouraged by the City:

- Green infrastructure such as bioswales and small-scale bioretention basins (rain gardens) can help filter stormwater and allow for better permeation into the ground, recharging the water table and improving water quality. This is important in maintaining natural aquifers that serve as sources of fresh water and helps to reduce the potential of flooding events on streets, sidewalks, and other impervious surfaces.
- The addition of green space and tree canopy coverage mitigates and reduces the heat island effect which is due to hardscape surfaces that absorb and retain heat from the sun that is later expelled throughout the night. Heat-island effect creates an unnaturally-warm condition during the dark hours.
- As species for tree and landscape plantings are selected, these should be plants that are native to the ecosystem in which they are proposed. Native plants support the natural ecosystem rather than foreign and invasive pests, fitting into the life cycles of plants and animals that are already in place. Native plants still require maintenance, but it is often a lower level of intensity than plants not native to the area. This translates to less time and money spent on maintenance, as well as less water used for irrigation.
- Sustainable design can also be implemented in hardscape and building material selection by seeking to choose materials that are regionally local to the project site. This will reduce shipping and maintain regional materials. Recycled and salvaged materials are also favorable for use as they conserve resources and reduce the amount of materials in landfills. This will also contribute to the social sustainability of the community, as regional materials will speak better to the vernacular and history of the community.
- Alternative and renewable energy options, such as solar and wind technology, should be considered as possible power sources for street lighting and other electricity-dependent amenities in Downtown. These power options help to mitigate greenhouse gas emissions and serve as a possible method to reduce monies allocated to the City's energy budget over a longer period of time. Efficient light fixtures, such as LED should be considered for use.



IMAGE OF CURB SIDE BIORETENTION STORMWATER BMP



IMAGE OF CURB SIDE BIORETENTION STORMWATER BMP



IMAGE OF NATIVE PLANTINGS USED IN A CURB EXTENSION

MOBILITY AND CONNECTIVITY

Key issues identified by the planning team regarding mobility and connectivity are as follows:

- Heavy truck traffic generated from the LPKC and Edgerton Quarry is currently routed through Downtown and presents challenges, in particular at the intersection of 4th and Nelson St.
- The BNSF Kansas City Intermodal Facility (KCIMF) and LPKC is anticipated to add more vehicles and trucks onto the surrounding road network.
- Big Bull Creek Park is expected to increase traffic. The anticipated additional traffic could present future challenges as well as opportunities.
- There is a lack of sidewalks located in the area directly south of Downtown.
- The existing railroad east of Downtown is very active and presents a major barrier and safety challenges for pedestrians and bicyclists seeking to access the recreational activities to the east of Downtown.

MOBILITY AND CONNECTIVITY IMPROVEMENTS RECOMMENDATIONS

The following pages present the planning team's recommendations to address the mobility and connectivity issues stated above and support the community's goals and vision for Downtown.

TRUCK ROUTING RECOMMENDATIONS

During the engagement phase a majority of residents expressed the desire to remove truck routing from Downtown streets. However, infrastructure challenges and funding limitations prevent an immediate solution for eliminating truck traffic from Downtown. The phased strategies for re-routing traffic out of Downtown are described below:

NEAR-TERM STRATEGIES

- Route truck traffic along Nelson St. and 4th St.
- Remove truck route through center of downtown, on Nelson St. between 2nd St. and 4th St.
- Implement infrastructure and safety improvements to the Nelson and 4th Street intersection, that allows safer truck traffic until longer term strategies can be implemented.
- Funding available through Johnson Co. County Assistance Road System (CARS) program.

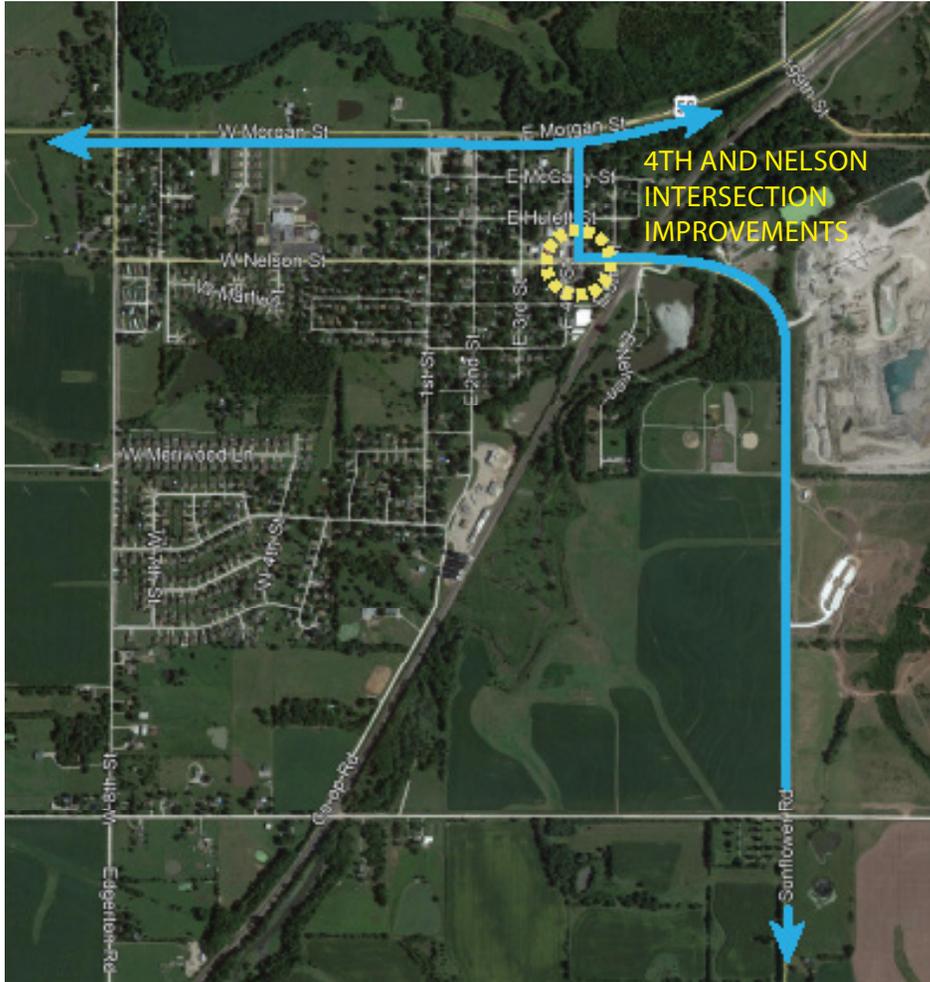
MID-TERM STRATEGIES

- Route truck traffic along 207th street and 2nd street (co-op road)
- Remove truck route along Nelson street
- Improvements would be required to the 2nd Street and 207th Street intersection as part of grade separation project.
- Funding may be available through 207th Street Grade Separation project.

LONG-TERM STRATEGIES

- Route truck traffic along 207th Street and Edgerton Rd.
- Does not eliminate trucks along 2nd street, this would still be required for access to the Co-Op.
- Improvements needed to 207th street and Edgerton road intersection, and to existing roadways in order to support added truck traffic.
- Strategy matches Johnson County Comprehensive Arterial Road Network. Plan (CARNP)
- No funding source.

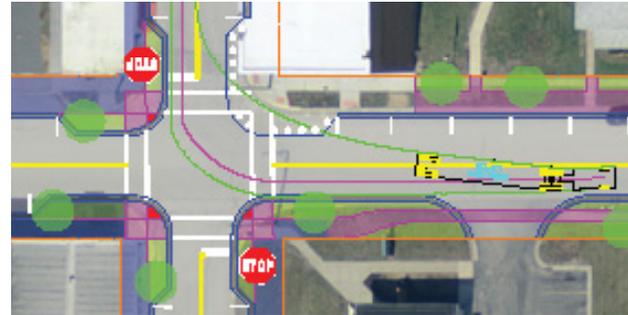
NEAR-TERM TRUCK ROUTING STRATEGY



TEMPORARY INTERSECTION IMPROVEMENTS AT 4TH AND NELSON

In order to accommodate truck routing at the Nelson and 4th Street intersection in the near term, this plan recommends improvements to the intersection for the purpose of handling truck-turning movements. Improvements could include installing low bumps, utilizing street painting, or mountable curbs. The graphics below show near-term and long-term intersection improvements at 4th and Nelson.

NEAR-TERM 4TH AND NELSON IMPROVEMENTS



LONG-TERM 4TH AND NELSON IMPROVEMENTS

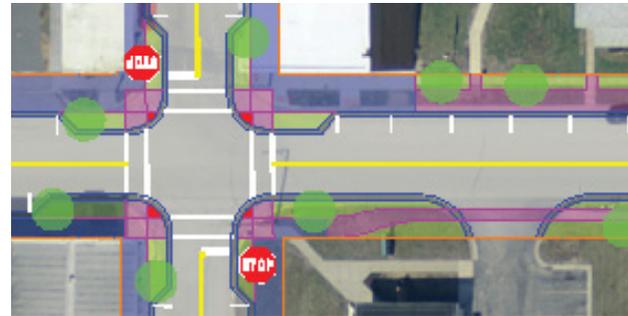


IMAGE OF LOW BUMPS



IMAGE OF A MOUNTABLE CURB

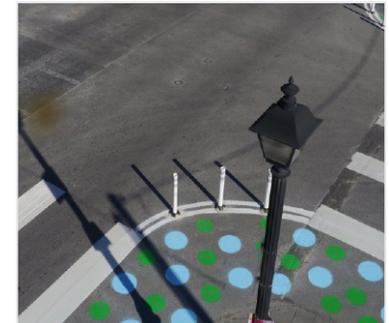
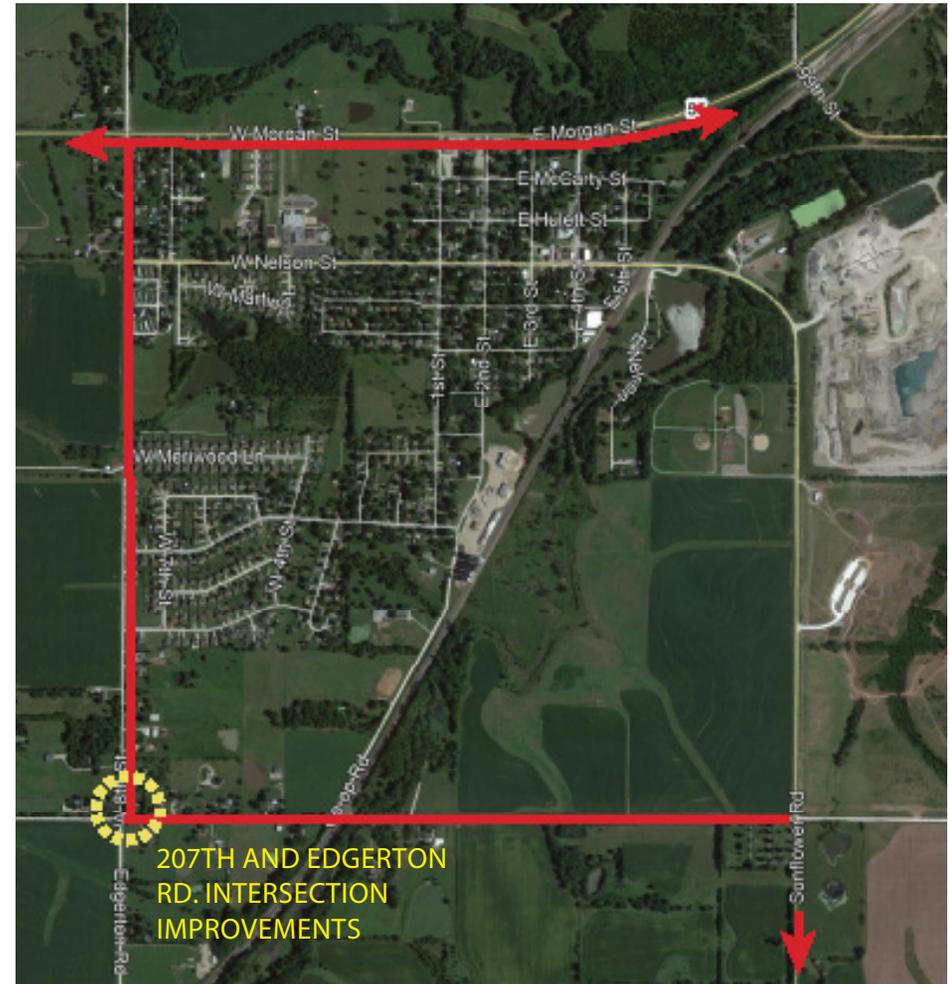


IMAGE OF STREET PAINTING

MID-TERM TRUCK ROUTING STRATEGY



LONG-TERM TRUCK ROUTING STRATEGY



CONNECTIVITY RECOMMENDATIONS

In order to address connectivity issues described previously, the planning team has developed the following recommendations:

- Add sidewalks to the streets south of Downtown and as needed surrounding Downtown to connect gaps in sidewalk network.
- A long-term solution for providing safe pedestrian passage across the railroad tracks would be a grade-separated crossing. For example, a pedestrian bridge could be located to cross the railroad tracks roughly near the intersection of 5th Street and Martin Street.
- Add Shared Lane Markings to 2nd, 4th, and Nelson Streets to promote safer bicycle travel.
- Add bicycle trails to connect Downtown to the planned Big Bull Creek Park to the east.



DIAGRAM OF CONNECTIVITY OPPORTUNITIES FOR DOWNTOWN AND SURROUNDING AREAS

LEGEND

- Shared Lane Markings 
- Trail to Big Bull Creek Park 
- Sidewalk Improvements Area 
- Pedestrian Railroad Crossing 

RECOMMENDATIONS SUMMARY

Summarized below are the key findings that have been identified from the recommendations and concept development process. The findings have been organized by the three major plan goals; revitalize downtown & streetscapes, improve transportation & mobility, and improve commercial & residential markets.

REVITALIZE DOWNTOWN AND STREETSCAPE

- Expand the C-D zoning classification to surrounding properties to encourage additional commercial development Downtown.
 - Adjust zoning language within the Downtown area to help support a diversity of housing development within Downtown in an effort to increase activity and density. Supporting a residential use with a higher density, that could be mixed with commercial Downtown development may be of benefit.
 - Create a Transitional Neighborhood Mixed-Use classification to promote a diversity of low to medium density housing options and the incorporation of neighborhood compatible businesses in the area surrounding the Downtown Core.
 - In situations where multiple connecting lots with a single owner and a dwelling unit built only on one lot are present, encourage lot consolidation to eliminate unbuildable lots.
 - Incompatible uses should be discouraged in the future as Downtown properties are redeveloped.
 - Capitalize on opportunity created by City ownership of property in the Downtown Core to expand civic services, facilitate the creation of a community center, as well as enable more control over the development of the Downtown Core.
 - Provide adequate on-street parking for promoting easy access to Downtown for regular use as well as special events. Investigate potential agreements coordinated with nearby private parking lot owners to enable shared parking for Downtown visitors.
 - Reorganize underutilized space within Downtown for the purpose of off-street parking; however, a parking study should be performed prior to adding off-street parking lots in the core study area in order to justify a quantifiable need.
- Pedestrian crossing markings were limited within the study areas. These should be considered at intersections with higher levels of conflict anticipated between vehicles and pedestrians.
 - Overhead power utilities are present throughout much of the Downtown study areas. Relocate overhead utilities in the Downtown Core to the alleyways to create a higher aesthetic appeal.
 - Lighting throughout the Downtown study areas is sporadic and utilitarian. To better serve potential businesses from a safety and aesthetic standpoint, the addition of decorative lighting should be considered for core business areas.
 - Consider and encourage the addition of stormwater BMPs throughout the study areas. Stormwater BMPs could include rain gardens and swales vegetated with low maintenance native plantings, which enable stormwater runoff to be slowed, filtered, and infiltrated into the soil.
 - Develop additional spaces within Downtown as public park or open space to help draw activity to the Downtown core.
 - As Downtown expands and existing properties are altered, encourage preservation of existing tree canopy, and promote growth of tree canopy coverage.

IMPROVE TRANSPORTATION AND MOBILITY

- Implement phased truck re-routing approach, as outlined in this section, to remove truck traffic from Downtown over a period of time.
- Incorporate traffic calming measures in Downtown to create a safer environment for pedestrians and drivers.
- Add sidewalks to the streets south of Downtown and as needed surrounding Downtown to connect gaps in sidewalk network.
- Add a pedestrian bridge over the railroad tracks near 5th Street and Martin Street to provide pedestrians with safe passage to recreational amenities.
- Add Shared Lane Markings to 2nd, 4th, and Nelson Streets to promote safer bicycle travel.
- Add bicycle trails to connect Downtown to the planned Big Bull Creek Park to the east.

IMPROVE COMMERCIAL AND RESIDENTIAL MARKETS

- Creation of a City-organized land bank could be strategic in the nature of critical property acquisitions. The City on its own or in conjunction with some other type of local non-profit entity creates an official land-bank program. However, funding would be critical in nature and lack of funding could discourage the creation of such a program.
- There is an opportunity to create a destination market draw within Downtown Edgerton. Creation of that “sense of place” which is unique and attracts specialized business (i.e. regional restaurant similar to Justus Drugstore in Smithville, MO), or events to promote Downtown Edgerton.
- City owned property could be re-purposed for niche commercial development. With the proposed development of municipal space along the south side of Nelson, 3rd to 4th Streets, much of City government functions may be relocated from the existing City Hall to these new facilities. This presents an opportunity to “back-fill” existing space with some type of niche oriented commercial development. Possible reuses include; boutique lodging facilities, conference facilities, and business incubator space.
- Utilize the “traditional downtown” Edgerton branding to create “sense of place” atmosphere. This concept falls within the overall marketing and branding process for the City. Special emphasis should be given to create that “historic” brand.
- Design guidelines for any development of new commercial space should be “traditional” in nature and adding walk-up residential would increase the density of any Downtown activity.
- Formulation of special taxing incentive districts within the primary downtown core and secondary core study areas. Incentives could provide added revenue for marketing, security, infrastructure improvements, or other publicly oriented improvements.
- Formulation of a commercial special taxing district along U.S. 56 to incorporate any new commercial development in and around the new Dollar Store development location being constructed. Use of funds could include utilities, safety, marketing, etc.
- Investigate the opportunity to formulate a downtown district utilizing façade rebate programs.



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IMPLEMENTATION STRATEGIES

There is enthusiasm and commitment among the Edgerton community to propel the Downtown Edgerton Plan vision forward. This implementation section outlines physical, economic, and social strategies to phase public investments and leverage catalytic projects. The phasing framework provides a guideline and "how to" for logical decision-making, allocation of resources, and an associated timeline for undertaking various tasks.

Short- and long-term land use plans capture the picture of what residents, businesses, and the City say they want for the future of their community. This, in concert with the associated multi-modal transportation improvements, set the goals for the project. Funding, financing and economic strategies are essential to implementation and long-term success.

Implementation of the Downtown Edgerton Plan will require endurance and dedication by the City and its partners (current and future). However, managing quick wins will foster a community of supportive citizens and momentum for long-term success.

Outlined to the right are key objectives to achieve the goals identified early on in the project (Revitalize Downtown and Streetscape, Improve Transportation and Mobility, and Improve Commercial and Residential Markets). The following pages in this section will provide a more detailed description of each objective and the action items associated with implementing the strategies.

IMPLEMENTATION PHASING

The vision for Downtown Edgerton is designed to be implemented over time resulting in a phased approach. There are many strategies that may be initiated in the near-term and others that may not get started for some time. Most of the recommended strategies will also be ongoing and/or evolve as changes begin to occur in Downtown Edgerton.

STRATEGIES TO REVITALIZE DOWNTOWN AND STREETScape

- Objective 1. Revitalize Existing Downtown Buildings and Encourage Infill Development
- Objective 2. Downtown Streetscape Implementation
- Objective 3. Unified Development Code Update
- Objective 4. Community/Civic Center and Public Open Space Implementation
- Objective 5. Ensure Efficient and Adequate Parking Downtown
- Objective 6. Mitigate Flood Prone Areas of Downtown

STRATEGIES TO IMPROVE TRANSPORTATION AND MOBILITY

- Objective 7. Eliminate Truck Traffic from Downtown Through a Phased Approach
- Objective 8. Improve Sidewalk Network Surrounding the Downtown Core
- Objective 9. Ensure Efficient and Safe Traffic in and Around Downtown
- Objective 10. Improve Bike/Ped Connection Between Downtown and Big Bull Creek Park
- Objective 11. Improve Bike Safety and Connectivity on Existing Road Infrastructure
- Objective 12. Improve Sense of Entry and Wayfinding to Guide Visitors to Downtown
- Objective 13. Improve Transit Access to Downtown

STRATEGIES TO IMPROVE COMMERCIAL AND RESIDENTIAL MARKET

- Objective 14. Develop Funding Mechanisms to Support Future Redevelopment Efforts
- Objective 15. Improve Downtown Branding and Awareness
- Objective 16. Coordinate with Local Organizations and Developers to Maintain Momentum

STRATEGIES TO REVITALIZE DOWNTOWN AND STREETScape

Much of the vision for Downtown Edgerton requires change and improvement to the physical infrastructure and built environment. This includes streets, sidewalks, buildings, open space, utilities, and amenities, etc. As well this includes coordinating the policy to support the improvement efforts.

OBJECTIVE 1. REVITALIZE EXISTING DOWNTOWN BUILDINGS AND ENCOURAGE INFILL DEVELOPMENT

Improving existing buildings and developing high quality infill commercial and residential buildings is key to the success of Downtown revitalization efforts. As noted in the recommendations, strategies such as land-banking programs, developer incentive programs, and strategic re-use of existing buildings can help catalyze infill developments.

Key action items for this objective:

- a. Adopt Downtown Edgerton Plan including building design guidelines.
- b. Perform feasibility study of land to assist with redevelopment projects.
- c. Solicit commercial and residential redevelopment proposals from prospective developers, as opportunities arise.

OBJECTIVE 2. DOWNTOWN STREETScape IMPLEMENTATION

In coordination with intersection improvements planned for 4th St. and Nelson St., design and construction detailing of primary and secondary streetscape improvements should be undertaken in order to competitively bid the construction and implementation of improvements.

Key action items for this objective:

- a. Adopt Downtown Edgerton Plan including streetscape design guidelines.
- b. Further develop detailed streetscape design, prepare construction documents, solicit for bids, and construct primary streetscape improvements.

OBJECTIVE 3. UNIFIED DEVELOPMENT CODE UPDATE

Based upon land use recommendations and the design guidelines, update the UDC to bring development related regulations into a more consistent, integrated, and efficient framework for supporting quality development in the community. The updated UDC should align with the City's Comprehensive Plan, Parks Master Plan, and result in a harmonized regulatory code supportive of the vision for Downtown Edgerton.

Key action items for this objective:

- a. Adopt Downtown Edgerton Plan including recommendations for Downtown Future Land Use Plans and Zoning Modifications.
- b. Develop and Implement Zoning Map and Zoning Ordinance Amendments to support the Downtown Future Land Use Recommendations.

OBJECTIVE 4. COMMUNITY/CIVIC CENTER AND PUBLIC OPEN SPACE IMPLEMENTATION

A significant component of the Downtown Core land use plan is a future civic amenity and community center. An experienced consultant is needed to further evaluate the appropriate scale and program to ensure success. This scope would include benchmarking, market analysis, program development, operations analysis, and concept design alternatives for the overall layout and form of the building and site to prepare for implementation.

Key action items for this objective:

- a. Conduct master planning, programming, and concept design study.
- b. Develop detailed design, prepare construction documents, solicit for bids, and construct Community Center and Public Open Space components.

OBJECTIVE 5. ENSURE EFFICIENT AND ADEQUATE PARKING DOWNTOWN

The plan's recommendations more than double public parking capacity in the Downtown Core. As land uses change and new development occurs, a more thorough evaluation of parking supply and demand can identify flexible solutions for both public and private parking. The parking study may also influence parking requirements by ordinance, highlight opportunities for shared parking, and account for shifts in mobility patterns.

Key action items for this objective:

- a. Conduct Downtown parking study to document current parking availability and project needed parking to accommodate future development.
- b. Open discussion with parking lot owners surrounding Downtown to identify potential opportunities to develop public-private partnerships for sharing existing lots.

OBJECTIVE 5. ENSURE EFFICIENT AND ADEQUATE PARKING

DOWNTOWN (CONT.)

OBJECTIVE 6. MITIGATE FLOOD PRONE AREAS OF DOWNTOWN

As identified in the existing conditions analysis, a few parcels in the northeast portion and south of the study area are located in flood prone areas. Although this does not directly impact the Downtown Core area, this should be considered by the City when making future zoning and land use decisions. Additionally, as future development occurs throughout the City, special attention to regional stormwater management should occur to eliminate worsening flood conditions in areas such as those stated above.

Key action items for this objective:

- a. Conduct regional stormwater management study of strategies to mitigate impacts of existing, ongoing, and future development.
- b. Implement stormwater management strategies as redevelopment occurs.

STRATEGIES TO IMPROVE TRANSPORTATION AND MOBILITY

OBJECTIVE 7. ELIMINATE TRUCK TRAFFIC FROM DOWNTOWN THROUGH A PHASED APPROACH

To facilitate focus on the pedestrian experience and improved safety, existing truck traffic conflicts at 4th and Nelson should be mitigated. As described in the plan recommendations, alternate truck routes require modification to existing road infrastructure. A better understanding of these required modifications can be identified in a recommended long-term city truck routing study focused on the turning movements at the intersections of U.S. 56 and Edgerton Rd, W 207th St. and Edgerton Rd, W 207th St and Co-Op Rd, and W 207th St and Sunflower Rd. This study would provide improvement recommendations at these intersections to accommodate truck movements, summarize potential impacts, and provide overall direction to accommodate future truck traffic. Order-of-magnitude costs and applicable funding sources shall should be identified.

Key action items for this objective:

- a. Implement regulatory signage citywide to direct truck traffic as required to eliminate truck traffic from Nelson between 2nd and 4th Streets.
- b. Conduct a Mid and Long-term truck routing study.
- c. Implement 207th St. and Co-op Rd. grade separated intersection improvements.

- d. Remove from Nelson Street and route it along 207th Street and 2nd Street.
- e. Implement 207th St. and Edgerton Rd. intersection improvements.
- f. Route truck traffic along 207th Street and Edgerton Rd.

OBJECTIVE 8. IMPROVE SIDEWALK NETWORK SURROUNDING THE DOWNTOWN CORE

As identified in the existing conditions analysis, the study area south of Downtown is limited in existing sidewalks and the opportunity exists to greatly improve pedestrian connectivity in this area.

Key action items for this objective:

- a. Conduct a comprehensive sidewalk inventory and assessment for Downtown and surrounding areas.
- a. Further develop detailed design, prepare construction documents, solicit for bids, and construct sidewalk improvements in critical areas highlighted by the sidewalk inventory.

OBJECTIVE 9. ENSURE EFFICIENT AND SAFE TRAFFIC IN AND AROUND DOWNTOWN

For planned commercial developments along the U.S. 56 corridor and within the Downtown Core, traffic impact studies should be performed as needed by developers and be reviewed by the City. These studies should collect traffic volume data, analyze projected traffic volumes, and make recommendations for necessary changes for accommodating future conditions.

Key action items for this objective:

- a. Conduct traffic analyses in conjunction with development or redevelopment proposals as needed.
- b. Implement necessary traffic mitigation strategies with proposed developments.

OBJECTIVE 10. IMPROVE BIKE/PED CONNECTION BETWEEN DOWNTOWN, BIG BULL CREEK PARK, & OTHER AMENITIES

Strengthen physical bicycle and pedestrian connections to Johnson County Big Bull Creek Park, LPKC, and other regional employment, residential, and activity centers. Evaluate crossing barriers such as the railroad and prioritize projects for implementation improving safety and connectivity to current or planned regional transportation networks.

Key action items for this objective:

- a. Further develop detailed design, prepare construction documents, solicit for bids, and construct trail improvements connecting Downtown to Big Bull Creek.
- b. Conduct a feasibility study for the construction of a bike/ped bridge over railroad at Martin St. and 5th.
- c. Conduct study to identify additional connections as LPKC and other regional developments are built out.
- d. Further develop detailed design, prepare construction documents, solicit for bids, and construct trail improvements connecting Downtown to other regional developments.

OBJECTIVE 11. IMPROVE BIKE SAFETY AND CONNECTIVITY ON EXISTING ROAD INFRASTRUCTURE

Based on the recommendations efforts should be taken to improve bike safety and connectivity on existing roadways. Additionally, as streetscape improvements and redevelopment efforts are coordinated Downtown, the City should ensure adequate bike parking is provided for potential visitors from Big Bull Creek and other regional recreational activities.

Key action items for this objective:

- a. Implement shared lane markings on key roadways highlighted in this report.
- b. Implement adequate bicycle parking areas Downtown.

OBJECTIVE 12. IMPROVE SENSE OF ENTRY AND WAYFINDING TO GUIDE VISITORS TO DOWNTOWN

Creating a clear and welcoming entrance to Downtown will assist in creating the "sense of place" required for a successful Downtown. A coordinated and easy to navigate wayfinding system that is coordinated with City branding efforts will encourage exploration by potential visitors from nearby regional destinations.

Key action items for this objective:

- a. Conduct a comprehensive wayfinding study for Downtown.
- b. Develop detailed design, prepare construction documents, solicit for bids, and construct primary wayfinding features (i.e. key entries to Downtown, guide signage at Big Bull Creek and I-35, key destination signage).
- c. Develop detailed design, prepare construction documents, solicit for

OBJECTIVE 12. IMPROVE SENSE OF ENTRY AND WAYFINDING TO GUIDE VISITORS TO DOWNTOWN(CONT.)

bids, and construct Secondary wayfinding features (i.e. secondary entries to Downtown, additional guide signage and destination signage).

OBJECTIVE 13. IMPROVE TRANSIT ACCESS TO DOWNTOWN

Based on the recommendations efforts should be taken to improve connectivity to existing transit options. As future streetscape improvements and redevelopment efforts are coordinated Downtown, in particular redevelopment of the future Community/Civic Center, a formalized bus stop with appropriate amenities should be coordinated with the regional transit agency.

Key action items for this objective:

- a. Relocate existing bus pickup location to be in front of the Bank of Knowledge building. Reroute transit access as recommended.
- b. Incorporate bus stop shelter, seating, and parking accommodations with new Community/Civic Center Improvements.

STRATEGIES TO IMPROVE RESIDENTIAL AND COMMERCIAL MARKETS

OBJECTIVE 14. DEVELOP FUNDING MECHANISMS TO SUPPORT FUTURE REDEVELOPMENT EFFORTS

The recommendations contained in this plan will require substantial investment to undertake and maintain over time, but they will also catalyze substantial economic development that can provide valuable returns on the City's investments. A clear strategy needs to be further developed for coordinating the City's investments.

A comprehensive fiscal analysis should be conducted to review financial assistance, incentives, and long-term maintenance and operations implications as the Downtown Edgerton vision is implemented.

Simple changes, such as repairs or new paint, to a neglected commercial district can catalyze redevelopment. The City can accelerate this process

by the creation of a facade improvement program as an incentive created to encourage property owners and businesses to improve the exterior appearance of their buildings and storefronts. Such a program would provide financial incentives such as a matching grant or loan, a tax incentive, and/or design assistance. In addition to federal and state economic development grants and municipal revenue, application fees and interest income generated by facade improvement loans are also sometimes used to keep funding available and circulating in the target area.

One long-term strategy that would provide a direct funding stream for many of the improvements needed in the City is the formation of a Special Business District (SBD). Property owners in the area would need to be supportive of the SBD, but it could levy additional taxes that would fund infrastructure improvements or redevelopment projects to stimulate growth. Designed to address the City's desire for an increase in services, a SBD could attract new businesses, encourage the development of mixed-use development, housing, and provide a reliable funding source for infrastructure projects that will strengthen the City's walkable feel.

Key action items for this objective:

- a. Conduct a financial condition analysis to identify funding needs, funding sources, potential incentive programs, etc.
- b. Implement building façade rebate program.
- c. Implement commercial special taxing incentive districts along US 56, pending financial condition analysis recommendations.
- d. Implement special taxing incentive districts in Downtown, pending financial condition analysis recommendations.

OBJECTIVE 15. IMPROVE DOWNTOWN BRANDING AND AWARENESS

In addition to the momentum a SBD would bring, leverage the Edgerton brand via Elevate Edgerton! to keep promoting the Downtown Core and proposed U.S. 56 Commercial Corridor. Identify the desired niche market through a Downtown Marketing Strategy and implement signage, way-finding and entry gateways to attract new visitors.

Key action items for this objective:

- a. Conduct a Downtown marketing study to develop strategies for attracting developers, residents, visitors, and businesses to Downtown.
- b. Develop Downtown branding and coordinate with wayfinding and streetscape enhancements.

OBJECTIVE 16. COORDINATE WITH LOCAL ORGANIZATIONS AND DEVELOPERS TO MAINTAIN MOMENTUM

Maximize community interest and support following the adoption of this plan and its recommendations. Relay each milestone for the Downtown revitalization to the citizens of Edgerton and the region by celebrating and communicating every success. Additionally, hosting a Developer RoundTable event (or series of reoccurring events) to highlight the public and private sectors' commitment to developing a great community can assist with bringing together local developers, real-estate experts, and local panel members to discuss topics relevant to Edgerton's growth and development. Identify barriers to entry into the Edgerton marketplace and work collaboratively to ensure forward progress and emergent partnership opportunities.

Key action items for this objective:

- a. Host a Developer Roundtable.
- b. Synchronize Events with Big Bull Creek.
- c. Encourage the establishment of an Edgerton Business Association and/or Community Development District.
- d. Strengthen Partnerships with LPKC and other Regional Destinations.

POTENTIAL FUNDING SOURCES

Implementing strategies listed in the objectives on previous pages will require leveraging various funding mechanisms. The recommend financial condition analysis should investigate potential funding programs that could be used by the City for redevelopment efforts. Potential federal, state, and local funding sources are listed below along with a link to access additional information. It is encouraged that the City conducts a financial condition analysis to review the applicability of the funding sources below and to identify any other potential sources not listed herein.

FEDERAL SOURCES

HUD's Neighborhood Stabilization Program provides grants to every state, certain communities, and other organizations to purchase foreclosed or abandoned homes and to rehabilitate, resell, or redevelop these homes to stabilize neighborhoods and stem the decline of house values of neighboring homes. This funding source could support rehabilitation of historic housing structures in the neighborhood.

More information is available at: www.hudexchange.info/programs/nsp

HUD's Community Development Block Grant Program provides funds to municipalities and other units of government to develop viable urban communities by providing affordable, decent housing and a suitable living environment and by expanding economic opportunities, principally for low- and moderate-income persons. Although local units of government develop their own programs and funding priorities, all activities must be consistent with one or more of the HUD national objectives. Street and sidewalk improvements and home repair projects in Edgerton could possibly be eligible for this funding.

More information is available at: portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

HUD's Choice Neighborhood Planning Grant provides funds to create and implement a plan that transforms distressed HUD housing and addresses challenges in the surrounding neighborhood. The program is designed to catalyze critical improvements in neighborhood assets, including vacant property, housing, services, and schools.

More information is available at: http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/cn

The New Markets Tax Credit Program is incorporated as section 45D of the Internal Revenue Code. This code section permits individual and corporate taxpayers to receive a credit against federal income taxes for making qualified equity investments in qualified community development entities. New Markets Tax Credits could help finance the various infill development strategies recommended in the plan.

More information is available at: www.irs.gov/pub/irs-utl/atgnmtc.pdf

Federal Historic Tax Credits are administered by the National Park Service in partnership with the Internal Revenue Service and Kansas' State Historical Society. An income-producing, depreciable property—either a commercial or residential rental unit—can claim a federal credit of 20 percent of the costs of rehabilitation. Federal Historic Tax Credits could help preserve and rehabilitate qualifying historic structures in Edgerton.

More information is available at: www.nps.gov/tps/tax-incentives.htm

EPA Brownfields Revolving Loan Fund Grants provide funding for a grant recipient to capitalize a revolving loan fund and provide subgrants to carry out cleanup activities at brownfield sites. This funding could help clean up contaminated sites in the City, if present, in support of new development.

More information is available at: www.epa.gov/brownfields/types-brownfields-grant-funding#tab-2

EPA Brownfield Assessment Grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. This funding could help identify contaminated sites in the City for future infill and reuse efforts.

More information is available at: www2.epa.gov/brownfields/types-brownfields-grant-funding

EPA's Targeted Brownfield Assessment Program helps minimize the uncertainties of contamination often associated with brownfields—especially for those entities without EPA Brownfields Assessment grants. It is not a grant program, but a service provided through an EPA contract in which EPA directs a contractor to conduct environmental assessment activities to address the requester's needs. This funding could help evaluate sites for redevelopment suitability and prioritize areas for cleanup.

More information is available at: www.epa.gov/brownfields/targeted-brownfields-assessments-tba

POTENTIAL FUNDING SOURCES (CONT...)

EPA's Clean Water State Revolving Fund is a federal-state partnered program that provides low-cost loans for a wide variety of water quality infrastructure projects. This program is managed by the Kansas Department of Health and Environment. Funding could support green infrastructure and water reuse and conservation projects.

More information is available at: <http://www.kdheks.gov/muni/>

EPA's Urban Water Program funds projects that address urban runoff pollution through diverse partnerships that produce multiple community benefits, with emphasis on under-served communities. More information is available at: www.epa.gov/urbanwaters

U.S. Department of Agriculture's Farmers Market and Local Food Promotion Program supports projects that will encourage the development, promotion, and expansion of various direct-marketing opportunities, such as farmers markets, roadside stands, community-supported agriculture programs, and agritourism. This program could provide financial support for community programming and outreach of local agricultural culture.

More information is available at: www.ams.usda.gov/services/grants/fmpps

U.S. Department of Transportation's TIGER Grant Program funds capital investments in surface transportation infrastructure that will have a significant impact on the nation, a region, or a metropolitan area. Significant regional connectivity, such as bike connectivity to Big Bull Creek Park, or transportation system improvements could be eligible for this funding, as part of larger regional efforts.

More information is available at: www.transportation.gov/tiger/about

STATE SOURCES

Kansas Department of Transportation (KDOT) offers a variety of partnership programs. The Economic Development (ED) Program uses transportation investments to recruit new businesses and encourage growth of existing businesses. This is a reimbursable grant program focused on creating new jobs and encourage capital investment in Kansas. Applications require a 25% minimum local match.

The Transportation Economic Development Loan Program (TEDL) is a reimbursement loan program where incremental revenues that result from

private development spurred by development of transportation improvement are dedicated to pay off the bonds that were used to finance the initial construction of the project. Typical projects are roadways that increase capacity or improve connectivity.

More information and other partnership opportunities are available at: <http://tworks.ksdot.org/Programs>

Kansas Housing Resources Corporation

The Low-Income Housing Tax Credit (LIHTC) Program promotes the development of affordable rental housing for low-income individuals and families.

More information is available at: <http://www.kshousingcorp.org/lihtc.aspx>

Tax-Exempt Bond financing for multifamily housing is available through the State's Private Activity Bond (PAB) authority. The PAB is designed to provide local units of government the ability to issue tax-exempt bonds for a number of purposes including, but not limited to: facility and equipment financing for qualified manufacturers and processors, Beginning Farmers Program, waste treatment facilities, Mortgage Credit Certificates (MCC), Mortgage Revenue Bonds (MRB), and financing for residential rental developments.

More information is available at: <http://www.kshousingcorp.org/pab-allocation.aspx>

The Moderate Income Housing Program (MIH) aims to help cities and counties develop new infrastructure and housing in rural areas.

More information is available at: <http://www.kshousingcorp.org/moderate-income-housing.aspx>

The Rural Housing Incentive District (RHID) Act provides cities and counties a program to assist in the financing of public improvements that encourage developers to build housing in rural communities.

More information is available at: <http://kansascommerce.com/KansasHousing>

USDA's Rural Rental Housing Program provides loans and guaranteed loans to increase the supply of affordable rural rental housing for income eligible tenants. Loans can be combined with housing tax credits and other affordable housing products to help offset development costs.

More information is available at: <https://www.rd.usda.gov/about-rd/agencies/rural-housing-service>

POTENTIAL FUNDING SOURCES (CONT...)

Rural Community Development Initiative Grants provide non-profit housing, community development organizations, and low-income rural communities with support for housing, community facilities, and community economic development projects in rural areas.

More information is available at: <https://www.rd.usda.gov/programs-services/rural-community-development-initiative-grants>

Industrial Revenue Bonds (IRBs) are among the most popular and cost-effective methods of financing up to 100 percent of a new or growing business' land, buildings and equipment. In Kansas, IRBs are issued by cities and counties. Proceeds from the sale of the bonds to private investors are made available to enable companies to purchase land and pay the costs of constructing and equipping new facilities or the costs of acquiring, remodeling and expanding existing facilities. If IRBs are used to finance certain types of facilities, interest payable to the owners of the bonds is exempt from federal income tax. This type of IRB is generally called a "tax-exempt" bond. Interest payable on bonds issued to finance other types of commercial facilities, or to finance non-qualifying portions of an eligible facility is subject to federal income taxation. This type of IRB is generally called a "taxable" bond. Interest payable on all IRBs is exempt from Kansas income taxation. Because interest received by owners of tax-exempt IRBs is not subject to federal income taxation, the rate of interest on such bonds may be as much as 2.0 percent (average annual interest cost) below interest rates charged for a comparable taxable bond or taxable conventional loan. Under current federal tax law, specific projects eligible for tax-exempt financing include manufacturing facilities; airports, docks and wharves; mass commuting facilities; certain facilities for furnishing water, sewage and solid waste disposal; qualified residential projects; local district heating and cooling facilities; facilities furnishing electricity or gas on a local basis; high-speed inter-city rail facilities and certain hazardous waste disposal facilities. The use of tax-exempt bonds for manufacturing continues to be subject to restrictions as to the size of the financing, what may be purchased with the bond proceeds and the amount of issuance costs that may be paid from bond proceeds. Under Kansas law, taxable bonds may be issued for agricultural, commercial, hospital, industrial, natural resources, recreational development and manufacturing.

More information is available at: <http://www.kansascommerce.gov/442/Finance>

Property Tax Abatement

The Board of Tax Appeals (BOTA) Liaison provides instruction and technical assistance to parties interested in property tax abatement. In 1998, the Kansas Legislature adopted K.S.A. 79-213, which authorizes the Kansas Department of Commerce to provide aid to businesses and governmental entities applying for economic development and/or industrial revenue bond tax abatements. This tax abatement assistance is available at no charge.

A Neighborhood Revitalization District (NRD) offers a tax rebate on all or a portion of the increase in real estate taxes associated with the increase in assessed value caused by an improvement within the NRD. The downside to pursuing a NRD, instead of a CID, is that NRD's divert existing taxes based on valuation, whereas a CID will generate new taxes to offset the costs of certain public improvements or services.

Municipalities can designate any area within their boundaries as a NRD if the governing body finds that:

- one or more of the conditions as described in subsection (c) of K.S.A. 12-17,115 exist (i.e. area is blighted or an area which by reason of age, history, architecture or significance should be preserved or restored to productive use); and
- that the rehabilitation, conservation or redevelopment of the area is necessary to protect the public health, safety or welfare of the residents of the municipality.

Prior to establishing a NRD, the governing body is required to adopt a plan for the revitalization of the area. The NRD Plan should include information such as (i) a statement specifying what property is eligible for revitalization and whether rehabilitation and additions to existing buildings or new construction or both is eligible for revitalization (ii) the procedure for submission of an application for a rebate of property tax increments, and (iii) statement specifying the maximum amount and years of eligibility for a rebate of property tax increments.

Special Taxing Districts

- Neighborhood Improvement Districts
- Business Improvement Districts
- Community Improvement Districts

POTENTIAL FUNDING SOURCES (CONT...)

A Community Improvement District (CID) is a real estate economic development tool which can be used to finance public or private facilities, improvements and services within a local city or county. The CID funding mechanism can be used to finance a variety of locally approved development-related activities, including: property acquisition, infrastructure development, parking and building construction within the district, and can also extend to certain infrastructure improvements outside the designated district, if those improvements are contiguous to the district and are deemed necessary to implement the development plan. A CID can derive revenues through special assessments, a district-only sales tax, or other funds as appropriated by the city or county.

Financing is provided through bond issuance or can be project generated on a pay-as-you-go reimbursement basis. Businesses within the district must approve the imposition of a district sales tax or property tax special assessment prior to its establishment. Those sales tax and special assessment proceeds are used to pay off bonds issued and/or contribute to the direct reimbursement of project-related costs. These special district taxes and special assessments have a maximum term of 22 years.

Tax Increment Financing (TIF) is a real estate redevelopment tool applicable to industrial, commercial, intermodal transportation area and residential projects. TIF uses the increases in real estate tax revenues and local sales tax revenues to retire the bonds sold to finance eligible redevelopment project costs (K.S.A. 12-1770 et seq.) or to reimburse the developer on a pay-as-you-go basis.

Monies raised through TIF may be used for eligible redevelopment project costs approved by the city, such as land acquisition, site preparation, infrastructure, parking structures and other related costs. The TIF funding mechanism can be used to finance improvements within the district, and can also extend to certain infrastructure improvements outside the designated district, if those improvements are contiguous to the district and are deemed necessary to implement the development plan. TIF cannot be used for the construction of privately-owned buildings.

Financing is available from the proceeds of bonds issued by the city or on a pay-as-you-go reimbursement. The bonds are primarily secured by the incremental increase in property taxes within the redevelopment district

as a result of the new construction or rehabilitation but may, under certain circumstances, also be general obligations of the city. The city may also use franchise fees and local sales taxes generated within the redevelopment district to pay the bonds or finance the project costs.

TIF works for both privately- and publicly-owned land to be sold for redevelopment. Advance developer commitment to construct the project is essential to demonstrate that the TIF revenues will be sufficient. Businesses have found that TIF offers several distinct advantages. Using TIF generally allows the financing of land acquisition and other eligible costs with tax-free borrowing at generally lower interest costs. To receive the benefits of TIF, generally the site must be in a blighted area, conservation area, pre-1992 enterprise zone, intermodal transportation area or other eligible area.

More information is available at: <http://www.kansascommerce.gov/442/Finance>

LOCAL SOURCES

Mid-America Regional Council (MARC) administers Federal Highway Administration (FHWA) programs such as:

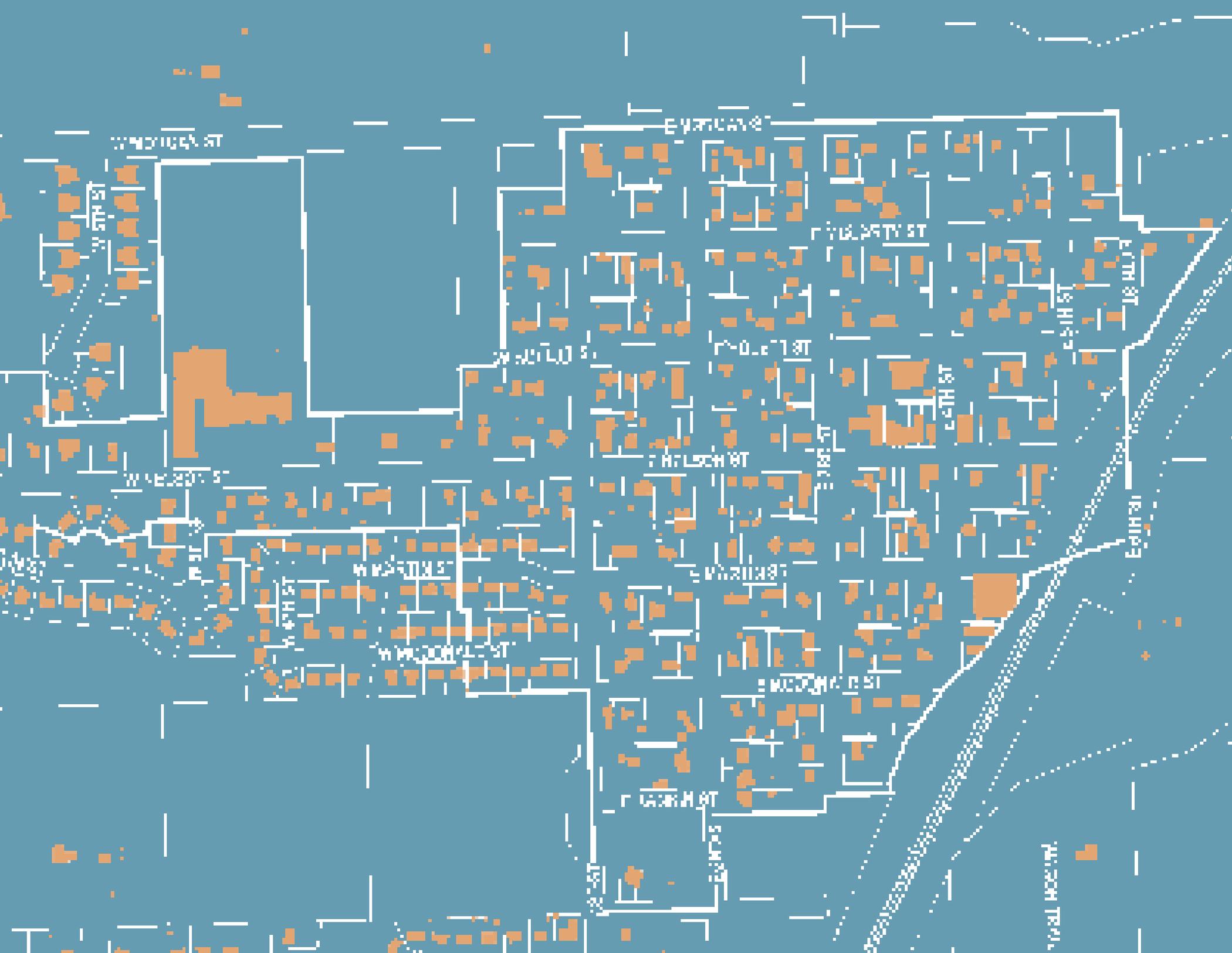
The federal Congestion Mitigation Air Quality (CMAQ) program funds transportation projects that improve air quality in areas where the EPA considers air quality to be poor.

The federal Surface Transportation Program (STP) funds a variety of multimodal and roadway projects on federal-aid highways. Kansas City's Transportation Outlook 20140 prioritizes projects for STP funding which would increase emphasis on maintaining transportation infrastructure, increase modal choice, better integrate projects into the community, and/or better manage roadway capacity.

The Transportation Enhancements (TE) program supports projects that expand travel choices and enhance the transportation experience through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Project applications are reviewed by the Kansas Transportation Enhancements Committee and recommended to the Total Transportation Policy Committee.

More information is available at: <http://marc.org/Transportation/Funding>

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