

## Chapter 1

# Vision Statement & Community Goals

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CHAPTER ONE

Vision Statement & Community Goals

**Section 1.1 Introduction**

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The updating of a comprehensive plan allows local officials and concerned citizens an opportunity to identify a vision for their future. The process helps officials and a more informed citizenry develop community goals and priorities and accomplish the following tasks:

- Identify a shared vision for the future of Edgerton.
- Identify social and health services to meet a changing population.
- Discuss how Edgerton can stimulate economic development.
- Identify infrastructure and facilities to meet future needs.
- Identify the location and types of housing, commercial and industrial activities envisioned in the future.

**Section 1.2 2040 Vision Statement**

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In the year 2040, the City of Edgerton is a clean, safe, prosperous, energetic, well-managed and pleasant place to live. Edgerton is recognized as the “Southern Gateway to Johnson County”. People are attracted to Edgerton for its small town character and friendly people. Young and old move to Edgerton because of a convenient commute to metropolitan jobs. The scenic beauty of Big Bull Creek Park and natural amenities of the park attract people to visit and live in Edgerton. The implementation of urban design principles to ensure neighborhoods function at a human scale where people can walk to nearby activities make Edgerton a preferred place for people seeking a sense of community.

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**Section 1.3 Town Planning Goals**

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- Goal 1.** Promote a balanced and sustainable community by providing a mix of different types of residential, commercial, and industrial development.
- Goal 2.** Create employment opportunities and promote a diversified economic base.
- Goal 3.** Improve the traffic connectivity between I-35 and the City of Edgerton to help promote economic development.
- Goal 4.** Promote a compact growth pattern and encourage the redevelopment and revitalization of existing areas.
- Goal 5.** Provide a range of housing types and price ranges for all citizens of Edgerton.
- Goal 6.** Ensure that new subdivisions are integrated into an overall neighborhood design concept where diversity of housing is encouraged, the streets are pedestrian-friendly, and each neighborhood has a center public park or square.
- Goal 7.** Undertake a Downtown Area Study to determine the best approach to maintaining and revitalizing the civic and business function of Downtown Edgerton and improving the appearance of buildings and streetscape now and when the City is much larger
- Goal 8.** Protect and preserve the historic and cultural resources of the community.
- Goal 9.** Develop a system of open space corridors to preserve environmental resources and recreational opportunities.
- Goal 10.** Develop and implement a strategy to ensure the coordination of land uses; create appealing entranceways and a landscaped right-of-way; and, ensure safe traffic access for the Highway 56 Corridor.
- Goal 11.** Manage new growth and keep small town character.
- Goal 12.** Provide services to senior citizens and the youth.
- Goal 13.** Maintain the quality of police and fire service as the community grows.
- Goal 14.** Plan to build water, sewers, and roads to accommodate future growth.
- Goal 15.** Attract medical and health care facilities.

**1** Promote a balanced and sustainable community by providing a mix of different types of development.

Edgerton in the year 2040 is envisioned to have a mixture of industry, commercial businesses, and a variety of housing types. Edgerton will promote new development but not at the expense of losing its small town character and atmosphere.

**2** Create employment opportunities and promote a diversified economic base.

Edgerton realizes that long term sustainability rests with meeting the needs of people. Jobs and businesses are necessary to attract new residents and tax revenue. Economic self-reliance is achieved through attracting local industrial, service, and retail sector employment.

**3** Improve the traffic linkage between I-35 and the City of Edgerton to help promote economic development.

Interstate Highway 35 is a resource that can bring economic development opportunities to Edgerton. To create these opportunities, the city needs to extend municipal water and sewer service. Most importantly, however, is demonstrating the value of locating employment centers to southern Johnson County.

**4** Promote a compact growth pattern and encourage the redevelopment and revitalization of existing areas.

Compact growth means building new development adjacent to existing water lines and sewers and roads. This promotes sound fiscal policy because it minimizes the cost to extend public infrastructure. It also means using land efficiently and not encouraging leapfrog development. Finally, compact growth can contribute to maintaining the sense of community.

**5** Provide a range of housing types and price ranges for all citizens of Edgerton.

Edgerton wants to encourage new upscale housing and also affordable housing for people of moderate income. One strategy to attract housing development is to promote open space, attractive landscaping and signage. When housing developments are contemplated it is important to incorporate the housing into the scheme and design of the neighborhood. Increased housing density is encouraged, provided design controls are used to avoid the appearance of crowding.

**6** Ensure that new subdivisions are integrated into an overall neighborhood design concept where diversity of housing is encouraged, the streets are pedestrian-friendly, and each neighborhood has a center public park or square.

The citizens want to ensure that new growth does not destroy the small town character of Edgerton. Creating a sense of neighborhood and community is critical. The physical design of a neighborhood with defined boundaries, a park, sense of human scale and proportions is imperative to maintaining a sense of character. Each neighborhood needs to offer "life cycle" housing, where residents can age in place. This contributes to creating diversity and vitality in the neighborhood. Streets must be designed with public space to encourage people to walk. A neighborhood needs to have a public space where people can congregate to visit or for children to play. Each development must be evaluated to ensure that it complements the creation of a human-scaled neighborhood.

**7** Undertake a Downtown Area Study to determine the best approach to maintaining and revitalizing the civic and business function of Downtown Edgerton and improving the appearance of buildings and streetscape now and in the future.

The City should conduct a Downtown area study of the general area identified on the Future Land Use map. As Edgerton's growth years are before it, the study should consider the downtown both now and when Edgerton is much larger. The study should look at, to name a few, topics such as appropriate land uses, infrastructure, streetscape, the possibility of a community center, signage and branding, financing, inappropriate land uses, and vehicle, pedestrian and bicycle travel. Downtown Edgerton should be the civic center of the community. As Edgerton grows and expands, the downtown must evolve to reflect changing demands. Public resources must be combined with private dollars to stimulate reinvestment and create public-private partnerships for redevelopment.

**8** **Protect and preserve the historic and cultural resources of the community**

Buildings, structures, or landscapes that inform citizens about the history of Edgerton must be preserved. Protecting links to the past help maintain the sense of community and contribute to pride and identity.

**9** **Develop a system of open space corridors to preserve environmental resources and recreational opportunities.**

Edgerton is a town built at the convergence of two tributaries of Martin Creek. This creates an opportunity to protect and preserve these watercourses and their wooded shelterbelts. These natural assets offer opportunities to build a linear trail system linking different areas of the community together. There is value in preserving these areas due to their natural ability to reduce erosion, improve water quality, and provide a habitat for wildlife. In addition, the protection of Edgerton City Lake, along with future lakes, is important for achieving and maintaining water quality.

Buildings, structures, or landscapes that inform citizens about the history of Edgerton must be pr

**10** **Develop and implement a strategy to ensure the coordination of land uses; create appealing entranceways and a landscaped right-of-way; and, ensure safe traffic access for the Highway 56 Corridor.**

Highway 56 contains early commercial highway development and offers the only retail base in the town. The corridor replaced downtown as the business district of Edgerton. However, the corridor developed with a variety of mixed uses, including single family homes, an elementary school, and a church. For this reason, the corridor must be carefully developed with appropriate land uses. In addition, the corridor contains two main entrance points into Edgerton and provides the first-impression of Edgerton to visitors entering the City from Highway 56. Consequently, the image and impressions created with private development and the public right-of-way are vital to Edgerton.

**11. Manage new growth and keep small town character.**

Effective community leadership helps to ensure that growth and change will benefit the entire community. While new challenges about land use, taxes, and budgeting face the city of Edgerton, a shared vision and commitment to the future can lead to maintaining community values. Town planning and land use management are viewed as essential tools to guide economic growth and community change.

**12** Provide services to senior citizens and the youth.

Offering health care, education, and recreational services and programs to the youth and senior citizens are vital to the future of Edgerton. Ideas expressed by the citizens included a health clinic, a swimming pool, and a community center.

**13** **Maintain the quality of police and fire service as the community grows.**

The citizens want to ensure that as Edgerton grows the level of police and fire service remains effective in terms of response, friendliness, and commitment to public service.

**14** **Plan to build water, sewers, and roads to accommodate future growth.**

Edgerton future economic growth and development requires an investment in public infrastructure. The limited financial capacity of the community to support a large tax increase for infrastructure dictates that growth is based on the orderly extension of utilities in accordance with market demand and financial participation of the land developers.

**15** **Attract medical and health care facilities.**

The citizens of Edgerton understand the value of having local health care facilities. Health care is important to enable senior citizens to retire in the community, to serve existing citizens, and attract new households.



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## **Chapter 2**

# **Town Growth & Planning Context**

Section 2.1	Introduction
Section 2.2	Town Growth Framework
Section 2.3	Urban Form & Land Development
Section 2.4	Preservation of Community Character

## Town Growth & Planning Context

### *Section 2.1 Introduction*

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This section of the plan addresses three critical planning issues facing Edgerton over the next two decades. The first issue is a review of where Edgerton is anticipated to grow and develop, which is entitled *Town Growth Framework*. In this subsection, the plan identifies the logical areas where urban growth should occur during the planning period.

The second planning issue is in the subsection *Urban Form and Land Development*. This section of the plan explains the importance of encouraging compact urban form and a return to the traditional development of neighborhoods to create a cohesive urban fabric. As Edgerton expands incrementally with each new subdivision, it is critical that these subdivisions are designed to create neighborhoods that allow for people to walk, streets that are interconnected, diverse housing types, and public spaces or parks. Several important planning issues that will influence the future of Edgerton are also reviewed, such as the BNSF Intermodal Facility, Logistics Park-KC development, Sunflower Ridge development, Big Bull Creek Regional Park, and the Highway 56 Corridor.

The final significant planning issue presented in this section details the *Preservation of Existing Community Character*. A clear message from citizens is the importance of redeveloping and maintaining the older areas of the town. It is clear that the residents of Edgerton want to protect the integrity of older neighborhoods and the downtown area. In this subsection, the plan addresses neighborhood preservation, infill housing and development, and Downtown Edgerton.

### *Section 2.2 Town Growth Framework*

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Sound fiscal policy and land use planning principles are the keys to Edgerton's future growth. The growth framework identifies logical areas where new development should take place. The determining factor for identifying where growth is encouraged is based on the practicality and feasibility of extending municipal water and sewer service. The reasons for outlining a growth framework is to address uncontrolled urban sprawl, preserve open space, and consider the costs of development on local government and taxpayers. In addition to showing a conceptual plan for the growth of Edgerton, the framework identifies land that should be preserved as rural or open space because of its limitations for urban development or environmentally sensitive characteristics. The Future Land Use Map shows the concepts of the growth framework. The elements of the growth framework include growth areas; rural areas; and open space corridors.

**Town Growth Objectives:**

1. *Promote development to locations where public services exist or can be economically provided.*
2. *Discourage rural subdivisions and large-lot housing in areas shown as urban growth areas.*
3. *Encourage construction of a new I-35 interchange or the upgrade of Sunflower Road interchange to promote connectivity with Interstate 35, US-56, and a possible future north-south transportation corridor.*
4. *Encourage coordinated development and connectivity with the BNSF Intermodal Facility.*
5. *Encourage future non-residential development to occur in an orderly manner and in locations appropriate for such development.*
6. *Maintain and promote a high quality of life that supports sustainable growth and economic prosperity.*
7. *Preserve and promote cultural and natural amenities.*
8. *Support development and amenities that creates a strong sense of community, identity, and pride.*
9. *Intergrate the Big Bull Creek Park and Mildale Farm into the community fabric of Edgerton.*
10. *Continue to coordinate planning and development with area political subdivisions and other agencies with a vested interest in the Edgerton area.*
11. *Assure fiscal responsibility through adequate and cost effective installation of infrastructure and provision of public services.*

**Area Designated for Urban Growth**

The area designated for urban growth is where municipal water and sewer service can be extended to accommodate the projected population through 2015, at which time the area should be reviewed and possibly enlarged. This is the area where the urban development of Edgerton is encouraged to locate where basic services, such as sewers, water, and police and fire protection can be efficiently and economically provided. The amount of land contained within the urban growth area is sufficient to accommodate the population growth for the next five years. The City of Edgerton will need to retain flexibility in the urban growth boundary because of the potential to stimulate development near I-35 (see leapfrog development).

**Area Designated for Agricultural/Rural Uses**

Ideally, growth is expected to occur and fill in areas designated for urban growth. The City will need to work with Johnson County Planning to promote the prohibition of extensive large-lot housing in areas designated for urban growth because of the conflicts created if and when urban services and development are extended. If possible, developments located in this area should construct subdivisions with a plan showing how such developments will eventually connect to municipal infrastructure. The City may also want to coordinate with the County to ensure that public infrastructure is built in compliance with City requirements to provide seamless integration once the City grows to that area.

### **Agriculture/Rural Area**

The agriculture/rural area is land not planned to accommodate urban development or be provided with sanitary sewers. The rural area may have public water through either a Rural Water District or the City of Edgerton. The rural areas are basically intended to retain an agricultural/open space character. Preventing encroachment of urban uses in the rural areas helps maintain the economic productivity of agricultural lands. The county encourages the use of large-lot (10-acre) residential zoning as a way to discourage scattered non-farm housing and subdivisions from encroaching into unincorporated rural areas. The rural area is not expected to be annexed by the City of Edgerton and thus should remain under the zoning authority of the county.

The rural areas are those in the City designated a Agricultural/Rural in the Future Land Use Map. Area outside the City limits corresponds to the “Rural Traditional Policy Area” of the Johnson County Rural Comprehensive Plan. According to the county plan, “the suitability of further rezoning in such areas will depend on the merits of each case with the burden upon the applicant to demonstrate that such expansion is consistent with County policies and supported by adequate public facilities.” In addition to agricultural activities, the rural area may accommodate residential housing with a density of ten (10) acres per dwelling unit. The use of “conservation subdivision design” or “cluster housing” may also be appropriate in the rural area; thereby allowing increased densities of 2 to 3 acres per dwelling unit, provided that at least 70% of the subdivision is retained in open space.

### **Open Space Corridor**

The purpose of an open space corridor is to preserve important natural resources. The identification of an open space corridor is based on the FEMA flood plain and the wooded areas and streamside vegetation adjoining the flood plain, commonly referred to as riparian areas. Riparian areas are important for the survival of plant and animal species. They are critical to stabilize stream banks, and thus reduce erosion and water contamination. They also provide additional environmental services by reducing the severity of floods. Finally, they provide economic, social, and aesthetic value to the land and community.

Martin Creek is identified as the principal open space corridor for Edgerton. This creek basically envelops the City of Edgerton on its northern and eastern boundary. Martin Creek also runs through the Big Bull Creek Park. This creates a situation where a linear trail system could be created connecting the park with a city/county trail system.

### **Utility Extension**

The extension of water and sanitary sewer lines is the single most important factor determining the location and timing of urban growth. See Section 4-5 Sanitary and Storm Sewer Systems for a map showing the logical area where gravity-flow sewer service can occur.

**Sanitary Sewers.** The natural drainage basin and the location of ridgelines of Martin Creek and its tributaries determine where gravity flow sewers can be installed. The location of the existing wastewater treatment plant is also critical. Based on the above factors, the land west and south of Edgerton is the logical area to support future sewers. There is ample land in the “service basin” to meet the growth of Edgerton.

There are other alternatives for sewer extension if the city and landowners are willing to spend the money to pump effluent over ridgelines. For example, the land north of Highway 56 cannot be connected to the existing wastewater treatment plant because of topographic elevations. Pumping facilities or a new wastewater treatment plant would be necessary. Developments that occur north of US-56 prior to connecting to municipal sanitary sewer service may require temporary septic services or holding tanks. The City shall require such developments to provide a plan for the extension of such services. Although extensive development is not contemplated north of Highway 56 during the 20-year planning period, the City should be proactive in planning for the extension of sanitary service to this area to prepare for any event that would produce a suitable environment for development north of US-56.

The City is extending wastewater infrastructure northeast to service the BNSF Intermodal Facility and Logistics Park-KC development. This service extension will provide opportunities to extend urban services farther south of the intermodal development. It is anticipated that the area south of 191<sup>st</sup> Street and north of Interstate 35 will develop into a mix of industrial and commercial uses on frontages of major streets. Mixed uses and residential uses may fill in near the Johnson County Park District’s Big Bull Creek Park and Mildale Farm area. KDOT is also planning a new interchange on Interstate 35 at either Homestead Lane or Waverly/199<sup>th</sup> Street. Currently no sanitary sewer service exists in this area. A study should be conducted at some point in the future to determine the cost and feasibility of serving this area.

**Municipal Water.** The City of Edgerton currently has a transmission main from the City of Baldwin. The water main flows by gravity from Baldwin City following Highway 56, turns south on Highway 33 and then heads east on 207<sup>th</sup> Street until reaching Edgerton Road, where it turns north and connects to an existing storage tank and the existing city water system.

The City also has a water connection to Hillsdale Lake at a booster pump station located at Spoon Creek Road. This connection brings water to Edgerton by way of a water main adjacent to 207<sup>th</sup> Street to a location just west of Edgerton Road. This transmission main will provide service to the Sunflower Ridge Subdivision and other developable tracts located in the area south of Martin Creek Park and north of Interstate 35. The City should begin planning for the extension of services to the south side of Interstate 35 to open up all four corners of the interchange located at Sunflower Road to potential development opportunities.

The City's latest growth area includes area northeast of Sunflower Road. This area is outside of the water service area negotiated between the City of Edgerton and Johnson County Rural Water District No. 7. As such, any development located in this area will be served by RWD 7. The City should coordinate with RWD 7 on any development proposals that may be located in the service area of RWD 7. The Rural Water District has been very proactive in building a water system in this area that is adequate to handle additional growth. An issue that may need to be addressed is the need for additional fire flow capacity sufficient for urban development. A water tower is proposed to be constructed in RWD 7's area within the next ten years to provide the needed fire flow to the intermodal development.

### **Suburban Housing**

For the purpose of this plan, suburban housing is defined as housing on five acre lots or parcels serviced with water from the City of Edgerton or a Rural Water District and is either on individual septic tanks or municipal sewer service. The southern edge of Edgerton, at the intersection of Edgerton Road and 207<sup>th</sup> Street, is an example of suburban housing.

A suburban housing land use pattern adjacent to a city can impede future land development and lead to land use conflicts. The typical suburban housing development is often detrimental when attempting to create a benefit district to extend municipal utilities. It also results in high costs to the city or landowners to upgrade private or non-urban roads to conform to city standards.

The intent of this plan is to identify land adjacent to the community where urban water and sanitary sewer service is planned to be extended and then discourage suburban housing in these planned "urban growth areas" or "urban reserve areas". The city should not approve plats or rezone property in the urban fringe unless these actions are consistent with the future land use plan and map. Developers interested in building in this area should be willing and able to participate in the costs associated with the extension of services to these areas(e.g. Benefit district). The City of Edgerton must protect the edges of town where it is feasible to accommodate future urban expansion.

### **Connection to I-35**

Federal and State highways in Johnson County play a central role in the County's economic growth and development and are expected to continue to influence the direction and location of future growth. When I-35 was constructed in the 1960's, the highway bypassed Edgerton and was located approximately one-mile south of town. This created a challenge for Edgerton because of the lack of exposure and visible connection to the interstate. As the area south of Martin Creek Park and north of Interstate 35 develops, this challenge will be minimized. The City, however, should take proactive steps to maximize its exposure and visibility on the Interstate. Sunflower Road is a major gateway into the community and careful planning and design of this entryway should create a positive impression of the community.

With the opening of the BNSF Intermodal Facility, KDOT, the City, and the County evaluated the need for and locations of new interchanges on Interstate 35. The location of an I-35 interchange has significant implications on the land use pattern and local transportation/circulation network of Edgerton. In 2008, KDOT started a Break-in-Access Study to determine the need for and a possible location of a new interchange on Interstate 35. The preliminary study has determined that a need for a new interchange on Interstate 35 exists. Two potential locations for a new interchange on Interstate 35 were studied – one at Waverly/199<sup>th</sup> Street and one at Homestead Lane. In the Fall of 2010, KDOT announced that the interchange will be constructed at Homestead Lane. Survey work is now underway.

An interstate highway interchange can enhance a community's opportunities and is consistently listed as one of the top five factors in furthering small town economic development. The I-35 link with the City of Edgerton does not guarantee land development, but creates a desired situation for land development.

The previous version of the Comprehensive Plan called for an interchange at Edgerton Road on Interstate 35. However, KDOT tries to maintain a minimum of two miles between interchanges and with an interchange already existing at Sunflower Road, it is unlikely that KDOT will add another interchange at Edgerton Road also. KDOT has limited funds available to construct new interchanges and is moving more towards a policy of maintaining existing infrastructure rather than constructing new. As such, the City should plan for a frontage road or similar connection between Edgerton Road and Sunflower Road. The Sunflower Ridge Subdivision presents a difficulty in locating a connection road on the north side of Interstate 35. Instead, the City may want to look at possible opportunities to connect a frontage road on the south side of Interstate 35 with Edgerton Road. If this is done, the road should be built to a standard that would allow for easier movement of trucks and larger vehicles between Interstate 35 and US-56. This road could be used to connect other industrial or commercial developments that may locate in northern Miami County with Interstate 35.

KDOT is also exploring the possibility of a north-south interstate system in western Johnson County to connect I-35 with K-10 and ultimately, I-70. While a road alignment has not yet been identified, the City should take proactive steps to participate in the



discussion of a north-south connector so the desires of the City are made known prior to this decision being made at the state level. The previous version of the Comprehensive Plan viewed the connector as being located on Edgerton Road. Johnson County's Comprehensive Plan also designated Edgerton Road as a Type III connection between I-35 and K-10. A Type III designation in the County's road classification system is an arterial road similar to 135<sup>th</sup> Street in Overland Park, not an interstate facility. Since an interchange does not exist at Edgerton Road and I-35, but rather at Sunflower Road and I-35, it is presumed that a north-south connector will need to consider the existing interchange at Sunflower Road. It should be noted that an arterial street is not designated and will not function as a connection to support the traffic between I-35 and K-10.

### **Leapfrog Development**

The opposite of a compact urban form is one characterized by scattered or leapfrog growth, that results in a dispersed community pattern commonly known as urban sprawl. The intent of this land use plan is to discourage leapfrog development. However, a contradiction exists between promoting a compact urban form and seeking to promote land development in areas that are not directly connected to the existing community, at least from a land planning perspective. The conflict arises because two worthy goals seek different objectives: compact urban form and industrial/commercial development. Land development at the interchange is viewed as a means to encourage commercial, industrial and/or even residential development that takes advantage of the access and exposure to the interstate highway.

The City of Edgerton should remain open to the idea of allowing land development in areas where municipal utility service is not yet available. The extension of appropriately sized urban water and sanitary sewer service to a development site, along with timing and financing, must be resolved before rezoning of land occurs. The City should not rezone property to allow development (residential, commercial, or industrial) without reaching an understanding and agreement concerning the extension of urban utilities. If a development proposal comes before the city, or for that matter any leapfrog development, it is important that the following questions be answered before the Planning Commission and City Council takes action on a preliminary plat or rezoning.

1. Which infrastructure improvements (municipal utility service lines, treatment plant upgrades, and road improvements) are needed to support the proposed land development?
2. What is the land area to be served and the capacity of the proposed water and sewer lines?
3. What is the schedule for extending municipal utility services and construction of road improvements?
4. What are the capital costs to extend the municipal utilities and make road improvements.
5. Who pays for the capital costs and how are costs allocated between the city and the developer?

Knowing the answers to these questions is critical for sound fiscal and land use planning. City officials must have information on the capital costs for infrastructure improvements in order to formulate decisions about the merit of approving a rezoning or plat. The City of Edgerton is not in a financial position to provide extensive infrastructure given the projected growth rate. The Planning Commission must evaluate the feasibility of extending infrastructure and know the capital costs when considering any development project that sprawls outward. In cases where the extension of sanitary sewer service is not anticipated to occur in the immediate future, an on-site storage or lagoon facility may be necessary to serve leapfrog development. In any case, a development agreement must be signed by the developer to ensure that they will consent to and help pay for any extension of infrastructure required to serve the development, as determined by the city.

### **Section 2.3    *Urban Form and Land Development***

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This section of the land use plan identifies and explores several factors that are expected to influence the urban form in Edgerton. Some of the factors included are outside the control or decision-making authority of the City of Edgerton but have an influence on the development of the community.

- Compact Urban Form;
- Traditional Neighborhood Design (TND);
- Floodplain designated areas;
- BNSF Intermodal Facility and Logistics Park-KC;
- Mildale Farm and Big Bull Creek Park;
- Sunflower Army Ammunition Plant Redevelopment;
- Highway 56 Corridor;
- New Interchange on Interstate 35;
- KCPL Peak Generating Facility area; and Hillsdale Lake.

#### **Urban Form & Land Development Objectives:**

1. *Promote compact and well-connected development in new areas adjacent to existing developed areas and in the redevelopment or infill development of existing neighborhoods.*
2. *Encourage development of neighborhoods at a human scale by focusing on pedestrian movement between housing, schools, jobs, commercial and social facilities, and recreation areas.*
3. *Coordinate the urban form of Edgerton to complement and utilize Big Bull Creek Park and Mildale Farm.*
4. *Coordinate with KDOT and other neighboring jurisdictions on the development of a north-south vehicular connection between I-70, K-10, and I-35.*

5. *Coordinate with KDOT and other neighboring jurisdictions on the development of an interchange to US-56 to 199<sup>th</sup> Street and Sunflower Road.*
6. *Ensure that property along Highway 56 is developed to achieve a coordinated land use pattern, safe traffic circulation, well-designed sites with landscaping, and a uniform public streetscape design.*

### **Compact Urban Form**

The City of Edgerton has successfully developed in a compact urban form without allowing extensive scattered development. This development trend is encouraged to continue and is a basic tenet of the new land use plan. The benefits of compact urban development are numerous. Research has showed that dispersed development incurs the highest capital costs because of the distance from central facilities. In addition to increased costs to taxpayers, this type of development encourages urban sprawl and tends to diminish the character of small towns by breaking the linkage between the network of streets, spaces, and human interaction.

A frequent comment by citizens is the importance of maintaining the “small town feel and character of Edgerton.” The task of creating pedestrian connections throughout the planning area is critical to create a compact urban form and maintain the small town character. It is important to design for pedestrian dimensions and distances when contemplating the urban form, layout, and linkages. Consequently, neighborhoods form a central element of creating a compact city with a pedestrian character.

### **Traditional Neighborhood Design (TND)**

As defined in this plan, an area of approximately 160 acres can delineate the boundary of a neighborhood. Edgerton should use the neighborhood unit concept to retain its small town character. The neighborhood unit is defined by the size and function of the area and is expressed in terms of walking or biking distance to enable people to connect with their neighborhood and community.

The older parts of Edgerton represent the neighborhood unit concept. Conversely, subdivisions built after World War II throughout Johnson County abandoned traditional neighborhood building and reflect a repetitive, piecemeal approach to development. The challenge is to ensure that certain key elements are provided in each neighborhood and that each subdivision plat within a neighborhood boundary adheres to achieving the neighborhood unit concept. Those key elements include the following:

- Create a public space or park for each neighborhood near the center of activity. This space needs to accommodate citizens of all ages—a square, park, or an important street intersection. The space can be owned by a homes association or the City.
- Create a network of interlinked pedestrian walkways within the neighborhood. Pay close attention to the design of roadways with sidewalks to ensure that they create a public space where people feel safe and are encouraged to move comfortably.

- Create various home types to allow people of all life-cycle stages to reside in a neighborhood. Allow housing of various densities to locate in a neighborhood. The key is to ensure the location, size of the project (i.e., total acreage), density, building size and mass, open-space proportions, and architectural design of apartment or townhouse compliment surrounding homes.
- Design neighborhoods to accommodate religious, governmental, or educational institutions. These activities should be located in an area of the neighborhoods where it is safe and convenient access.
- Encourage new neighborhoods to respect historical patterns, precedents, and boundaries. When feasible, encourage new subdivisions to adhere to the grid street/block pattern.
- Careful attention to street tree planting is vital to strengthen the visual appearance and character of a neighborhood.
- Preserve existing natural amenities that might exist within a neighborhood boundary, such as woodlands, hedgerows, and water bodies.

### **Floodplain Designated Areas**

The City is limited in its ability to develop in some areas due to the floodplain of Martin Creek. Although development may occur in the floodplain, it would have to comply with restrictive regulations that would increase the cost and feasibility of any development. Prior to allowing any development within the floodplain, the City should consult its floodplain regulations to ensure that any proposed development is planned to comply with these regulations.

Obviously, the floodplain through Edgerton follows several branches of Martin Creek. The area directly north of US-56 is located either within or near the floodplain designated area. As such, it will be very difficult to development this area. The City should be willing to work with a potential developer if an appropriate site plan is presented that protects the integrity of the natural riparian area while providing safe access to US-56.

The area north of the floodplain designated area north of US-56 may one day develop. If this occurs, the City should require access to the development via 191<sup>st</sup> Street to Edgerton Road and/or Sunflower Road. The areas directly adjacent to the floodplain should be dedicated to the City for use as a linear trail connector.

### **BNSF Intermodal Facility and Logistics Park-KC**

BNSF Railways is proposing to construct a 560-acre intermodal facility that will provide multi-modal transportation of goods manufactured in the Pacific Rim. These products are shipped by dry bulk ships to ports on the west coast. The containers are then placed on trains where they are shipped to regional intermodal facilities. At the facilities, the containers are lifted unto trucks where they then complete a short journey to their final destination. Typically, truck trips are limited to within 300 miles of the intermodal facility.

Because of the proximity to the intermodal facility, another 440 acres are expected to be developed as warehousing and distribution centers over an approximate 10-year period. This equates to about 7.1 million square feet of warehouse and distribution development. BNSF Railways has selected the Allen Group to develop the warehousing and distribution portion of the project. A portion of the development will also include some flex office space.

The City has been working with the developer to plan for the infrastructure that will be required to allow the entire development to properly function. The intermodal facility and logistics park will generate a significant amount of traffic for the region. Most of this traffic will be truck traffic that will transport the containers brought in by rail. It is estimated that in the first operating year, approximately 238 trips will be made into and out of the facilities. This number is estimated to increase to 1,245 trips entering and leaving the facility by 2030. It is anticipated that the facility will take twenty years to reach capacity. Road infrastructure will need to be constructed such that the life of the road is maximized for heavier traffic demand.

The intermodal development has the opportunity to affect the City of Edgerton in several different ways. First, new businesses located in the City will mean more opportunities for people to live and work in the community. This may encourage more people to view Edgerton as an affordable place to live that is close to well paying jobs and still within driving distance to the urban amenities within the greater Kansas City metropolitan area. Second, warehousing and distribution centers require certain ancillary or support businesses that tend to locate near these facilities. As such, additional commercial or industrial development will occur in and around the BNSF Intermodal Facility. Such ancillary services may include truck stops, restaurants, mechanics, hotels, and retail stores.

- Require adequate landscaping and buffering around the BNSF Intermodal Facility and adjacent logistics park;
- Install directional signage from US-56 and Interstate 35 to help guide traffic that will be going to the intermodal facility;
- Mitigate the affect of outdoor lighting on the surrounding areas;
- Implement air and water quality regulations that will protect Edgerton and the surrounding area including the natural assets of Mildale Farm and Big Bull Creek Park;
- Require the developers help with the cost of extending public infrastructure and services to the Intermodal Site;
- Develop appropriate zoning regulations to address specific issues that arise from large warehousing and distribution centers;

- Develop a transportation plan that will allow for safe and efficient movement of trucks and other traffic into and out of the facility and logistics park;
- Require public infrastructure, such as an overpass, be constructed to allow for the safe movement of the travelling public in locations where train traffic would otherwise cause a delay or increase the risk to the public. This plan anticipates the construction of an overpass on 207<sup>th</sup> Street where an existing Johnson County bridge facility exists just east of the Co-op Road/207<sup>th</sup> Street intersection. In certain locations near the Intermodal Site, it would also be prudent to preserve the right-of-way so a future at-grade separation may be constructed;
- Apply for the designation of a quiet zone between 199<sup>th</sup> Street and 207<sup>th</sup> Street;
- Require developments to have adequate water for fire flow and proper access for emergency response vehicles.

#### **Mildale Farm and Big Bull Creek Park**

Big Bull Creek Park is located on approximately 1,400-acres and is a prime asset east of Edgerton . The park offers Edgerton resident’s convenient open space for recreation. The possibility exists that it may attract interest in residential development in Edgerton or on land surrounding the park. People visiting the park from the northern areas of Johnson County learn about Edgerton and the southern portion of the county. The park preserves a substantial amount of land that expresses the rural character and natural amenities near Edgerton, and protects a natural ecosystem necessary to support wildlife and plant habitat.

There are several planning issues associated with the park that the city needs to consider.

- Reserve the necessary public right-of-way along 207<sup>th</sup> Street to Edgerton Road to construct an improved road leading to the park entrance from I-35.
- Install directional signage from Highway 56 and Interstate 35 to the park.
- Coordinate with Johnson County Parks and Recreation in the design and implementation of a streetscape plan for the road leading into the park. The creation of a landscaped parkway can inform visitors about the route to the park and create a visual linkage to the City of Edgerton.
- Encourage the Johnson County Park District to use existing recreation facilities at Martin Creek Park before constructing new facilities in Big Bull Creek Park. If the Johnson County Park Board contemplates lighted recreation activities, such as soccer fields or baseball diamonds, adequate buffer zones with extensive landscaping should be provided to protect potential nearby residential uses from noise and lighting.
- Design a pedestrian trail system connecting Big Bull Creek Park and Martin Creek Park to Edgerton Lake and Downtown Edgerton.

### **Sunflower Army Ammunition Plant**

The Sunflower Army Ammunition Plant site covers 9,065 acres of land in northwestern Johnson County. The approximately 14-square mile facility is just south of K-10 highway near the City of De Soto. Currently, a reclamation effort is underway to allow the site to be redeveloped. In 1998, the County amended the Johnson County Rural Comprehensive Plan to include a conceptual land use plan for the site which includes: a) approximately 3,450 acres of green space, b) nearly 3,000 acres for residential use, c) 400 acres for light industrial use, d) 600 acres for a town center area for schools, churches, government offices, medical facilities, and other downtown office and retail, e) 2,000 acres for a business center, highway commercial, and research and technology center.

This proposed development has the potential to create a significant impact on the Edgerton area, particularly on transportation needs. One of the major needs will be for a north-south connection between I-35, K-10, and ultimately, I-70. It is presumed many businesses and people who live or work at the proposed site will require access to move between work and home. Even without a large commuting population, the City should advocate for the location of the north-south connector to provide regional connectivity.

The connection with the City of Edgerton is due to the relationship between the Sunflower Army Ammunition Site and the County's Comprehensive Arterial Road Network Plan (CARNP). The long-range County future transportation plan contemplates Edgerton Road becoming an improved Type III arterial road with four to six lanes. Other section line roads in the area are also planned to be improved to Type I standards, but will not be designed to carry as much traffic as a Type III designate road. The timing for road improvements occurs when traffic volumes in new development indicate a need. The distance between the City of Edgerton and the site is about seven miles. From the City's perspective, it may be beneficial for the Type III arterial road alignment to be built in a location other than Edgerton Road due to the residential nature of the existing street through Edgerton.

- The City needs to continue to gather as much information as possible on the future development of the Sunflower Army Ammunition Plant. City staff needs to be aware of decisions being made about the potential road alignment as a potential southern connection from I-35 and should advocate for a road alignment that best suits the future development of the community.
- The City should strategically position itself to provide a full-range of housing choices for people who will work in or near the developed Sunflower Army Ammunition Plant Site, especially if a north-south connector is constructed.

### **Highway 56 Corridor**

Highway 56 is an important transportation corridor to the City of Edgerton. The highway also functions as the northern boundary of the community and contains the commercial activities that serve Edgerton, along with the Edgerton Elementary School. In addition,

the corridor serves as the “front door” to persons traveling through Edgerton on Highway 56. For the purpose of this plan, the boundary of the 56 Corridor is defined 600 feet north and south of Highway 56, from the east to the west city limits line.

Presented below are planning issues and concerns that should be considered when contemplating the improvement or land use changes within the corridor. KDOT is conducting a Corridor Management Study of US-56 from the US-59/56 interchange to the City of Gardner. The Comprehensive Plan should incorporate the recommendations of this study into the plan when the study is completed. The recommendations should provide a plan for safe and efficient travel along the corridor, while still providing an opportunity for the City to maximize the economic opportunities that arise from highway frontage.

- Install directional signage that would direct visitors to downtown Edgerton and serve as an entranceway to the community;
- Encourage retail business development suitable for downtown to locate there rather than on the highway frontage, which will promote the redevelopment of the downtown;
- Develop a streetscape that will connect US-56 with the historic downtown;
- Plan for improvements to allow safe and efficient access from US-56 to 199<sup>th</sup> Street and Sunflower Road;
- Coordinate land development so uses are compatible with the corridor and other similar uses;
- Require site planning for all new commercial, industrial, or multi-family development along or near the corridor; and
- Coordinate driveway and public street access along the corridor so as to minimize the number of access points to provide for safer conditions and efficient travel.

### **New Interchange on Interstate 35**

The Kansas Department of Transportation has determined that a new interchange should be constructed along the Interstate 35 corridor between Edgerton and Gardner at Homestead Lane at I-35. The I-35 corridor through southern Johnson County has experienced substantial growth over the last decade. This strong growth trend is projected to continue well into the future, especially given the development of the BNSF Intermodal Facility and Logistics Park-KC.

Based on local planning documents, additional residential development is predicted throughout much of the region. There are also plans for new retail development, especially along US-56, Gardner Road, and I-35. Non-retail commercial and industrial development is expected in many areas of the corridor. All of this new development is expected to lead to considerable increases in traffic volumes on I-35 and the interchanges within the corridor.



The City should take proactive steps to maximize the economic potential of I-35 and Homestead Lane. Areas around an interchange are often prominent locations for retail and commercial developments that provide substantial economic diversification to a City's land use and tax base.

It is anticipated that this will drive development of the land area south of 191<sup>st</sup> Street to Interstate 35. The City should position itself to take advantage of any development that may occur in this area without overextending municipal services. The area should be thoroughly studied so the City understands the infrastructure requirements that will be necessary to grow in this area. In some cases, partnerships may be the best approach to providing service to this area without unnecessary costs.

### **KCPL Peak Generating Facility Area**

In 2009, the City annexed approximately 330 acres northeast of Edgerton. The annexation is advantageous for the City because it enabled annexation of the BNSF Intermodal Project Site. The properties that comprised the KCPL annexation may at some point be pressured to develop due to their proximity to the BNSF Intermodal Facility.

While the City does not yet have a master plan for this area, the area would provide a complimentary mixed use or commercial development to the Intermodal Facility. If such development does occur in this area, the City should take steps to preserve and protect the natural and historic assets that are located near the facility. Such assets include the Lanesfield School Museum, the McCarthy House, and the KCPL natural preserve.

As discussed earlier in this chapter, the City may also allow temporary septic or holding tanks prior to the extension of sanitary sewer service to this area. While these methods of managing wastewater are not necessarily the preferred methods, they should be allowed on a short-term basis (i.e., less than five years if possible) if development should occur in this area. The City should not extend infrastructure unless the property owners are willing to participate in the costs for infrastructure services. The City is beginning a study to determine how best to serve the area.

### **Hillsdale Lake**

Although Hillsdale Lake is located several miles south of Edgerton, the lake has an effect on the development of the City. The lake serves as a primary drinking supply for several cities in the area, including Edgerton. It also provides recreational opportunities, as well as a natural preserve for wildlife. Because of its importance for raw water, recreational uses, and a wildlife habitat, the Kansas Department of Health and Environment has established regulations that are meant to protect this asset from degradation. The City will need to be aware of these regulations as they will have an effect on the growth patterns of the City. Currently, the City's effluent wastewater is released into a tributary of Martin Creek. This creek flows south to Hillsdale Lake. Thus, the City will have to design and construct any new wastewater plant upgrades or expansions to comply with regulations from KDHE concerning effluent discharge into Hillsdale Lake. These regulations will no doubt have a fiscal impact on the City's sewer customers. Proper planning by the City

will help reduce the cost of these improvements on its customers base. Since the City and other jurisdictions draw drinking water from the lake, it is imperative that the City take steps to protect the water quality of the lake.

## ***Section 2.4 Preservation of Community Character***

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This section of the land use plan identifies and explores factors associated with preserving the existing community character of Edgerton.

### **Community Preservation Objectives:**

1. *Encourage reinvestment of public and private dollars into older neighborhoods and houses.*
2. *Encourage cohesive and compatible development of infill sites in the community.*
3. *Encourage revitalization of Downtown Edgerton as the civic, social, and business center of the community.*

### **Neighborhood Preservation**

Citizens have expressed the importance of preserving the existing residential neighborhoods. The City of Edgerton is not facing a widespread problem of neglected or dilapidated housing stock. However, there are instances where homes are not being maintained. Recognizing that older neighborhoods are important to the overall economic and social health of the community life is a vital step. Edgerton officials should not turn their backs on an older section of town because it contains older housing or because “it’s always been like that.” While often politically unpopular and difficult to build unanimous support, the city needs to define the acceptable level of property maintenance for structures and storage of debris, material, and cars. Uniform and consistent enforcement is needed to prevent a few instances of individual neglect to create a public perception of neighborhood decline.

Local officials should make a concerted effort to ensure that public dollars are reinvested in older neighborhoods to upgrade sidewalks, install streetlights, or improve storm drainage. Individual homeowners need to know that City Hall is committed to older neighborhoods by investing in public infrastructure. Homeowners are less likely to maintain and invest in older homes if they perceive that local government is hesitant to invest in public infrastructure or has a “hands off” attitude to homeowners in the older section of town.

The third component of neighborhood preservation is voluntary action of homeowners to help their neighbors. Neighborhood clean-up efforts with the support of City Hall can have tremendous and immediate results. The creation of public/private partnerships to offer low-cost loans to make needed improvements is another option.

The key to neighborhood preservation is to develop a multifaceted effort that includes voluntary action, public investment in infrastructure, public/private partnerships to offer

assistance to those in financial need, and the enforcement of property maintenance and housing codes.

### **Infill Housing & Development**

There are plenty of opportunities for infill development within the City of Edgerton. The timing of infill development is dependent upon the wishes and desire of the landowners. Therefore, the intent with this plan is to explore possibilities. The proposals for land use expressed in this plan are no more than ideas of what could happen. If and when the landowners decide to allow their property to be developed, the city needs to evaluate these proposals with the ideas contained in the future land use plan. The key point of the plan is to show the importance of thinking about how each parcel connects and relates to adjacent and nearby sites. There are tremendous opportunities to develop a unique land use pattern to serve both the community and compliment nearby subdivisions.

- The Highway 56 Corridor also contains several infill tracts. These tracts will require careful consideration and site design because of the existing land use pattern and the need to consider uses such as the Edgerton Elementary School, Edgerton Baptist church, and single family residences. There is also a high-pressure gas transmission line that traverses several of the tracts. The recommendations of KDOT's US-56 Corridor Management Plan should be consulted prior to development being allowed along this corridor.
- Another infill opportunity within Edgerton is the land between McDonald and Meriwood from First Street to W. 8<sup>th</sup> Street. Some of this land is not suitable for development because of its importance as green space. Bridgewater Lake and the private pond south of it should be preserved as part of a conservation corridor that would also include other portions of this area that are included in the floodplain. Structures cannot be built within the floodplain without extra requirements being met, which would make this area excellent for another link to a linear trail system.
- The area north of Braun/207<sup>th</sup> Street and south of Heatherknoll Drive also presents an opportunity for infill development. This area will be residential for the most part, although there may be an opportunity for a convenience store or similar use provided that it is properly screened from adjacent residential uses.
- The area between Edgewood Drive and Braun/207<sup>th</sup> Street and between W. 3<sup>rd</sup> Street and Coop Road also presents an opportunity for infill development. Although some of this area is not within the current corporate limits of the City, it is anticipated that this area will be in the city limits someday. This area could be a location for residential development with some retail/office development off of the Coop Road frontage. Again, it will be important to provide adequate screening to protect residential development located near retail or commercial development.
- Another infill opportunity that is not currently included in the corporate limits is the 147-acre tract north of 207<sup>th</sup> Street. This property is now served by both water and

sanitary sewer mains, making the property prime for near-term development opportunities. While it is envisioned that most of the 147 acres will be residential development, there may be an opportunity to capitalize on the tract's location on two major arterial streets (Sunflower Road and 207<sup>th</sup> Street) with some retail/office development. The proximity to residential neighborhoods, Edgerton cemetery, and Big Bull Creek Park will require that any developments with uses higher than residential should provide proper screening and landscaping. This is also a major gateway into the community, so it will be imperative that the uses along the corridor create a sense of community and invite people to venture into the downtown district.

- The Sunflower Ridge Subdivision located south of 207<sup>th</sup> Street and north of I-35 will provide the City with several uses. The overall development plan will provide approximately 500 houses to the existing housing stock, as well as a mix of multi-family and commercial uses. The City recently extended water and sanitary sewer mains to provide service to this subdivision. Thus, it is important to the City that this subdivision be built according to schedule so the debt service on the bonds used to finance the infrastructure can be properly paid for with little or no risk to the City.

### **Downtown Edgerton**

Downtown Edgerton received a major boost with the placement of a Johnson County Library Annex. This project demonstrates the continuing evolution of downtown. An important civic service was brought to the community, which also preserved a historic structure. It is exactly this type of activity and end-result that shows downtown can and will survive into the future. However, other challenges face downtown and work must continue to ensure its long-term vitality.

The City should conduct a Downtown study of the general area identified on the Future Land Use map. As Edgerton's growth years are before it, the study should consider the downtown both now and when Edgerton is much larger. The study should include a market analysis to determine how best to position the downtown area to attract commercial, retail, and even mixed use development. A clear vision of the future of downtown needs to be defined so that public officials and private landowners know what is desired and expected. As Edgerton grows and expands, the downtown must evolve to reflect changing demands. Public resources must be combined with private dollars to stimulate reinvestment and create public-private partnerships for redevelopment.

Presently, downtown contains a wide variety of land uses and architecture. The goal for downtown should be to retain its civic, social, and business function. In other words, City Hall, the library, church, and library are compatible with creating a civic center. However, industrial uses and buildings need to be removed or relocated to areas better suited for these activities. In general, retail businesses that depend on steady traffic flows will have a difficult time in downtown unless traffic is diverted from US-56 and I-35. This explains why most of the retail activities in Edgerton are now located along Highway 56. As US-56 redevelops, traffic elements, including signage, should be implemented to promote downtown Edgerton.

In its current size, the downtown business district would be very difficult to sustain even with a larger population base. As such, the downtown district should be extended to at least E. 2<sup>nd</sup> Street to allow for a larger small business cluster that would create more of a business presence to attract customers. Of course, some of this area contains residential development that does not necessarily bode well for a downtown district. As this section of town is redeveloped, the City should establish a way to integrate existing business structures with new ones without losing the historic feel of the existing downtown. The City could integrate retail/office use with residential by developing provisions for mixed use development that would be compatible with a business center. The City should promote the redevelopment of this area as a business center with citizens and the development community. Regulations should be developed for this area that would allow flexibility in uses provided that such uses do not diminish the public space of the City center.

Downtowns are excellent opportunities to create a space where business, open space, and civic activities are integrated to provide a location where people enjoy going.

Another element that is central to creating a successful downtown district is the creation of amenities such as unified streetscape and architecture design guidelines to protect the historical integrity of downtown and promote a pleasing environment. Change may occur slowly in downtown, due to the projected population growth and current lack of economic base. Nevertheless, to reach its potential every effort should be made to ensure that incremental changes promote architectural compatibility.

A final element that is required to create a successful downtown is the streetscape. The streetscape includes common architectural design, street furniture and lighting, and basic design guideline to protect the historic integrity of buildings and promote a please environment.

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## **Chapter 3**

# **Future Land Use Plan & Policies**

Section 3.1	Introduction
Section 3.2	Future Land Use Categories
Section 3.3	Future Neighborhood Concepts
Section 3.4	Community Development Policies

## CHAPTER THREE

# Future Land Use Plan & Policies

### **Section 3.1**     ***Introduction***

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A future land use plan is a general guide to assist local leaders, business interests, and citizens to make informed decisions on growth, efficient use of land, and changes to the already developed areas of the community. The plan is based on the vision and goals set forth in Chapter One.

The future land use plan is an impermanent document, which is to say it must adapt to community needs over time and undergoes frequent changes through yearly review. The land use plan is the "heart" of the community's Comprehensive Plan and must form the basis for all development and redevelopment decisions. Therefore, it must represent the "best practices" available to decision-makers and be supported by a relatively stable set of policies to achieve a vision of what the community is becoming over the decades.

The land use plan is an important vehicle for dealing with the challenges, opportunities, and needs that Edgerton will experience over the next 50 years. Edgerton must respond to the need to rehabilitate older areas of the community, to the challenge of providing realistic housing opportunities to its current and future citizens, and the opportunity to adapt its services to the potential spillover growth from the cities in northern Johnson County.

The land use plan is an important tool to frame some of the fiscal issues facing local taxpayers. The cost of operating and maintaining old infrastructure will become a key issue for the taxpayers of Edgerton. The land use plan can guide new local development to minimize the expense in extending public infrastructure into developing fringe areas.

Finally, a land use plan reveals a commitment to the future. The plan becomes a road map to a future destination. The land use plan is not a blueprint of the future; it is a journey based on the idea of democratic choice and an obligation to the values of the community's welfare. A community achieves its goals through leadership, vision and determination. The land use plan is one source of a community vision.

There are two future land use maps contained in this section. The first map shows the future land use pattern for land in the urban growth area, while the second map shows a future land use pattern in the urban reserve area. It is important to note that the future land use map for the urban reserve area reflects a land use plan based on time frame beyond the 50-year planning of this plan, except for the I-35 interchange. For example, the large community commercial site on Sunflower Road is based on the assumption that the population of Edgerton reaches a threshold capable of supporting a community commercial site. The industrial/business park at Sunflower Road and I-35 might happen during the next 20 years, provided a development proposal complies with the policies and principles in the plan about utility extension and leapfrog development. The plan is clear that residential land uses should occur in the urban growth area before leaping out into the urban reserve area.



## **Section 3.2** *Future Land Use Categories*

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The Future Land Use Map for the urban growth area (Figure 3-2) illustrates the recommended land use pattern for the City of Edgerton. The graphic map depicting the future land use pattern should be used in concert with the land use policies. The map and policies outlined in this plan document are intended to guide the city in making land decisions regarding rezoning of property and the approval of subdivision plats.

### **Residential Land Use**

The future residential land use pattern for Edgerton is envisioned to adhere to the early gridiron street pattern when practical and desirable. There is a growing movement in contemporary town planning to return to the traditional neighborhood design (TND). This approach creates a connected network of streets to provide alternative routes that disperse traffic congestion and create reasonable walking distances between destinations. Traditional neighborhoods are also open to accommodating mixed-use development (commercial and various housing types).

One key to traditional neighborhood design is to assemble enough land under one ownership or design control to create a planned neighborhood. This may pose a huge challenge to implement TND in Edgerton, unless there is one developer committed to this philosophy and the city is open to unconventional subdivision design. By no means, should TND be the exclusive approach to residential development. There will be instances when a combination of TND and conventional/curvilinear/cul-de-sac may be appropriate.

The City should be open to considering a minor addition of higher density residential in predominantly single family projects on large tracts if there are areas where, for example, high quality multi-family townhomes may work.

### **Commercial Retail Land Use**

Commercial development occurs in response to market demand for goods and services. Edgerton offers limited demand for commercial retail activities due to its population size and characteristics. Moreover, the town falls within the trade area of Gardner and Olathe for larger order goods and services. As a general rule, the population of Edgerton needs to reach a population threshold of 2,500 to attract a small retail center to meet day-to-day or immediate needs.

With this in mind, there are a few factors that are expected to occur in the Edgerton area that will more than likely encourage Edgerton for commercial growth opportunities. BNSF Railways will be constructing a 560-acre intermodal facility that will be used to transport commercial containers from trains to trucks, where they will be distributed over a three hundred mile radius. The Logistics Park-KC development, a proposed 440-acre development, will provide approximately 7.1 million square feet of industrial and commercial warehousing and flex office space. It is anticipated that these developments will provide an incentive for commercial development to occur within Edgerton.

The possibility also exists that at some point a developer may successfully attract highway retail businesses to locate at an I-35 interchange. An example of highway commercial is found in the City of Gardner at I-35 and Old Highway 56 where a convenience store with gasoline sales, hotel, or fast-food restaurant have been established. Such a development could be located at one of the developable corners of the Sunflower Road interchange. The Sunflower Ridge residential subdivision will also provide an opportunity for commercial development. Several hundred acres have been rezoned by the property owner for commercial development.

The future land use plan contemplates the development of a “neighborhood retail center” within the Highway 56 Corridor. Generally speaking, a neighborhood retail center contains five acres and offers multi-tenant space. It is crucial that all retail sites be developed with a site plan showing potential curb cuts, building locations, buffering, project sign scheme, and landscaping. Each of these issues is important since the Highway 56 retail site abuts existing and potential residential uses, and the Edgerton Elementary School is nearby. To insure compatibility, the retail site should have uniform architecture with screening barriers and attractively planted with landscaping materials.

A second “neighborhood retail center” is possible in the southern portion of Edgerton, once there is additional housing built over the next two decades. The location of this retail center is not shown on the land use plan, but it would be feasible if it were near the intersection of Edgerton Road and 207<sup>th</sup> Street. Johnson County’s CARNP plan contemplates Edgerton Road functioning as an arterial, so it may be appropriate to locate a second neighborhood retail center in this vicinity. Any neighborhood retail center should incorporate good site design to accommodate nearby pedestrian access and linkage to nearby sidewalks. This will require the city to inform the developer of a retail site to design their development to serve the people who might walk or bike from their home.

The City should be open to considering a mix of quality multi-family projects with retail and office. This planning strategy has several advantages and has been done successfully in many parts of Johnson County. The mix of uses avoids large areas being developed solely into apartment complexes. A mix of townhomes and apartments also results in a higher density of customers for retail. Regardless of the mix of densities, the emphasis should be on quality design and materials that will sustain quality projects over time.

### **Industrial Land Use**

The future land use map for the urban reserve area anticipates industrial activity within the 1,000-acre BNSF Intermodal Site, which includes both the intermodal facility and the logistics park mentioned earlier in this section. This area will provide approximately 7.1 million square feet of warehousing distribution and flex office space. The City has developed a plan with the developer to provide adequate infrastructure to service the site. Additional infrastructure may be needed to service additional areas south of the intermodal site between 191<sup>st</sup> Street and I-35. KDOT has a plan to construct an interchange on I-35 and Homestead Lane. This new interchange, once constructed, will provide access to the intermodal facility for truck traffic. It will also provide an opportunity for commercial or retail growth around the interchange.

*Planned industrial or business park means a development site designed with local streets, storm drainage, utility extension, and conceptual lot configuration. The tract of land is controlled and administered by a single entity and regulated by restrictive covenants that ensure a high standard of design and development.*

The City also contemplates that additional industrial or commercial development may occur north of US-56 near Kansas City Power and Light, Inc. West Gardner peak generating facility. This facility, along with additional acres, was annexed into the City to provide an opportunity to further expand future development. This area was selected due to potential access to I-35 and the BNSF railway prior to the annexation of the intermodal site. This area is capable of supporting a planned industrial or business park. The city should be cautious about allowing certain types of industrial uses that require outdoor storage of supplies, material, or vehicles. Communities like Edgerton, which are located on the periphery of metro-areas, can become depositories of industrial land uses that other suburban communities find unacceptable or when the business owners want less expensive land to store equipment.

Local officials should carefully evaluate development proposals near the interstate or other major gateways into the community to ensure that the proposed businesses and land uses contribute to the tax base and marketability of Edgerton. The types of land uses that are

suitable in the business park and industrial areas include warehousing, shipping and distribution centers, light manufacturing and assembly, and telecommunications or technology.

A portion of the land planned for industry is located in Miami County. This includes an area south of the existing interchange on I-35 at Sunflower Road between Evening Star Road and Spoon Creek Road south to 223<sup>rd</sup> Street. Although it is not certain where industrial development will occur within this area, the City realizes that developers may become interested in this area due to its proximity to the intermodal site and easy access to the interstate. Of course, one of the main issues with this area is the lack of infrastructure. The City would have to work with any developers interested in this area to provide adequate infrastructure services. The road network is also disjointed and would have to be improved to allow for heavier uses that are typically required for industrial developments.

Developing in this area will also require the city to coordinate with Miami County on development opportunities and proposals within the area. While it is not critical to the development of the area, the City may wish to enter into an inter-local agreement with Miami County to allow Edgerton to have zoning authority. Since the extension of sanitary sewer service is not anticipated to occur soon, an on-site storage or lagoon facility may be necessary. Rural Water District No. 7 would be the water service provider for this area. Kansas City Power and Light, Inc. would provide electric service and Kansas Gas would provide natural gas service.

The City should be open to strategically located retail centers in industrial areas providing they enhance the area and are done with high quality architecture and materials.

### **Park & Open Space**

A central element of the future land use plan is the incorporation of “neighborhood parks” into each of the 160-acre neighborhood development proposals. These parks can range from 5,000 square feet to 3-acres in size. Their purpose is to ensure that each neighborhood has their own public space within easy walking distance for residents to enjoy for personal leisure or recreation. Because of the phasing of residential subdivisions, it is imperative that the City guide the designers/engineers of plats to reserve land for a neighborhood park. This is one of the planning principles noted in Chapter Two: Town Growth and Planning Context under Traditional Neighborhood Design Concept.

The creation of an open space corridor along Martin Creek is another key component of the future land use plan. The creation of an open space corridor can help buffer the BNSF railroad tracks, allow for the creation of a linear greenway in the community for people to walk, jog, or bicycle. The open space also has environmental benefits to the community and watershed.

A citywide linear trail, which can include existing sidewalks, should be developed to link various neighborhoods with public parks, schools, churches, civic spaces, and Downtown Edgerton.

### **Major Road Network**

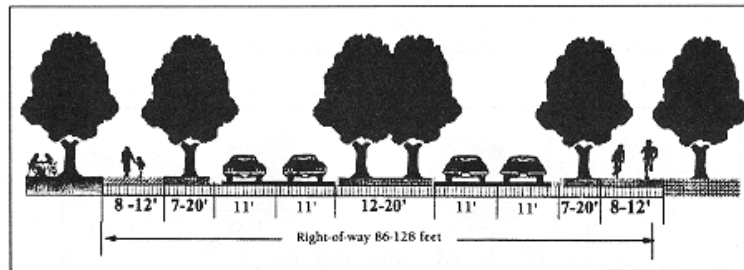
The major road network for Edgerton is shown on the future land use map. The general intent is to adhere to the established section-line road network. The Johnson County Comprehensive Arterial Road Network Plan (CARNP) was reviewed to understand the long-range transportation plan of the county. Table 3-1 presents the streets that are envisioned to function as major roads.

Table 3-1 List of Major Roads Serving Edgerton	
Major Road	General Description
Edgerton Road	North/South connection between I-35 and Highway 56
Sunflower Road	North/South connection between I-35 and Downtown Edgerton
Nelson Street	Major collector between Edgerton Road and Sunflower Road
207 <sup>th</sup> Street	East/West connection between Edgerton Road and Sunflower Road
Morgan Street (US-56)	East/West connection between Baldwin City and Gardner
Interstate 35	North/South arterial serving greater Kansas City region

Several collector streets are shown on the future land use plan to ensure that the city and developers are informed as to how traffic moves within and between land parcels. The objective is to ensure that local collectors are built within a neighborhood to connect subdivisions and create connections to the major roads serving the community.

Streetscape design is important to the creation of neighborhoods and would offer an appealing visual quality to Edgerton. City officials should consider the creation of parkways to bring people into town. Prime candidates for parkway status include Edgerton Road, Sunflower Road, and 207<sup>th</sup> Street. Additional gateway improvements should also be considered for US-56 and I-35 with the coordination of KDOT. Each of these streets can create an image that enhances the visual character of the community. Figure 3-1 illustrates the parkway concept. The source for this design is Street Design Guidelines for Healthy Neighborhoods, Local Government Commission Center for Livable Communities, 1999.

Figure 3.1



## **Parkway**

### **Section 3.3**    ***Future Neighborhood Concepts***

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As part of the future land use plan, four conceptual neighborhoods are detailed to show the possibility of how streets could be laid out, parks incorporated into a neighborhood, and how multi-family can successfully be located. These are concepts and do not necessarily show how property will develop. Clearly, the timing of when or even if individual landowners decide to sell to a developer is entirely their prerogative. The value of these concept plans is to illustrate what is possible and to show the importance of thinking about how individual sites relate to surrounding property.

## Neighborhood One. (Northwest Quarter of Section 7)

**Low Density Residential.** The majority of the neighborhood is designed to be low-density residential.

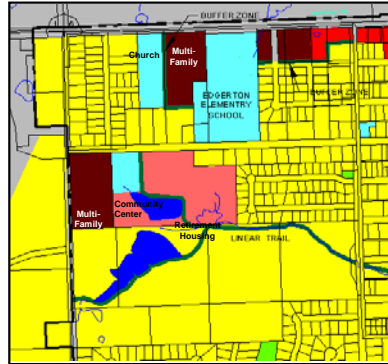
**Moderate to High Density Residential.** The existing mobile home park is shown as multi-family housing, which could support apartments or townhomes.

An elderly retirement housing development covers the infill site adjacent to Nelson Street. The thinking is to make sure that Edgerton's elderly remain close to the heart of the community. This site is near the elementary school, churches, and downtown. This type of development would accommodate both independent and dependent housing for the elderly. The pond on the site is retained as an amenity.

**Community Center.** A community center

is shown adjacent to the retirement

An east-west collector is shown on



housing tract. The site is close to the school and could include both youth and elderly activities.

**Pedestrian Trail.**

A pedestrian trail is used to connect the two ponds and provide linkage throughout the neighborhood. The trail could easily be designed to link together with Edgerton Road, Edgerton Lake, Co-op Road and Downtown.

**Neighborhood Collector Street.**

the plan to link Edgerton Road with Co-op Road. A collector between US 56 and Nelson may be appropriate. One is accommodated on future improvement plans for US 56.

**Edgerton Road.** Although not funded, the City plans to one day improve Edgerton Road from Nelson to 207<sup>th</sup> Street with storm sewers, curbs and sidewalks. The project will likely be done in phases. Development west of 8<sup>th</sup> Street could be the catalyst.

## Neighborhood Two. (Northeast Quarter of Section 7)

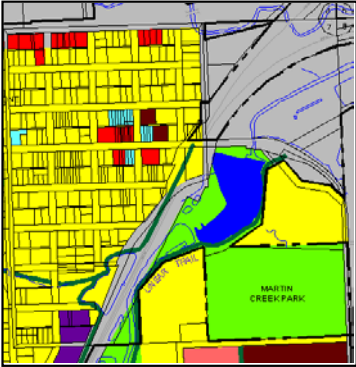
**Low Density Residential.** Since this neighborhood contains the older housing of Edgerton, it should remain predominately low density. (See Neighborhood Preservation)

There are two potential low-density sites, both of which are located adjacent to Martin Creek Park.

**Moderate Density Residential.** Scattered throughout the older area are individual sites of moderate density housing. A moderate or high-density housing tract is shown within the 56 Highway Corridor.

**Community Park.** Martin Creek Park is shown, along with the connection to Edgerton Lake.

**Community Park.** Martin Creek Park is shown, along with the connection to Edgerton Lake.



**Open Space.** Martin Creek open space plan should be continued and used to buffer the railroad tracks and define the western edge of this neighborhood. The land, located in the flood plain and covered in woods, is envisioned to be preserved as open space and act as buffer for the railroad. A linear trail is contemplated to be located in the open space buffer zone to allow for people to hike, walk, or bike from Edgerton Lake to Sunflower Road.

**Downtown Retail/Commercial.** The space reserved for downtown redevelopment

should be extended to E. 3<sup>rd</sup> Street to create a walkable space that will attract and serve a retail business niche. A downtown overlay district could provide a

unique downtown feel. The library, post office and City Hall represent a strong public commitment to Downtown. However, the City should lead an effort to develop an overall theme or vision for Downtown.

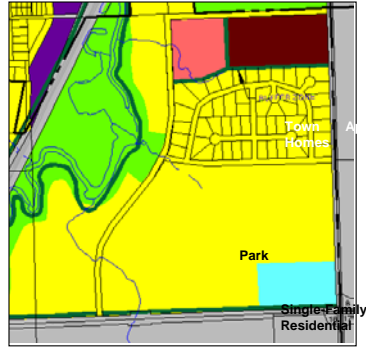
## Neighborhood Three (Southeast Quarter of Section 7)

**Low Density Residential.** The majority of the neighborhood is low-density residential.

**Moderate to High Density Residential.**

Approximately ten acres are shown as high-density residential and ten acres as moderate-density residential. This would allow for a planned residential development to act as a transition from the Martin Creek Park to the low-density single-family housing in the neighborhood. A landscape buffer zone separates the higher density housing from the lower density housing. This buffer zone is also intended to contain a pedestrian path to connect the various housing types and provide a path to the neighborhood park. This buffer zone should be adequately landscaped with trees and shrubs.

**Neighborhood Park.** A neighborhood park is shown adjacent to the Martin Creek open space corridor.



**Open Space Corridor.**

The railroad tracks and Martin Creek define the western edge of this neighborhood. The land, located in the flood plain and covered in woods, envisioned to be preserved as open space and act as buffer for the railroad. A linear trail should be constructed in the maintenance easement for a sanitary sewer main that serves the southern portion of the City. This open space buffer zone will allow people to hike, walk, or bike from Edgerton Lake to Sunflower Road.

**Neighborhood Church Collector Streets.**

A network of collectors is shown on the plan to provide convenient access for households to Sunflower Road and 207<sup>th</sup> Street. The collectors traverse the entire neighborhood, except for the west/east collector that is restricted because of Martin Creek.

**Quasi-Public.** At the northwest quadrant of the intersection of Sunflower Road and 207<sup>th</sup> Street a site is shown for a future church. Since the Edgerton Cemetery is located across the street, the site is reserved for a use that can respect the cemetery, and also provide a complementary neighborhood use.



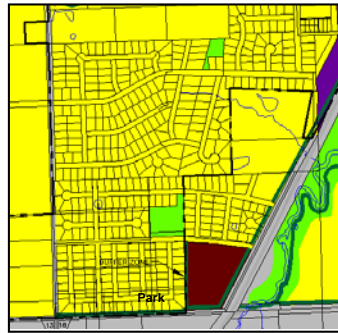
## Neighborhood Four. (Southwest Quarter of Section 7)

**Low Density Residential.** The Glendell Acres subdivision comprises about half of the neighborhood. The other half is also planned to support low-density housing, except for land located at the corners of the neighborhood.

**Moderate to High Density Residential.** Approximately ten acres are shown as multi-family residential. The site is situated at the intersection of 207<sup>th</sup> and Co-op Road. This reduces the potential for increased traffic being introduced in the lower density portion of the neighborhood. A landscape buffer zone separates the higher density housing from the lower density housing. This buffer zone is also intended to contain a pedestrian path to

connect the various housing types and provide a path to the neighborhood park. This buffer zone should be

**Neighborhood Retail.** The plan does not show any retail. However, it is a possibility to incorporate a 5-acre



adequately landscaped with trees and shrubs.

**Neighborhood Park.** A neighborhood park is shown adjacent to the West-east corridor and centrally located in the neighborhood. The park is also near the multi-family housing tract.

neighborhood retail center at the northeast quadrant of Edgerton Road and 207<sup>th</sup> Street.

**Neighborhood Collector Streets.** It is important to replat the Glendell subdivision to create a street stub to allow a connection with the land to the south.

### **Section 3.4 Community Development Policies**

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The goals identified in Chapter One describe, in general terms, what the citizens of Edgerton desire for the future of their community. These goal statements form the foundation of the entire direction and content of the plan. What follows is a series of policies that define a course of action or rule of conduct to achieve the goals and objectives of the plan. The Planning Commission and Governing Body should review and consider each of these policies when they are making decisions about land use, infrastructure, annexation, or other decisions affecting the future development of the community.

#### **Urban Growth Policies**

- Policy 1 Direct urban growth to locations where water and sewer services exist or can be economically extended.
- Policy 2 Promote infill development, when possible, for new residential and commercial uses.
- Policy 3 Promote compact growth and prevent scattered development.
- Policy 4 Require new urban development to connect to municipal utility service and infrastructure.
- Policy 5 Require property owners seeking municipal utility service to apply for annexation before city utilities are extended.
- Policy 6 Encourage urban growth within the preferred areas which are on the west and southeast edges of Edgerton.
- Policy 7 Discourage annexation which may compromise the city's long-term ability to finance, maintain, and operate facilities.

#### **Urban Fringe & Rural Area Policies**

- Policy 1 Encourage the County to retain only low-intensity and open-space land use designations for land located in the Urban Growth and Urban Reserve Areas.
- Policy 2 Discourage the subdivision of rural land for urban purposes in those areas where municipal utilities are not present or are not anticipated in the near future.
- Policy 3 Discourage rural large-lot housing or rural subdivisions in the area depicted as urban growth.
- Policy 4 Allow non-farm housing to occur only on a limited scale in surrounding rural areas and at densities that retain the rural character and open spaces.
- Policy 5 Prevent urban commercial, industrial, and residential building in rural areas and direct these uses back to the City of Edgerton.
- Policy 6 Discourage mobile home parks from locating in the urban fringe and rural areas and direct these uses back to the City of Edgerton.
- Policy 7 Cooperate with the County in an ongoing effort to assure the achievement of common land use objectives for the unincorporated land.

### ***Neighborhoods Preservation Policies***

- Policy 1 Protect property values and encourage homeowner investment by enforcing housing and property maintenance codes.
- Policy 2 Preserve structures of historic significance.
- Policy 3 Promote public sector investment (sidewalks, streetlights, street maintenance, open space ) to reinforce neighborhood stability.
- Policy 4 Encourage involvement of private sector institutions and non profit organizations in maintaining older neighborhoods.
- Policy 5 Discourage the introduction of retail uses in residential neighborhoods, unless they are compatible and impose no adverse impacts on nearby neighbors.
- Policy 6 Eliminate deteriorated, dangerous, or hazardous structures.
- Policy 7 Require that new development on vacant or infill sites in residential neighborhoods be carefully designed to provide adequate buffer, landscaping, screening, and compatible architecture.
- Policy 8 Require that non-conforming commercial and industrial uses in residential areas be modified or eventually phased out and replaced with appropriate land uses.

### ***Housing Policies***

- Policy 1 Provide for a variety of housing types including multi-family, duplex, and single-family detached units in the community.
- Policy 2 Allow medium to high-density multiple family developments to occur within established neighborhoods, provided that careful attention is paid to site design and neighborhood capability. This includes site design factors of overall density and size of project, building size and scale, buffering, screening, open space, lighting, traffic, and on-site parking.
- Policy 3 Require all multi-family developments to provide buffering and/or screening and on-site landscaping.
- Policy 4 Require all non-residentially designed manufactured homes to To meet design standards consistent with typical single family construction.
- Policy 5 Support home-based businesses that are compatible with residential areas.
- Policy 6 Support development of a retirement or elderly housing development and encourage it to locate within walking distance to Downtown, shopping, churches, and community facilities.
- Policy 7 Protect residential neighborhoods from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.

### ***Commercial Land Use Policies***

- Policy 1 Develop appropriate future locations for regional retail and neighborhood retail. Discourage strip development along I-35, US 56 and other principal roads or streets. Discourage isolated spot commercial developments that dilute the long-term sustainability of designated retail areas.

- Policy 2 Encourage planned shopping centers or retail clusters, subject to the following criteria:
- a. The development shall utilize a uniform architecture that is in scale and harmony with the nearby neighborhood.
  - b. The site design shall accomplish a desirable transition with the streetscape and provide for adequate plantings, safe pedestrian movement, and parking areas.
  - c. The site shall contain landscape plantings that enhance the architectural features or provide shade, buffering or screening.
  - d. Exterior lighting, when used, shall enhance the building design and the adjoining landscape. Lighting standards and building fixtures shall be restrained to avoid excessive brightness.
  - e. All signs shall have appropriate scale and proportion in their design and visual relationship to buildings and surroundings. Every sign shall be designed as an integral architectural element of the building and site.
- Policy 3 Ensure that commercial retail centers or individual uses have controlled access to an adjacent highway, arterial, or collector street. Encourage the use of shared driveways and access between commercial sites.
- Policy 4 Encourage the upgrading, beautifying, and revitalization of existing commercial buildings and signage.

### **Highway 56 Corridor Policies**

- Policy 1 Require that retail activity within the corridor to provide adequate landscaping, buffering, and screening from adjacent residential uses.
- Policy 2 Adopt a specific zoning district to ensure that appropriate land uses, site design, and access is attained to protect the mixed-use character and to prevent a disjointed pattern of strip development.
- Policy 3 Improve the visual quality of the corridor by introducing a uniform streetscape, sign controls on pole and façade signs, and consistent setback standards for parking lots and buildings.
- Policy 4 Discourage strip development along Highway 56 and encourage the planned development of a shopping center or retail cluster.

### **Industrial Development Policies and Design Guidelines**

#### **Industrial Site Design**

- Purpose The purpose of these guidelines is to ensure that the function, quality, and appearance of proposed developments are compatible when considered in the context of the surrounding area. Existing or planned residential areas shall be protected from adverse impacts associated with industrial noise, lighting, traffic, and storm water runoff. How the building layout relates to other site design

considerations and elements will be considered as part of the design review.

- Policy 1 Require that adequate water and sanitary sewer infrastructure is available to accommodate new industrial users.
- Policy 2 Preliminary site plans for industrial development shall indicate the ultimate development of the site, even where final development will be phased.
- Policy 3 The development design shall utilize the opportunities and reflect the constraints created by floodplains, slopes, soils, vegetation and other physical features. Engineering techniques shall not be utilized to force-fit development into the environment.
- Policy 4 Open storm drainage and detention areas visible to the public shall be incorporated into the design of the development as an attractive amenity or focal point.
- Policy 5 The impact of the development on adjacent land uses shall be minimized by controlling building orientation, site design, landscaping, and architectural design.
- Policy 6 New industrial uses shall provide an adequate buffer strip with fencing and/or landscaping from surrounding non-industrial uses.
- Policy 7 The circulation, utility, and storm drainage systems within industrial and business parks shall be designed and constructed so that when the area is fully developed the resulting systems are logical and efficient.
- Policy 8 The number and location of entrances shall be consistent with the existing or anticipated design of adjacent streets. The specific locations of entrances are largely dependent upon:
4. The location of existing or planned median breaks;
  5. Separation requirements between the entrance and major intersections;
  6. Separation requirements between other entrances;
  7. The need to provide shared access with other sites;
  8. The need to align with previously approved or constructed access points on the opposite side of the street and;
  9. The minimum number of entrances needed to move traffic onto and off the site safely and efficiently.
- Policy 9 Entrance drives shall provide efficient ingress free from parking spaces backing into the drive.

- Policy 10 Outdoor storage shall be screened from view. Properties located in secluded areas or in the middle of industrial parks with minimal visibility will be permitted the greatest flexibility and leniency in achieving adequate screening.
- Policy 11 Additional guidelines may be established through corridor plans and plan reviews.

### Industrial Building Design

- Purpose The purpose of these guidelines is to ensure that the function, quality, and appearance of proposed structures are compatible when considered in the context of the surrounding area. How the architecture relates to other site design considerations and elements will be considered as part of the design review. Building character is extremely important in areas developed with a distinct architectural character or theme, or for areas of established or redeveloping uses.
- Policy 1 The level of design quality and building appearance required for the development of industrial buildings is subject to a tiered pattern dependent upon location, visibility, and character of the surrounding area. Required design quality standards vary based on the following:
- Policy 2 Buildings in high visibility or sensitive areas shall be constructed to the highest development standards, including building materials and architectural design. Such developments will be expected to achieve "Guidelines" (*below*) and all other applicable design guidelines. Properties subject to this category are those with the following attributes:
- a. Properties located along or visible from an arterial roadway, highway, or other major roadways (i.e., Sunflower Road, 191<sup>st</sup> Street, Waverly Road, US-56, Interstate 35);
  - b. Properties located adjacent to residential development and;
  - c. Properties located in corridors that are critical to the community's image (i.e., Interstate 35 and US-56).
- Policy 3 Buildings proposed to be developed in high visibility or sensitive areas that are predominantly developed, may be permitted to incorporate similar building materials and design features as nearby buildings and will be permitted more flexibility in achieving the "highest quality" development standards. These materials and designs may not be considered of the "highest quality", but should still present an attractive and quality image for the community.
- Policy 4 Properties located in secluded areas or in the middle of industrial parks with minimal visibility will be permitted the greatest flexibility and leniency in achieving the design guidelines for nonresidential building appearance.

- Policy 5 The following guidelines apply in “high visibility or sensitive” areas:
- a. Buildings should be designed in an attractive and interesting manner to define the image of the community.
  - b. Consistent architectural design, including building materials and colors, should be carried throughout the development area. Designs should provide visual interest and variety, yet be consistent with the architectural character of the area.
    - In general, buildings should relate in scale and proportion to other buildings in the area. However, buildings of different size can be made architecturally compatible through skillful design and careful orientation.
  - d. Architectural details such as texture, pattern, color and building form used on the front facade should be incorporated on all visible building facades. However, such requirements shall not apply to any facade(s) facing service areas, storage yards, or other areas generally not visible to the public.
  - e. Building massing should be varied to create a logical hierarchy of building forms; to break up long expanses of facade; to create shade and shadow; and to create “human scale”.
  - f. Building materials should be similar to the materials of structures in the area. However, dissimilar materials may be permitted when incorporating other characteristics such as scale, form, architectural detailing and color to make the building compatible with the area.
  - h. Materials requiring low maintenance are recommended over high maintenance materials. For instance, materials with integral color are generally recommended over materials that require painting.
  - i. Service and mechanical areas shall be designed as an architectural feature of the building and entirely screened from view.
  - j. Additional guidelines may be established through corridor plans and plan reviews.

## Environmental & Open Space Policies

- Policy 1 Encourage the preservation of the Martin Creek stream, riparian areas, and wooded lands to maintain their important natural functions and to provide a linear greenway trail.
- Policy 2 Discourage the development of property located in the flood plain or identified wetlands.

- Policy 3 Protect environmentally sensitive areas (wetlands, flood plains, and riparian buffers) from development impacts.
- Policy 4 Phasing-in parking as needed and use of shared-parking agreements are encouraged to reduce non-pervious areas.
- Policy 5 Work with Federal, State and County officials to protect water quality and natural habitat of the Martin Creek watershed.
- Policy 6 Work with Federal, State and County officials to protect air quality within the Edgerton growth area.

### Park & Recreation Policies

- Policy 1 Provide safe pedestrian and bicycle connections throughout the City connecting Downtown and other public areas to Bull Creek Regional Park.
- Policy 2 Provide public access connections to the Martin Creek Open Space Corridor and create a linear greenway trail.
- Policy 3 Ensure that a wide selection of public recreational facilities and programs are provided to meet the interests and needs of all ages, incomes, and abilities.
- Policy 4 Develop partnerships between the Gardner-Edgerton school district, Johnson County, private and non-profit organizations to foster a wide range of recreational opportunities.
- Policy 5 Promote the development of a community center and swimming pool.
- Policy 6 Encourage the development of a community-wide pedestrian trail that connects neighborhoods, community places, public parks, and schools.

### Regional Transportation Policies

- Policy 1 Work with Federal, State and County officials to determine where a new interchange on Interstate 35 will be located.
- Policy 2 Work with Federal, State, and County officials to build bridges to separate vehicular traffic from the BNSF railroad tracks on Edgerton Road, 207<sup>th</sup> Street, 191<sup>st</sup> Street, Four Corners, and Waverly Road.
- Policy 3 Work with Johnson County officials to extend the county public bus transit system to Edgerton.
- Policy 4 Work with Johnson County officials to implement the Comprehensive Arterial Road Network Plan (CARNP) long-range transportation plan.
- Policy 5 Work with KDOT and the County in implementing the recommended policies of the US-56 Corridor Management Study, including to the improvement of the intersection at Sunflower Road, US-56 and 199<sup>th</sup> Street.
- Policy 6 Coordinate with KDOT in determining where a north-south connector road will be located to provide regional transportation access from Interstate 35 to K-10 and Interstate 70.
- Policy 7 Identify opportunities to develop rail-served businesses as part of the BNSF Intermodal facility on the east side of Edgerton .



## Local Transportation Policies

- Policy 1 Prevent direct access to major arterials from adjacent residential lots in platted subdivisions and encourage access to residential lots from local streets. Multi-family developments may have direct access to an arterial.
- Policy 2 Implement of a system of arterial streets on the one-mile section grid.
- Policy 3 Implement a system of collector streets within each section of land.
- Policy 4 Promote the design of *Traditional Neighborhood Development (TND)* to offer an alternative street design and pattern to encourage pedestrian connectivity, and mixed-use development, subject to the following guidelines:
  - a. Narrow two-lane roadways that are interconnected to provide continuous and a comprehensible pattern and create shared street space.
  - b. Adequately landscaped parkways must be provided to ensure street trees and the creation of safe and pleasant place for people.
  - c. Curb return radii must be carefully reviewed and designed to decrease pedestrian crossing distance by reducing the curb radii.
  - d. Allow parallel parking on one or both sides a street and lower the maximum speed.
- Policy 5 Ensure adequate public right-of-way is reserved or dedicated for all classification of public streets during the plat approval process.
- Policy 6 Establish a method of funding to ensure that landowners and developers are financially responsible for paying the cost of new local and collector streets.
- Policy 7 Consider code revisions that require developers to help finance the construction of off-site streets needed to provide adequate access to a development.
- Policy 8 Maintain a network of streets that effectively serves all residents and ensures that all developments have adequate emergency access, provides safe ingress and egress, and minimizes adverse impacts on the function of adjacent collector and arterial roadways.

## Economic Development Policies

- Policy 1 Encourage city officials to work with Southwest Johnson County Economic Development, Kansas Department of Commerce & Housing, and other regional economic development organizations to promote Edgerton.
- Policy 2 Encourage distribution centers and business park uses near the BNSF Intermodal Project Site.
- Policy 3 Encourage new businesses to locate in areas with adequate streets, utilities and existing urban services.
- Policy 4 Encourage city officials to create a marketing plan promoting Edgerton as an affordable, safe, and pleasant community.

## Chapter 4

# Existing Town Conditions & Trends

Section 4.1	Population Trends
Section 4.2	Housing
Section 4.3	Parks & Recreation
Section 4.4	Education
Section 4.5	Sanitary & Storm Sewers
Section 4.6	Streets
Section 4.7	Municipal & Rural Water Districts
Section 4.8	Emergency Services: Police & Fire
Section 4.9	Existing Land Use
Section 4.10	Historic Buildings
Section 4.11	Environmental Constraints

## Existing Town Conditions & Trends

### ***Section 4.1 Population Trends & Forecast***

Detailed demographic data for small towns and rural areas was last collected for the 2000 Census. The US Census Bureau is now conducting the 2010 Census. Some preliminary information may be available at the end of 2010. Detailed block level demographic data is to be released in April 2011.

Projections of the labor force, population, and economic activity for small communities must be placed in a regional context. In Edgerton's case, the forecast is primarily based on the performance of the metropolitan area as a whole. However, population also flows to opportunities whether they are jobs, educational opportunities, affordable housing, or life styles, to mention only a few. However, population will not shift to small town areas that have few jobs, lack a variety of commercial services, and an inadequate supply of housing at various price ranges for sale and rent.

The possibility of outside investments, especially job creation, is a key cause of population growth. The Burlington Northern Santa Fe Intermodal Facility and Logistics Park will be a major stimulus to the community once the economy improves and construction begins. In addition, the ongoing growth of Johnson County, which is proceeding in a southwesterly direction, will one day reach Edgerton and create relatively rapid growth as it has in Gardner and Spring Hill.

Demographic data has not been frequently updated for small communities in the past. Beginning in 2010, demographic data and estimates are to be released for small cities. However, the Mid America Regional Council indicates that there may be a delay due to the fact that actual census data is being accumulated at the same time. However, these estimates will be helpful going forward.

#### **Regional Context**

The southwestern portion of the K.C. Metropolitan Statistical Area (MSA), including Johnson County, is the highest growth area in Kansas. The MSA, as a whole, is the 29<sup>th</sup> largest in the United States. The core city is beginning to grow again in population. However, most of the growth continues to occur in the suburbs.

In Johnson County, most of the residential growth is occurring in South Overland Park, Gardner, and DeSoto. In Gardner, Edgerton's closest neighbor, the population doubled in the 1990s and 2000s. It is projected to continue to grow but at a slower pace in the next decade.

As Gardner builds out, Edgerton will be the next center of growth along the I-35 corridor. The BNSF Intermodal facility will likely expedite residential growth in Edgerton and Gardner once the recession ends and housing markets resume.

### Local Context

Table 4.1 contains historic population data for the City of Edgerton, McCamish Township, and Johnson County. The population data for Edgerton from 1890 to 1950 follows a classic rural, small Kansas town trend. There is initial growth and development followed by rapid, steady decline. The benchmark year is 1980 where there is a rapid population increase of 136 percent (1970 - 1980). This benchmark was obviously spurred by the rapid growth of Johnson County as a whole beginning in 1960 and continuing through 2000. Subsequently, the population growth has been at a more moderate rate of 2-3 percent per year.

Table 4.1

### City, Township, County Population Counts, 1890-2010

Year	City of Edgerton		McCamish Township		Johnson County	
	Population	% Change	Population	% Change	Population	% Change
From U.S. Census						
1890	321	--	1,249	--	17,385	--
1900	310	-3.4	1,160	-7.1	18,104	4.1
1910	443	42.9	1,125	-3.0	18,288	1.0
1920	323	-27.1	1,011	-10.1	18,314	.01
1930	278	-13.9	967	-4.3	27,179	48.4
1940	264	-5.0	869	-11.2	22,327	22.6
1950	266	0.8	803	-7.6	62,783	88.3
1960	414	55.6	991	23.4	143,792	129.0
1970	513	23.9	559	-43.6	220,073	53.0
1980	1,214	136.6	922	65.0	270,269	22.8
1990	1,244	2.5	806	-12.6	355,021	31.3
2000	1,440	15.7	878	8.9	451,086	27.1
U.S. Census Bureau Estimates						
2001	1,484	3.1	881	.03	463,974	2.9
2002	1,525	2.8	896	1.7	475,918	2.6
2003	1,550	1.6	915	2.1	486,338	2.9
2004	1,603	3.4	930	1.6	496,358	2.1
2005	1,691	5.5	957	2.9	505,578	1.9
2006	1,744	3.1	979	2.3	516,285	2.1
2007	1,789	2.6	996	1.7	525,938	1.9
2008	1,823	1.9	1,015	1.9	535,000	1.7
2009	1,843	1.1	1,033	1.8	542,737	1.4
2010	Preliminary results from U.S. Census to be released in late 2010.					

The overall population change is significant, considering Edgerton's and McCamish Township's past growth performance. This significance rests on two factors. First, only a handful of Kansas communities, with the exception of those small communities in the direct part of a metropolitan area, experienced an actual population reversal followed by significant growth. Second, even a metropolitan presence cannot guarantee sustained growth unless there is a marginal service and employment base. Edgerton does not have this base and, therefore, the only logical conclusion is that external forces have driven population changes thus far. However, when the economy improves and the intermodal facility begins operations, the new companies and new jobs in the City of Edgerton will be a new driver of population growth..

## Comparative Regional Development

Table 4.2 contains regional population data for small towns in Edgerton's general vicinity. Data from this table strongly supports the external growth factor assumption that is common to a number of small towns in the shadow of the KC MSA. The data indicates a classic "backwash" of population where a small subset of metropolitan residents migrates to the outer fringes of the metro area.

Table 4.2  
Population Changes in Nearby Small Cities

City	1970	1980	1990	2000	2009 Estimate	Population Change 2000-2009	
						Actual	Pct.
Wellsville	1,183	1,612	1,707	1,606	1,563	-43	-2.7
Edgerton	513	1,214	1,244	1,440	1,843	403	28.0
Baldwin	2,520	2,829	2,961	3,400	4,401	1001	29.4
Spring Hill	1,186	1,963	2,191	2,727	5,281	2,554	93.7
DeSoto	1,339	2,061	2,291	4,561	5,488	927	20.3
Eudora	2,071	2,934	3006	4,307	6,260	1,953	45.3
Gardner	1,839	2,292	4,277	9,396	17,852	8,456	90.0

Table 4.3  
Population Changes in Nearby Rural Areas

Township	1970	1980	1990	2000	2009 Estimate	Population Change 2000-2009	
						Actual	Pct.
<u>Johnson County</u>							
McCamish Twp.	559	922	857	878	1,033	155	17.7
Gardner Twp.	1,852	2,595	1,802	2,143	2,171	28	1.3
Lexington Twp.	2,854	1,978	1,876	1,315	1,548	233	17.7
<u>Miami County</u>							
Richland Twp.	777	1,036	1,142	1,758	1,845	87	4.9
<u>Douglas County</u>							
Eudora Twp.	2,868	3,821	4,011	5,571	7,681	2110	37.9
Palmyra Twp	3,798	4,471	4,736	5,760	7,037	1,277	22.2
<u>Franklin County</u>							
Franklin Twp.	1,663	2,219	2,178	2,552	2,686	134	5.3

As would be expected, the actual population change, and the absolute rate of change, is strongest in DeSoto and Eudora - both located directly on a high capacity transportation link to the KC MSA.

Townships in Johnson and Miami Counties show minimal growth because zoning regulations generally require a minimum lot size of at least 10 acres. Also, particularly in Johnson County, cities have been annexing into the rural townships and decreasing their size.

### Internal Evidence for Growth

In Edgerton, the main evidence for growth is the issuance of building permits as new subdivisions come online. Edgerton issued a relatively large number of building permits for homes from 1990 through 2004 as new subdivisions were being developed. Since 2005, few permits have been issued due to the lack of available lots. However, the City has approved a 588-home subdivision with additional property zoned for an unspecified amount of multi-family zoning. It is anticipated that this subdivision will begin development once the current slowdown in housing rebounds. The beginning of the Intermodal Facility and Logistics Park will like spur additional subdivisions being developed. Population projections should be updated annually to reflect this major source of growth.

**Table 4.4**  
Residential Single Family Building Permits in Edgerton

<u>Year</u>	<u>Single Family</u>	<u>Duplexes (No. of Living Units)</u>
1990-99	73	
2000	16	
2001	19	
2002	9	
2003	23	
2004	34	
2005	9	14
2006	6	8
2007	4	4
2008	1	2
2009	0	0

## Conclusions

Most of the indicators reviewed for this population section point to modest growth over the next 20 years due to the natural growth of the metropolitan area in a southwesterly direction. However, the impact of the BNSF Intermodal Facility and Logistics Park will likely have a major added impact on growth and this impact should be reflected annually in projections as more becomes known about the pace this job-creating commercial development.

Table 4.5  
City and County Population Forecasts, 2010 -2030

Year	City of Edgerton		Johnson County	
	<u>Population</u>	<u>% Change</u>	<u>Population</u>	<u>% Change</u>
2010	1,886	2.3	560,098	3.2
2015	2,313	22.6	604,436	7.9
2020	2,826	22.2	654,774	8.3
2025	3,426	21.2	669,417	2.2
2030	4,116	20.1	744,059	11.2

Source: Edgerton City Staff      Mid America Regional Council

## **Section 4.2 Housing**

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This section presents an overview of the Edgerton housing market and discusses issues related to neighborhood preservation. The consultant interviewed real estate and economic development professionals to better understand the housing market conditions of the community. Results of the interviews are summarized below.

**Market Drivers.** Those interviewed were asked to identify the key market drivers for Edgerton. The market drivers are discussed below.

- **Convenient Access to Interstate 35.** It was agreed by all those interviewed that interstate highway access to the Kansas City metropolitan area is a very important factor in attracting new residents to Edgerton. The interstate is viewed as important for both commuting to jobs and for services such as medical facilities.
  - **Edgerton's Small Town Atmosphere.** This attribute of Edgerton is viewed by the informants as very important. Homebuyers are attracted to Edgerton because they want the small town atmosphere. However, they point out that Edgerton needs commercial services for groceries, meals, etc. The community also needs more things for youth such as a swimming pool.
  - **Local School System.** The unified school district is perceived as a very important factor in attracting new residents to the area. Edgerton Elementary School is considered to be "a jewel" that few know about until they move to the community. The principal says that the Edgerton is extremely supportive of the school and it works with the City and local churches to support low income families in the community.
  - **Affordable Land and Housing.** Land and homes are approximately 13 percent less in Edgerton than Gardner, and this also is viewed as a primary contributor to current growth in Edgerton. The city of Edgerton has housing in some price ranges that are not found in most other areas of Johnson County. One interviewee perceived Edgerton as one of the last places in Johnson County with affordable property.
5. **Intermodal and Big Bull Creek Park** – The opening of the BNSF Intermodal Facility and Johnson County Big Bull Creek Park and considered to be new be significant additions to Edgerton that will be of interest to new residents. The BNSF owns the property for the Intermodal and indicates that it will begin construction when the economy improves. Johnson County Parks has land-banked approximately 1200 acres for a future regional park and will develop it as resources permit. They have not given an estimated opening date.



**Mean Appraised Value vs. Average Sales Price  
City of Edgerton  
Source: Johnson County Appraiser**

Year	Average Sales Price	Mean Appraised Value
2000	\$ 87,796	\$ 78,743
2001	103,450	87,103
2002	105,942	89,739
2003	113,690	99,438
2004	121,152	101,029
2005	131,030	108,014
2006	138,478	116,091
2007	135,320	119,355
2008	105,848	120,368
2009	120,853	113,999
2010	TBD	110,139

**General Household Characteristics of Those Moving to Edgerton**

The median price for homes sold in the last 10 years reached \$138,478 in 2006. But, with the slowdown of the housing market is has dropped to \$120,853. Characteristics of the households vary, but some generalizations can be made from the interviews. The largest category includes first-time homebuyers, young families, and recent college graduates. The common thread among these groups is the desire for affordable housing. Some retired homebuyers are visible, but this group is fewer in number.

Informants were also asked about commuting to and from Edgerton. It is thought that most households are from within Johnson and Wyandotte Counties, and that most commuting takes place within Johnson County. Although Edgerton is also within commuting distance to Lawrence, those interviewed do not view Lawrence as a source of new homeowners or as a destination for commuters.

**Planned Residential Construction**

Previously approved planned subdivisions such as Valley Ridge, Glendale Acres and Bridgewater are totally built out. The City of Edgerton has approved a new residential preliminary subdivision plat for the Sunflower Ridge subdivision in which there are approximately 500 single-family lots and 27 acres of multi-family with 316 units.

**Infill Housing**

The term infill housing refers to sites located in the built-up areas of the community. Typically, an infill site is surrounded by existing development and the site has been vacant or undeveloped for a period time. The benefit of infill housing is that it usually

does not require the extension of utilities or construction of new roads. This allows site development costs to be less, which in turn allows the cost of lots and the home to become more affordable, unless there are environmental or other site constraints.

### **Rural Residential Housing Compare to Goals**

In the planning area outside the city limits, non-farm residential housing has been constructed for households who seek a rural environment. *Edge Hill Estates* and *Pepper Tree Farms* are two subdivisions located near Edgerton. Generally, the amount of scattered rural residential housing for non-farm households is limited. With the planned improvements in the city's water distribution system, the city should identify and adopt policies to determine the amount and location of rural residential housing that should be encouraged in the fringe areas outside the city limits. Unregulated rural residential housing can create conflicts between rural residents and the city over attempts to annex, extend utilities, or accommodate changes in land use.

### **Neighborhood Revitalization**



The Governing Body in Edgerton has said a major investment needs to be made in improving the appearance of the community, including deteriorated housing. Staff is looking at the Neighborhood Revitalization Program for Edgerton that is permitted by State Statute. Recognizing that older neighborhoods are important to the overall economic and social health of the community life is a vital step. When a small town turns its back on an older section of the community it typically begins to decline, people move out, and structures begin to deteriorate or become abandoned. To prevent the cycle of disinvestment, housing preservation and maintenance of public infrastructure is a preferred approach. A joint public and private effort is necessary for neighborhood revitalization.

### **SECTION 4.3 PARKS & RECREATION**

This section inventories the parks and recreation facilities in the City of Edgerton. In addition, a brief description of the current status of the development of Big Bull Creek Park is included. In response to the eventual development of this county park, the City of Edgerton needs to think about long range plans for roads and land uses surrounding the park. Information included in this section was obtained from the City and from the Johnson County Parks and Recreation Department.

#### **Parks and Recreation Facilities in Edgerton**

The City of Edgerton has four city parks. They vary in size and amenities that they provide to the public. The following is a general description of each of the parks:

  **Martin Creek Park.** Located at 20200 Sunflower Road, Martin Creek Park is a 20-acre park designed for active recreational use. The park includes three softball fields, two tennis courts, a volleyball court, a basketball court, a soccer field, a walking trail in excess of ½ mile, a full youth playground with appropriate equipment, a shelter house, a concession stand, and modern restroom facilities. Future plans include adding horseshoe pits. The Johnson County Park and Recreation District owns the park, but the City of Edgerton developed the facilities.



Martin Creek Park




-  **Edgerton Manor Park.** This small neighborhood park owned by the City of Edgerton is located at First Street and Martin Street. Edgerton Manor Park includes a basketball court, a swing set, and a slide.
-  **Glendell Acres Park.** Located off of West Edgewood in Glendell Acres subdivision, this park is a small neighborhood park owned by the City. The park has a swing set, slide, and a concrete slab.
-  **Edgerton Lake Park.** This park is owned by the City of Edgerton and is located on the west side of Edgerton City Lake off of East Sixth Street. Edgerton Lake Park is geared for more passive park uses and also activities that center around lake usage, such as fishing, canoeing and small boating (no gasoline powered engines are allowed). The park includes three shelter houses with electricity, a pit restroom facility, a boat dock and boat ramp, and a walking trail that connects to Martin Creek Park. An historic old city jail is permanently displayed along the walking path as well.

Table 4.6  
Edgerton Park Land Inventory

Park	Acreage	Classification
Martin Creek Park	20 acres	Community
Edgerton Lake Park	10 acres	Community
Edgerton Manor Park	<1 acre	Neighborhood
Glendell Acres Park	<1 acre	Neighborhood
Bridgewater Lake	<u>4 acres</u>	Community
Total:	36 acres	

**Big Bull Creek Park**

The Johnson County Park and Recreation District has purchased more than 2,000 acres of land for future Big Bull Creek Park. The District had planned to begin master planning by 2012. However, with the loss of tax base due to the economy, the master planning has been pulled from the Park District budget for an unspecified period of time. However, they indicate that they would consider making some trails or other passive uses available should the City be able to manage and maintain them. However, in general, development of the park is a long-term proposition and will occur as funding becomes available.

Specific uses and exact road configurations in and around the park have not been determined although the park is projected to be for passive recreational use with trails, picnic areas, pedestrian access to the stream and lake, and boat access to Hillsdale Lake. As in the cases of Heritage Park and Kill Creek Park, Johnson County does not see the need to build more roads or expand the capacity of the existing roads in and around Big Bull Creek Park.

The County also does not see that city water or sewer services will need to be expanded to the park site. Johnson County Water District #7 will serve the area with water and on-site septic is anticipated to be used, although extensive research has not been done on this subject.

#### **Section 4.4 Education**

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The City of Edgerton is served by the Gardner-Edgerton Unified School District No. 231 which covers 101 square miles of Edgerton, Gardner, southwest rural Johnson County and northwest rural Miami County.

When residents of Edgerton are asked what they like best about the community, Edgerton Elementary School is first or second on their list. The community takes great pride in this school which educates Edgerton's youngest residents in grades K-4.

Students from Edgerton in grades 5-8 attend Pioneer Ridge Middle School, which opened in 2007, and students in grades 9-12 attend Gardner-Edgerton High School, which moved into a new building in 2000.

In 2009, both Edgerton Elementary School and Pioneer Ridge Middle School received the prestigious Governor's Achievement Award which is given annually to the top 5% of schools in Kansas. Gardner-Edgerton High School annually receives the Kansas Standard of Excellence Award for Reading and Math.

It is imperative that cities and school districts work hand-in-hand in coordinating timing of school construction with the construction of roads and sewers.

#### **Educational Facilities**

Edgerton Elementary School 400 West Nelson Street Edgerton, Kansas 66021	<i>Add Picture</i>
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Pioneer Ridge Middle School 16200 Kill Creek Road Gardner, KS 66030	<i>Add Picture</i>
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Gardner-Edgerton High School 425 North Waverly Gardner, Kansas 66030	<i>Add Picture</i>
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Table 4.7  
USD 231 Gardner-Edgerton School Enrollment

-----Schools attended by Edgerton students -----								
	Edgerton Elementary School Grade K-4	Nike Intermed. School Grade 5-6	Wheatridge Middle District Grade 7-8	Pioneer Ridge Middle School Grade 5-8	Gardner- Edgerton High School Grade 9-12	----- Total District ----- District Enroll.	Student Growth	Pct.
2005-06	194	576	524	Not Open	976	3,792	240	7.01%
2006-07	181	616	566	Not Open	1,028	4,052	260	6.86%
2007-08	187	N/A	N/A	591	1,070	4,299	247	6.10%
2008-09	180	N/A	N/A	616	1,140	4,491	192	4.47%
2009-10	186	N/A	N/A	665	1,193	4,704	213	4.74%
2010-11 est.	186	N/A	N/A	647	1,267	4,938	234	4.97%

The Gardner Edgerton School District added less than 300 students in total from 1,436 in 1975 to 1,718 students in 1990. However, since 1990 the district added an average of more than 300 students every two years. Generally, 80-90 percent of the growth occurred in the City of Gardner according to information from the school district.

## Section 4.5 **Sanitary and Storm Sewer Systems**

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Sewer systems are vital to the health, safety, and welfare of the citizens in any municipality. The availability of sanitary sewers in a growing area encourages development to take place. This section describes the current sanitary and storm sewer systems for the City of Edgerton. A discussion of recent improvements or possible future improvements is also included. An overview of where sanitary sewers can be extended is also presented.

### **Sanitary Sewer System**

The sanitary sewer plant is located on the north side of Nelson Street, east of the railroad tracks and north of the City Lake. The treatment plant was constructed in 1981 and has not had any major improvements. The system has the following characteristics:

- The plant capacity is 187,000 gallons per day (gpd).
  - The current plant flow is 100,000 to 120,000 gpd, which is operating at between 53 – 64 percent capacity.
  - The City has one lift station located on the south side of Highway 56 between West 8<sup>th</sup> and West 7<sup>th</sup> Streets, which serves about 10 houses. The rest of the City is served by gravity flow sewers.
  - The City has an operator present at the plant 8 hours per day on weekdays and a minimum of 1 hour per day on weekends and holidays.
7. There are two City employees who are certified Wastewater Plant Operators. One is certified as a Class 2 operator; the other is certified as a Class 1 operator.
- The City has very specific regulations for private sewage disposal systems and septic tanks. The regulations encourage connection to the public sewage disposal system. "To the extent feasible, public sewage disposal systems shall be used for the disposal of all sewage within the city limits of Edgerton, and no private sewage disposal system shall be permitted under this Article whenever a public sewage disposal systems is available to serve the property." (Private Sewage Disposal Systems Regulations, January 12, 1995)



Wastewater Treatment Plant

#### Possible Future Sanitary Sewer System Improvements

The treatment plant is currently operating in compliance with Federal and State regulations. There are some maintenance needs facing the plant, including repairs to the rotor equipment and the concrete structures. Smoke testing of the sewer system should be done at least once every five years to allow staff to determine which sewer mains and manholes need to be repaired or replaced to reduce inflow and infiltration. City staff has noticed increased infiltration flows to the plant during rainstorm events. The testing will indicate which sewer lines and manholes need to be repaired to reduce inflow and infiltration.

#### **Stormwater Sewer System**

Currently, the City of Edgerton has curbs and gutters on many of the newer streets in the city limits. The streets with curbs and gutters are connected to a storm sewer collection system, with the exception of the following:

- West 7<sup>th</sup> Street north of Nelson Street.
- East 3<sup>rd</sup> Street north of Nelson Street.

The city has a large number of streets with open ditches for stormwater collection and conveyance in the older parts of town. There has been some storm water sewer projects recently completed in the city. Some of the improvements were initiated as a result of a county-wide report done by the Johnson County Public Works Department identifying areas within the County which have needed improvements.

The recently completed projects in Edgerton include the following:

- The Glendell Acres area along Edgewood Drive from West 5<sup>th</sup> to West 3<sup>rd</sup> and along West 4<sup>th</sup> and West 3<sup>rd</sup>.
- Glendell Acres and Edgerton Road (West 8<sup>th</sup> Street) from the Cumberland Drive – West 7<sup>th</sup> Street cul-de-sac to Edgerton Road and north on Edgerton Road approximately 400 feet.
- A system collecting runoff from the west side of Edgerton Road near Nelson Street and carrying it east along Nelson Street and then south along Lot 13 of County Clerk's subdivision.
- East 3<sup>rd</sup> Street from the south end north to Martin Street and west on Martin Street to East 2<sup>nd</sup> Street.





Open Drainage Ditch in Original Town Edgerton

The City has adopted the American Public Works Association (APWA) Standard Specifications and Design Criteria for storm sewers in all new developments. The City Engineer is responsible for reviewing all new platted subdivisions to ensure compliance.

The City has also adopted the August 3, 2009 Johnson County, Kansas and incorporated Areas Flood Insurance Study and Flood Insurance Rate Maps. Johnson County has also adopted the same study and flood insurance maps for the unincorporated areas.

#### **Future Sanitary Sewer System Extension**

The existing wastewater treatment plant capacity can handle about a 50 percent increase in to accommodate new growth, which would allow for development of approximately 180 additional acres at four unit per acre. The City of Edgerton has several planning options available for the extension of sanitary sewers. These options are outlined below. Figure 4-3 graphically illustrates the planning areas where sanitary sewers can be extended.

■ **Southwest Edgerton.** The City has constructed approximately 11,400 linear feet of sanitary sewer main along a tributary of the Big Bull Creek that allows for the service of approximately 150 acres of land immediately south of the existing city limits. The area, known as the Timmons Property, is bounded on the west by Edgerton Road, on the east by Burlington Northern-Santa Fe Railroad (BNSF) tracks and on the south by 207<sup>th</sup> Street.

It is possible to extend a sewer main west of Edgerton Road and open development up to approximately 280 acres with a sewer main that follows the creek adjacent to the railroad tracks and flows directly to the wastewater treatment plant.

6. **North of Highway 56.** It is possible to provide sanitary sewers to land north of Highway 56. However, it will require a wastewater master plan to determine how this area could best be served with sanitary sewers.
7. **Northeast Edgerton.** The City has annexed approximately 1,000 acres of property owned by BNSF Railway Company, inc.. Of this property, 440 acres will be developed for use as an intermodal facility and 560 acres will be developed for warehousing/distribution centers or other logistics-related uses. The City of Edgerton is planning to provide sanitary sewer service to the 1,000 acres of development. It will be possible to gravity some of the sewage waste, but pumping will also be required in some areas. The City has entered into a finance plan with BNSF and the Allen Group outlining the financing of these improvements. The City is currently planning a three-phase cycle of improvements to service the development area, and will be conducting a wastewater master planning process to determine the specifics of service delivery.
8. **191<sup>st</sup> Street South.** The City understands the need to annex areas south of 191<sup>st</sup> Street to encourage vertical development related to the logistics and intermodal industry. A logical area for this development to occur is south of 191<sup>st</sup> Street to Interstate 35. Sanitary sewer service would open up approximately 1,000 acres for additional development opportunities. The City will be commencing a wastewater master plan in 2010-11 to determine the best method for providing sanitary sewer service to this area. One option may be to construct a new wastewater treatment plant further south in the watershed to provide the opportunity to serve a majority of the Big Bull Creek Watershed. If this option is selected, it would be prudent to consider closing the existing plant so the City does not have to operate and maintain two facilities.

One of the biggest challenges to extending a sanitary sewer main is the installation cost. Small towns are limited in their ability to issue bonds to construct new sewers, unless they are in a “hot” real estate market. The same is true with landowners and developers facing the debt incurred through a benefit district. Ideally, land closest to an existing sewer line is the preferred location for sewer extensions. However, this is not always possible, given the desire and intent of a landowner.

New sanitary sewers to accommodate outward expansion in Edgerton are likely going to require a cooperative arrangement between the developer and City. The key is having a confidence level that a developer’s proposal (whether it’s housing, commercial, or industrial) is assured market success.

## Section 4.6 **Streets**

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The purpose of this section is to describe the public transportation system that provides for safe and efficient travel within and around the City of Edgerton. One of the essential elements of a community is its public transportation network. It provides a means for transporting people, goods, and services within the community and region. Edgerton enjoys the advantage of its strategic location on the major trafficways that include Interstate 35 and US-56. These have helped shape the traffic network of Edgerton.

### Edgerton Functional Street Classification

The existing road and highway network is classified by function. Roads and highways are grouped into classes or systems according to the service they provide. Streets are considered local, as distinct from regional roadways and highways. Factors that identify roadway classifications are the level of through-traffic movement and access to adjacent land or individual properties.

### **Expressways**

Edgerton enjoys an advantage of being connected and directly served by Interstate 35, a major expressway between Kansas City and Wichita. This highway provides Edgerton's businesses and residents convenient access to major portions of the two metropolitan areas.

### **Arterials**

The designated arterial streets in Edgerton have been significant traffic carriers that are the backbone of the City's transportation system. They provide linkages between different parts of the City as well as between the City and adjacent communities. These arterial streets are listed in **Table 4.10**.

US-56 is an important link between Edgerton and Gardner, and it serves as a main east/west arterial for southwest Johnson County. The Kansas Department of Transportation has recently completed a corridor management study along the US-56 corridor from Baldwin City to Gardner that formalized its recommendations in the US-56 Corridor Management Plan. The Plan recommends several improvements to continue to provide for safe and efficient travel along the corridor. It envisions a three-lane roadway section with a continuous center turn lane along US-56 through the City of Edgerton. The City will also need to monitor driveway and access along this stretch of the corridor so that access points may be realigned or eliminated where it would create an unsafe conflict for the travelling public. As the corridor developments, certain conditions regarding access should be considered as part of the land development process. The City should consult the US-56 Corridor Management Plan when applications or requests are brought forward for consideration.

The Plan also envisions a grade separation configuration that would provide access to US-56 from 199<sup>th</sup> Street and Sunflower Road. A concept for this improvement is found in the US-56 Corridor Management Plan and shows two grade separations over the BNSF transcontinental main line. Once a new interchange is built on Homestead Lane, the study showed that more trips will be routed from US-56 to 199<sup>th</sup> Street to get access to Interstate 35. The City should monitor these traffic conditions and work with KDOT to identify funds to design and construct an improvement to accommodate safe and efficient travel from US-56 along 199<sup>th</sup> Street to the new interchange.

**TABLE 4.10**  
*Existing Arterials Serving Edgerton*

Name	Direction	From	To
US-56 Highway/Morgan Street	E-W	Waverly Rd	W. City Limits
Sunflower Road	N-S	Nelson St	Interstate 35
207 <sup>th</sup> Street	E-W	Sunflower Rd	W. City Limits
W. 8 <sup>th</sup> Street	N-S	US-56 Hwy	207 <sup>th</sup> St
Nelson Street	E-W	Sunflower Rd	W. 8 <sup>th</sup> St
Edgewood Drive	E-W	First St	W. 8 <sup>th</sup> St

The City envisions the vacation of 183<sup>rd</sup> Street from US-56 to Waverly Road to accommodate development within the logistics park development adjacent to the BNSF Intermodal Facility. Four Corners Road from US-56 to 191<sup>st</sup> Street will be closed to public access, but the right-of-way will be preserved. This will allow a future grade separation to be constructed that will provide for better north-south connectivity within this area. The US-56 Corridor Management Plan provides concepts to improve connectivity while retaining safety.

**TABLE 4.11**  
*Arterial Improvements and Extensions*

Name	Direction	From	To
US-56 Highway/Morgan Street	E-W	W. City Limits	199 <sup>th</sup> St
Sunflower Road	N-S	US-56	191 <sup>st</sup> St
Sunflower Road	N-S	I-35	215 <sup>th</sup> St
W. 8 <sup>th</sup> Street	N-S	207 <sup>th</sup> St	215 <sup>th</sup> St
207 <sup>th</sup> Street	E-W	W. City Limits	Sunflower Rd
207 <sup>th</sup> Street	E-W	W. City Limits	Evening Star Rd
Homestead Lane	N-S	199 <sup>th</sup> St	191 <sup>st</sup> St
191 <sup>st</sup> Street	E-W	Four Corners Rd	Waverly Rd
Waverly Road	N-S	US-56 Hwy	191 <sup>st</sup> St

Generally, the minimum right-of-way requirement for arterials is between eighty and one hundred twenty feet (80 – 120'). The minimum pavement width is forty-eight feet

*(48') from back of curbs, which allows two moving lanes of twelve feet (12') each in each direction (curb and gutter width included). Turning lanes may be used at major intersection. A fourteen to sixteen foot (14 – 16') median or center lane may be used for some arterial streets. Parking is not allowed on either side of an arterial. A sidewalk with at least a five feet (5') width should be furnished on both sides of the roadway or a five-foot (5') sidewalk should be furnished on one side and a ten-foot (10') bikeway on the other side of the street.*

*As a general rule, traffic volumes on an arterial street should be more than 9,000 vehicles per day or average daily trip (ADT) would trigger the designation of a road as an arterial. However, traffic volume is only one factor. In Edgerton, as in other cities, a road's size, the location of roads, existing traffic patterns, etc. help determine the functional classification. Arterials should be able to accommodate speeds up to, but not limited to, 35-45 mph depending on the adjacent land uses. Arterials are usually spaced at approximately one mile intervals. There is no absolute spacing requirement since spacing should be the function of adjacent land use type and density.*

### **Collector Streets**

*The existing collector streets are listed in the following table. These streets serve as the ribs of the City's transportation system.*

*The design standards vary slightly for collector streets depending on whether bikeways are included. The right-of-way requirement for a collector street with a separated bikeway is seventy feet (70') with a pavement width of thirty-six feet (36') back-to-back of curbs. The pavement includes two moving lanes of twelve feet (12') in each direction (a two-foot curb and gutter is included in each lane) and a turning lane of twelve feet (12'). Parking is prohibited on either side of the roadway. A five-foot (5') sidewalk should be furnished on one side and a ten-foot (10') bikeway on the other side of the street.*

### **Local Residential Streets**

All streets in Edgerton and its planning areas not designated as arterials and collectors are considered local residential streets or neighborhood streets. Most of these streets are generally adequate to serve access needs and are not discussed in detail in this section. In the growth areas, local streets will be built on an as-needed basis.

The right-of-way requirement for local streets is fifty feet (50'). The pavement width should be twenty-eight feet (28') back-to-back of curbs that provides one lane of twelve feet (12') in each direction (plus a two-foot curb and gutter on each side of the road). A sidewalk pavement of five feet (5') should be furnished on one side of the street. Parking is normally allowed on one side of the street pavement. The traffic

volumes for local streets should be less than 600 ADT. The speed on local streets should be 30 mph or less (Table 4.14). The Functional Street Classification and De

Design Standards that follows provides a summary of the street classification system and design standards. It should be pointed out that the classification system and design standards presented in this section of the Plan are intended to provide basic guidelines for evaluations of the City's current transportation system, for future street design and construction, and for future improvements of public streets.

They are not intended to cover every segment of the City streets. In many cases, detailed engineering studies are necessary to identify and evaluate every significant factor involved and to determine if these design standards apply. For example, in an already developed area, it may not be possible to acquire additional right-of-way necessary to meet the standards as specified for that street type.

### **Access Control**

*Just as the design of a roadway helps to move traffic efficiently, controlling access to the roadway system can help do the same. The lack of an adequate access control policy or plan increases the probability of having traffic hazards and increased traffic congestion. Traffic hazards and traffic congestion reduce the capacity of the roadway to accommodate the traffic volumes for which it is designed. Traffic congestion and traffic hazards increase the pressure to widen roadways which requires spending additional public funds.*

*Roadway capacity can be increased or decreased in a number of ways. The method utilized most frequently to increase capacity is to widen a road to provide additional travel lanes. In some instances, however, it is not feasible to add additional travel lanes due to abutting land uses on either side of existing roadways. In these instances, other methods of increasing roadway capacity may be more appropriate. Other methods include constructing intersection improvements, turn bays, medians, restricting road and driveway access or providing traffic signal timing improvements. Conversely, road capacity can be decreased by adding cross roads, driveways, traffic signals, or other traffic control devices. By developing an access control policy, road capacities can more adequately accommodate future development.*

*Specific design characteristics associated with each functional classification depend on factors such as projected traffic volumes and local access control policies. Higher traffic volumes, for example, those exceeding 20,000 vehicles per day, warrant construction of a four or five lane arterial road or by a two-lane arterial road which includes turn bays, good signal and intersection spacing, and private driveway access control. In many cases, a well-built two-lane arterial road can function as well as a four-lane road at approximately half the cost.*

## **Section 4.7**    ***Municipal & Rural Water Districts***

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The purpose of this section is to describe the system that supplies water to the City of Edgerton. The section also describes the growing demand for water and the ability of the current water supply to meet that demand. This description leads to a discussion of the future water supply and changes that need to be made to meet some of the challenges facing Edgerton.

### **The Water Supply System**

The City of Edgerton has two supplies for water, which are Baldwin City and Hillsdale Lake. The Hillsdale Lake source was recently negotiated and provides a supply to the City for a forty-year period. The Kansas Water Office has a tiered-contract with the City for raw water. This water is purchased by the City through the State's Water Marketing Program. Miami County Rural Water District No. 2 treats the water at their water plant located at Hillsdale Lake. Johnson County Rural Water District No. 7 transports the water from the treatment plant to the City's booster pump station located on Spoon Creek Road. This source of water provides a minimum of x gallons per year with a maximum usage of x gallons in 20xx.

The City of Edgerton participates in the State of Kansas Water Marketing Program as a secondary buyer. The water originally comes from Clinton Lake, which is a state-owned water storage space. The City of Baldwin City buys the water from the state. The water comes from Clinton Lake and goes into the water system of the City of Lawrence where it is treated and transported to a pump station at 31<sup>st</sup> and Haskell. Baldwin City's water system transports the water at that point. Baldwin City provides water for its own population and also sells water to Edgerton and Wellsville.

Water for the City of Edgerton is transported from Baldwin City's system through approximately eight miles of pipe to the Edgerton system. Currently, this transportation is done without pumping, relying solely on gravity and valves. The flow of water coming from Baldwin City on a daily basis is calculated to be able to supply Edgerton's maximum daily water demand. However, the flow in the pipes may not be able to supply enough water for the times during the day when there is peak demand.

*The City of Edgerton currently has two elevated storage tanks: one 150,000 gallon tank built in 1978 and another 50,000 gallon tank built in 1955. These tanks store water for the peak demand hours and also for fire*



Edgerton Water Storage Tank

fighting purposes. In addition, they provide pressure to the system. Both storage tanks have an overflow elevation (high water level) of approximately 1,110 mean sea level (MSL). When the water reaches that level in the tanks during off-peak hours, the amount of water coming into the Edgerton system from Baldwin City can be adjusted with a control valve located at 207<sup>th</sup> Street and Edgerton Road. The City of Edgerton administers the number of water meters and water usage.

**Comment [David Dil1]:** Describe how RWD 7 connection is integrated into the system.

As Edgerton and the surrounding areas grow, the water system will need to be extended. If a subdivision or major development is approved, then the developer is required to provide water lines to meet city standards. Thus, when proposals are received for new subdivisions outside of the City, they are strongly encouraged to annex so that the City can more closely monitor the installation of infrastructure.

*WATER DEMAND AND SUPPLY*

**The Demand.** Development in the City of Edgerton has focused primarily on single family homes. (See housing section) Up until the 1970s, the number of single family units totaled about 100 homes. In the 1970s, however, the development of single family homes tripled the total number of homes to 333 (219 homes were built during the 70s). During the 1980s and 1990s, residential development has not been quite so strong as in the 1970s. The number of single family units built in each of the last two decades still surpasses the number built in the pre-1970 period (36 units built in the 1980s and 62 units built in the 1990s). Since land use in the City of Edgerton is primarily single family, most of the demand for water comes from residential users. In 2009, xxx of the active service connections were residential in nature, xx were commercial and x were for public buildings. Figure 4.4 shows that throughout the 2000s, the number of residential water connections has increased. The number of commercial/ institutional connections and public connections have remained relatively constant during the same period.

Year	Residential		Commercial	Public	Total Connections
	In-City	Out-City			
2000	480	73	18	7	578
2001	491	74	20	8	593
2002	490	75	20	8	593
2003	511	77	21	8	617
2004	548	77	21	8	654
2005	566	81	18	8	673
2006	582	82	18	7	689
2007	595	84	19	7	705
2008	599	64	25	8	696
2009	599	64	25	8	696



**Average Residential Water Usage  
2000-2009**

Year	<u>Residential Connections</u>	<u>Population Served</u>	<u>Average Monthly Usage (Gallons)</u>
2000	553	1,692	3,253
2001	565	1,692	3,233
2002	565	1,804	3,373
2003	588	1,809	3,286
2004	625	1,977	3,311
2005	647	1,977	3,311
2006	664	2,028	3,407
2007	679	2,073	3,198
2008	663	1,992	3,182
2009	663	1,992	3,165

As one would be expected with an increase in residential water connections, the average monthly water usage for the years 1992-1998 has also tended to increase. As seen in Figure 4.5 the greatest increase occurred between 1996 and 1997.

**Comment [David Dil2]:** Need to update charts and figures to include 2000 data.

Another way to view the growing demand is to examine the population served by Edgerton's water distribution system. Every year, Edgerton, along with all other municipal and rural water districts, submits a Water Use Report to Kansas Water Office. This report contains an estimate of the population served (both in the City limits and outside the city limits) by Edgerton's distribution system during the year. Figure 4.6 shows the estimated number of people served in the years 1992 to 1998. In May 1998, the Kansas Water Office developed a methodology to project the population numbers that will be served by water supplier in Kansas for the years 2000, 2010, 2020, 2030, and 2040.

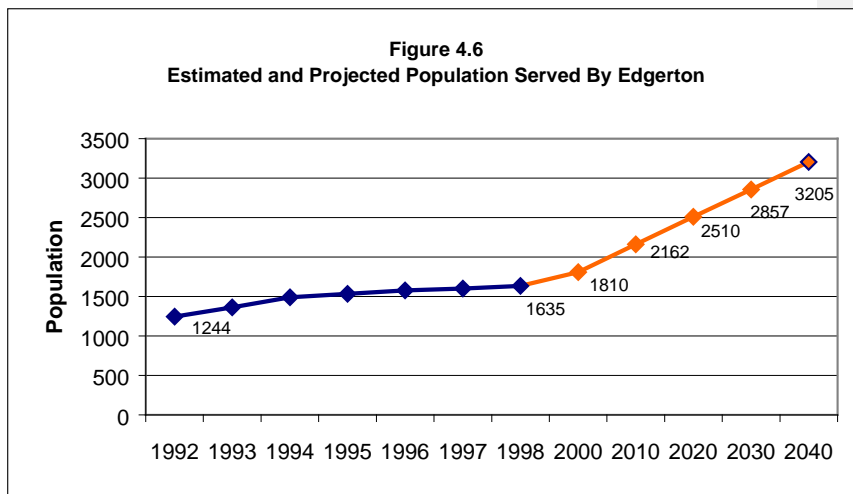


Figure 4.6 demonstrates that the population served by Edgerton's water supply increased by almost 400 people (a 31.4% increase) during the 6-year period between 1992 and 1998. With that perspective, the Kansas Water Office's projections for the next 40 years may be on the conservative side since they are projecting growth for Edgerton between 300 to 400 people every 10 years.

As mentioned briefly above, Edgerton's water supply serves people within the City limits and also people outside of the City limits. Over the past few years, as seen in Table 4-10, the balance between the two areas served, has remained fairly constant, (about 87% inside the City limits and 13% outside the City limits).

### **The Supply**

In 1996, the Kansas Water Office released a status report on three different programs in the State of Kansas: the Water Marketing Program, the Water Assurance Program, and the Multipurpose Small Lakes Program. The report makes reference to new procedures set forth by K.A.R. 98-5-8 to be used to recalculate the yields for the ten Kansas Lakes in the Water Marketing Program. The recalculations are being done for each lake on a priority basis and Clinton Lake (Edgerton's raw water supply) is listed in the report as being third on the list for yield recalculations.

Clinton Lake has experienced demand that is approaching the available yield. Although the revised yield figure is not expected to differ significantly from the current stated value, it is being refined to reflect the new methodology for calculation of yield set forth in the rules and regulations. (Status Report 1996, Kansas Water Office)

Discussions with Baldwin City's Water Department indicate that there is not an immediate supply problem as far as Clinton Lake is concerned. However, there is concern that the yield recalculations made by the Kansas Water Office will affect the amount of water available in the next 20 to 40 years. Baldwin City and Douglas Rural Water District 4 are already reviewing alternative sources. The Water Department staff at Baldwin City is also encouraging Edgerton and Wellsville to look for alternative sources. In many cases, Edgerton and Wellsville are closer to the alternative sources than Baldwin City is currently considering. The most likely suppliers would be the City of Olathe, Spring Hill, Miami County Rural Water District No. 2, or Johnson County Rural Water District No. 7. Any water from those suppliers would probably have to be delivered through Johnson County Rural Water District No. 7. There are preliminary discussions about creating a Quad-County Wholesale Water District (Johnson, Douglas, Miami, and Franklin).

### Ability of Edgerton System to Meet Demand

In evaluating the ability of Edgerton's system to meet current and future demands, two issues arise: 1) adequate water pressure; and 2) adequate storage space within the City of Edgerton to meet a growing population served by the Edgerton system.

The city's water system was evaluated in the 1997 engineering report, prepared by Ponzer-Youngquist. The evaluation found that water pressures are adequate inside the City limits. The City recently replaced many of the smaller mains in the City with 8-inch mains to improve the water pressure. However, outside the City limits to the west between Baldwin City and Edgerton and to the north along Edgerton Road, there are low pressures.

In addition, the report recommends an increase in storage capacity. The evaluation found that Edgerton currently needs about 324,000 gallons of storage capacity. The two existing storage tanks only allow for 200,000 gallons of storage capacity.

To address both the water pressure issue and the need for increased storage capacity, the report recommended five improvements:

1. Construct a booster pump station near the connection with Baldwin City (two booster pumps, approximately 20 horsepower each).
2. Construct a new 8-inch or larger main along Highway 56, from County Line Road to Edgerton Road.
3. Construct a new elevated tank (150,000-200,000 gallons).
4. Construct a new flow control station on Edgerton Road (south of Highway 56) and replace the existing flow control station at 207<sup>th</sup> Street and Edgerton Road.
5. Construct new monitoring and control equipment for tanks, pump station, flow control stations and central panel at the City building.

All of these improvements are interrelated. Together, the improvements will be moving Edgerton's current system from one that does not require any pumping to one that would require pumping. Design is underway for a new elevated storage tank on a site in Johnson County, west of Edgerton, which is at a higher elevation than Baldwin City or Edgerton. To get the water from Baldwin City to the new tank, the booster pump station is necessary to create a higher pressure.

### **Future Water System Extension**

The ability of the City of Edgerton to extend water service depends on having an adequate supply of water and the infrastructure in place to distribute the water.

*Edgerton is dependent on purchasing water from suppliers in the region. City officials are aware of the need to identify future alternative water supplies and are visiting with water providers in the region. The price of water in the future may be a limiting factor for future growth, as well as having a transmission system in place to bring water to Edgerton.*

*The city also resells water to users located outside the city limits. The city is taking steps to improve the water pressure outside the city limits and will be able to continue to sell water, if they decide to continue this practice.*

## **SECTION 4.8 EMERGENCY SERVICES – POLICE AND FIRE**

This section will discuss the emergency services provided to the City of Edgerton and the areas surrounding the City limits. Edgerton currently contracts with Johnson County for its law enforcement and fire protection. It is important to review these services since the reliance on emergency services is vital to a community. The information in this section was obtained from Fire District #1 - Johnson County and the Johnson County Sheriff's Office.

### **Fire Protection**

Fire District #1 - Johnson County covers the Edgerton Planning Area for fire services. The District also provides Emergency Medical Services (EMS) and Rescue services for the area. Fire District #1 - Johnson County has the general boundaries of 143rd Street on the north, Johnson County Line on the south and Clare Road on the east, and Johnson County Line on the west. There is also a strip along I-35 extending up toward the City of Olathe.

There are three fire stations that serve the Edgerton area and the rest of Fire District #1:

- Station #1        234 E. Park in Gardner
- Station #2        400 E. 3rd Street in Edgerton
- Station #3        490 New Century Parkway near the New Century Airport

There are 13 full-time fire fighters in Fire District #1 and 41 volunteer fire fighters. A continual effort is made to recruit volunteers to join the fire department.

At present, Fire District #1 has three tankers and three pumpers. The District is not experiencing any shortage of fire equipment. There are plans to purchase a new pumper in the next three years. All of the major equipment in the District is on a 15 to 20-year replacement program. The smaller equipment and vehicles are replaced as needed. In terms of capital investment, the City needs to refurbish to upgrade the fire station in Edgerton.

### **Police Protection**

The Johnson County Sheriff's Department provides police protection and law enforcement services to Edgerton and the surrounding township. The services provided by the Sheriff's Department include:

- 9-1-1 dispatch services;
- Emergency and normal communications for law enforcement;
- Forensics lab services;
- Civil process (enforcement of the civil side of the law);
- Jail services; and

- Services provided by the warrant unit (serves warrants for arrest), the investigative units, and the street drug unit.

According to the contract with the Sheriff's Department, there is always one patrol officer on duty within the Edgerton patrol district twenty-four hours a day, seven days a week unless the officer is required elsewhere for an emergency situation. Although these situations are few and far between the Sheriff's Department does try to provide coverage often with the assistance from the City of Gardner. There is also a Patrol Sergeant position that is shared with another patrol district. The district is also served by a community-policing deputy to coordinate preventive programs and neighborhood watch groups. The School Resource Officer (SRO) stationed at the Gardner-Edgerton High School is also from the Johnson County Sheriff's Department, but the DARE officer is a police officer from the City of Gardner. Other personnel from the Sheriff's Department are called as the need arises in the district.

The dispatch system that is used by the patrol district is the same conventional 800 MHz system used by thirty-four law enforcement agencies throughout the County. Because Edgerton has a contract with the Johnson County Sheriff's Department, the City benefits from a countywide system.

The contract for the Johnson County Sheriff's Department to provide law enforcement services for the Edgerton area began in 1996. Since then, the Sheriff's Department has been tracking criminal offenses using the Incident Based Reporting (IBR) System. Table 4.11 shows the number of incidents for some of the more serious criminal offenses for the years 1996-2009.

#### Emergency Medical and Health Care Services

There are currently no health care providers located in Edgerton. Residents generally obtain emergency health care services from Olathe Medical Center, which is located northeast of Edgerton.

## Section 4.9 Existing Land Use

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This section describes the existing land use pattern for Edgerton. Understanding the existing land uses is important in determining future land uses. It is also important to know the historical context of how the community developed. This is particularly relevant to Edgerton because of the large amount of infill property that could one day be developed and the importance of blending together the new and old housing development to create a sense of community.

### Residential

Generally, there are four neighborhoods or housing nodes in the community.

- **Original Town.** The first is the original plat of Edgerton, which generally is located south of Highway 56, east of First Street, north of Wells Street and east of the railroad tracks. The Edgerton Manor Subdivision is also included in this neighborhood.
- **Glendell Neighborhood.** The second is the Glendell Acres neighborhood, which includes the three phases of the Glendell plat.
- **Westview Neighborhood.** The Westview subdivision on the west edge of town at the southeast corner of Highway 56 and Edgerton Road.
- **Edgerton Mobile Home Park.** The mobile home park composes the fourth housing node. Since Nelson Street separates the mobile home park from the Westview subdivision, it is defined as a individual node.

### Original Town of Edgerton

Housing in this neighborhood dates back to early 1900's. The streets adhere to a basic gridiron pattern and include an alley for rear access to the lots. Many of the streets lack curb and gutter, thus storm water is channeled into open ditches.

This older neighborhood consists of several design elements incorporated into "neo-traditional" or "new urbanism" town planning currently captivating the nation. Urban designers are placing greater emphasis in new subdivisions or new towns on building houses with front porches, better vehicular and pedestrian access within a neighborhood, use of alleys to minimize the impact of the car, smaller lots, and mixed densities. The purpose of these design features is to create neighborhoods where there is a sense of place and people have more contact and interaction with their neighbors. People are looking for a sense of neighborhood with the visual and physical character that already exists in original Edgerton. For this reason, it is important to preserve the features that lend to creating a quality neighborhood.

The Edgerton Manor subdivision, which was platted in 1976, represents one of the first residential developments that break away from the traditional gridiron street pattern. The street circulation pattern of the subdivision is self-contained, meaning

there are only two points of entering and leaving the 58-lot subdivision. This is in contrast to the original plat wherein the gridiron street pattern assured multiple street access points for people to travel within the neighborhood.

#### **Glendell Neighborhood**

The Glendell neighborhood began in 1975 with the first plat of the subdivision. This neighborhood has grown incrementally, according to the demand for new housing units. The neighborhood represents where new home construction is occurring today, as well as the past 20 years.

#### **Westview Neighborhood**

The Westview neighborhood is on the west edge of town and contains two platted subdivisions, of approximately 40 lots. There are also several large residential lots associated with the neighborhood.

#### **Edgerton Mobile Home Park**

The mobile home park was built in 1969 and contains 28 lots.

#### **In Town Large-Lot Residential Homes**

Located within the city, but generally lying along the southern edge of the town, are several rural residential tracts.

#### **Rural Large-Lot Residential Homes**

Located within the 3-mile planning area are several rural residential subdivisions: 1.) Edge Hill Estates, and 2.) Pepper Tree Farms, and Sundance Heights.

### **Commercial**

There is only a limited amount of commercial development in Edgerton. A few retail businesses are congregated along Highway 56. Uses include an auto/tire repair business, convenience/gasoline station, liquor store, and a private club.

Downtown Edgerton also contains a few commercial uses, such as the Metcalf Bank. The former Edgerton Bank building is currently being renovated and will house the Edgerton branch of the Johnson County library. A few of the buildings are vacant.

There are two commercial land uses in the 3-mile planning area, which is Flatland Gun & Supply located along the I-35 frontage road and Champagne Trailer Sales.

### **Agricultural**



There are several tracts inside the city limits classified as agricultural, and the 3-mile planning area consists almost exclusively of land used for agricultural purposes.

### **Government/Public**

The church sites in Edgerton are shown as public uses, along with the Edgerton Elementary School site and Edgerton City Hall. Other public sites include cemeteries.

The Bank of Knowledge is located at 319 East Nelson and houses the Edgerton Branch of the Johnson County Library. Getting the library was a joint project of the community of Edgerton and the Johnson County Libraries. Due to the proximity of the Bank of Knowledge to Edgerton Lake, children can even check out fishing equipment which is maintained by the Johnson County Sheriff's Department.

### **Industrial**

The BNSF Railways Company has selected Edgerton for a major intermodal facility comprising 440 acre east of future Big Bull Creek Park. In addition, a 660 acre rail served logistics park is being developed around the intermodal facility. With assistance from the State of Kansas, a notice to proceed is to be issued to contractors to begin construction of the intermodal by December 31, 2010. Construction is to take approximately 33 months.

Related to the intermodal, the State of Kansas will be constructing a new interchange at I-35 and Homestead Lane. With assistance from the State and County, as well as proceeds from the intermodal project, Homestead will be constructed I-35 to 191<sup>st</sup> to serve the intermodal facility, and 191<sup>st</sup> and Waverly will be constructed.

## ***Section 4.10 Historic Structures***

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This section identifies places or structures of historic importance.

#### Edgerton Grange Hall

The Edgerton Grange Hall was built in 1904 and on the Register of Historic Kansas Places. In 1938, the City of Edgerton bought the hall from a bank for \$450, and voters approved a bond issue of \$1,800 for renovations. Laborers with the Works Progress Administration (WPA) performed the actual work. The hall served as a community center for the next twenty years. In the 1960's, the lower floor was renovated to accommodate city offices.

#### John McCarthy House

The John McCarthy house is located at 19700 Sunflower Road within the planning area of Edgerton.

#### Lanesfield School Museum

The Lanesfield School is located at 18745 S. Dillie Road northeast of the original Edgerton and just west of the KCP&L peak generating facility, which is within the corporate limits of Edgerton. The museum is located within the planning area of Edgerton.

#### Bank of Knowledge

The Bank of Knowledge is located at 319 East Nelson and houses the Edgerton Branch of the Johnson County Library.

Edgerton Historical Society House **(Complete this paragraph.)**

## **Section 4.11 Environmental Constraints**

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### Soil Conditions

According to the Johnson County soil survey conducted by the United States Soil Conservation Service, there are three general types of soils in the Edgerton area. Soils underlying the City of Edgerton and soils located east/southeast of the city are predominately from the Polo-Oska series. These soils consist of deep and moderately deep, well drained, moderately sloping soils that have a loamy or clay subsoil. Soils from the Kennebec-Chase series consist of deep, moderately well drained to somewhat poorly drained nearly level soils that have a loamy or clay subsoil. These soils are generally located north and east of Edgerton in flood plains of Martin Creek and Bull Creek. West and south of the City of Edgerton are soils from the Woodson-Martin series, which are deep, somewhat poorly drained and moderately well drained, nearly level to moderately sloping soils that have a clay subsoil.

Soils in the Edgerton area exhibit some general characteristics that could potentially affect urban development: shrink-swell potential, shallow bedrock, flooding, suitability for septic tanks, and prime agricultural land. It should be noted that although this information is adequate for planning purposes, the soil type boundaries obtained from the soil survey are generalized; therefore, it is recommended that site-specific soil testing be performed prior to construction.

High shrink-swell potential is characteristic of soils in the Polo-Oska and Woodson-Martin series. Shrink-swell potential refers to the tendency of a soil to increase or decrease in volume with changes in moisture content. Soils with high shrink-swell potential, generally those high in clay content, expand as they absorb water. This expansion can cause substantial structural damage to both roadways and building foundations. Special precautions should be taken during construction in areas with high shrink-swell potential. Shallow bedrock is generally present in soils from the Polo-Oska series. Bedrock in these soils may be observed at depths of 5 to 6 feet or less below ground surface. Shallow bedrock may potentially restrict development of foundations and septic tanks.

Flooding is a characteristic of soils from the Kennebec-Chase series, which are generally located along floodplains north and east of the Edgerton area. Development should be restricted in areas subject to flooding. Well-drained and permeable soils are required for installation of septic tanks and lateral fields associated with septic tank systems. Septic systems installed in poorly-drained soils, soil prone to flooding, and soils with shallow bedrock, can cause significant odor and pollution. Although the City of Edgerton provides public sewage disposal systems, septic tanks are generally used outside the city limits in the 3-mile area surrounding the City of Edgerton. Each of the three types of soils in the Edgerton area exhibit characteristic that could restrict development of septic tanks.

Although most of the undeveloped land surrounding Edgerton is used for some type of agricultural purpose, some soils are better suited to farming than others. The U.S. Department of Agriculture Soil Conservation Service has performed a soil survey to determine areas, which they consider prime farmland. According to this survey, prime farmland is generally located west and south of Edgerton, although isolated areas classified as prime farmland are also located north and east of Edgerton.

#### Floodplain

The two creeks that border Edgerton contain land located in the floodplain. as mapped by Johnson County and approved in 2009 by the City of Edgerton and the Board of County Commissioners.

## Chapter 5

# Plan Implementation

Section 5.1	Growth Management Policies
Section 5.2	Neighborhood Preservation Policies
Section 5.3	Economic Development Policies
Section 5.4	Transportation Policies
Section 5.5	Quality of Life Policies
Section 5.6	Public Safety Policies
Section 5.7	Sustainability Policies

**Section 5.1  
GROWTH MANAGEMENT POLICIES**

**Infrastructure Policy Statements**

- Direct urban growth to locations where water and sewer services exist or can economically be extended.
- New urban development should be required to connect to or provide municipal utility service and infrastructure.

Strategies: Adopt an “Adequate Public Facilities Ordinance.” The ordinance identifies the types and level of services that are needed to permit new development and establishes a policy about when infrastructure and public services must be in place. The ordinance also requires that a developer must demonstrate that the required levels of public facilities and services are, or will be, available to the proposed project.

Consider adopting regulations that require developments to address any off-site impacts.

- Develop a plan to extend public infrastructure to accommodate future growth.

Strategies: Implement a Capital Improvement Program, which is a multi-year budgeting of capital improvement expenditures for a five-year period. The program outlines needed capital improvements, where they should be located, when they should be provided, and how they should be financed.

- Develop a plan providing for the continued maintenance and upkeep of existing public infrastructure to prevent expensive repair or rehabilitation.

Strategies: Develop and implement a maintenance program for the City’s sanitary sewer utility system.

Develop and implement a maintenance program for the City’s storm sewer utility system.

Develop and implement a maintenance program for the City’s water utility system.

Continue to explore options concerning long-range water supply needs, including possibly participating in the creation of a new wholesale water district or partnering with another agency to ensure a continuous and adequate supply.

Annually implement the City’s Street and Sidewalk Maintenance Program to provide for the maintenance of the City’s streets and sidewalks.

**Infill and Redevelopment Policy Statements**

- Promote infill development and redevelopment.

Strategies: The City should also consider offering builder and buyer incentives, tax credits, financing, and partnerships. Consider implementing a Neighborhood Revitalization Program.

Identify areas of the community where infill and redevelopment should be promoted and develop programs to encourage this type of development activity.

Become familiar with and promote federal or state programs (i.e., Brownfield grants, etc.) that could be used to assist with clean-up or other costs associated with infill or redevelopment opportunities.

#### **Annexation Policy Statements**

- Require property owners seeking municipal utility service to apply for annexation before City utilities are extended.
- Discourage annexation that may compromise the City's long-term ability to finance, maintain, and operate public facilities.

Strategies: Develop an annexation policy for consideration by the City Council.

Continue to work towards a negotiated annexation boundary with the City of Gardner.

Develop partnerships with Miami, Douglas, and Franklin Counties to facilitate discussion about future growth opportunities in these jurisdictions. Coordinate with Miami County in the near-term on annexation proposals to the south of 215<sup>th</sup> Street.

Work towards the annexation of the area south of 191<sup>st</sup> Street to Interstate 35 to capitalize on the development of the Intermodal Facility and Logistics Park-KC and the new interchange at Homestead Lane.

#### **Open Space Policy Statements**

- Develop a system of open space corridors to preserve environmental resources and recreational opportunities.

Strategies: Consider adopting an overlay district to regulate development activities along riparian areas.

Consider a plan that preserves riparian corridors and establishes a system of pedestrian trails. Consider adopting a riparian setback ordinance.

Consider adopting a natural landscape ordinance to be used in designated open spaces throughout the community.

#### **Rural Development Policy Statements**

- Review zoning regulations to ensure it precludes rural large-lot subdivisions in the urban growth area.

Strategies: Share Edgerton's long-range land use plans with the Southwest Johnson County Zoning Board and Johnson County Planning Commission and work closely with Johnson County Planning staff to discourage premature suburban development in rural areas.

Develop policies that preserve rural land within the City that is not ready for development (i.e., municipal services are not yet extended, etc.).

### **Section 5.2**

#### **NEIGHBORHOOD PRESERVATION POLICIES**

##### **Property Maintenance Policy Statements**

- Protect property values and encourage homeowner investment by enforcing housing and property maintenance codes.
- Promote property owner cooperation in property maintenance.

Strategies: Update dangerous building code to enforce structural maintenance and condemnation of dilapidated housing that is uninhabitable or abandoned.

Allocate staff time and resources to implement a systematic enforcement program.

- Encourage involvement by private sector institutions and non-profit organizations to assist with older neighborhood maintenance.

Strategies: Publish in local newspaper or distribute with the water bill the desire and intent of the City Council to improve the appearance of neighborhoods and to begin a systematic enforcement program. Ask for citizen cooperation. Identify a specific month as “Neighborhood Pride Month”.

Continue the City-wide clean-up day and allow citizens to place unwanted items, debris, and lawn waste at the curbside for pick-up by the City.

Invite local churches, financial institutions, and civic groups to attend a public meeting with the Mayor and City Council to discuss interest and level of participation in preserving Edgerton’s older neighborhoods. An individual knowledgeable about local housing programs and preservation techniques should facilitate the meeting.

#### **Historic Preservation Policy Statements**

- Preserve structures and artifacts of historic significance.

Strategies: Provide financial and/or staff support for a local effort to identify, evaluate, and designate structures, sites, or objects of local or state historic, architectural, or cultural significance.

Contact the Kansas State Historical Society for assistance and guidance in performing an historic inventory.

Consider establishing an historic overlay district for downtown Edgerton.

Work to establish a community museum at the Historical House located east of the Edgerton Community Building.

#### **Development Aesthetics Policy Statements**

- New development on vacant or infill sites in residential neighborhoods should be carefully designed to provide adequate buffer, landscaping, screening, and compatible architecture.

Strategies: Review and revise the zoning and subdivision codes as needed to ensure that all development projects are adequately buffered, landscaped, screened and have compatible architecture.

- Improve the appearance of buildings and the streetscape in the community.

Strategies: To strengthen the visual recognition of the community, consider the following improvements: 1) Directional signs from Highway 56 and Edgerton Road, 2) Entry markers at the east and west boundaries along Nelson Street, 3) Install decorative streetlights and seasonal/event banners along Nelson Street, and 4) Hire a



landscape architect to design the placement of street trees, pedestrian benches, and planters.

Develop design guidelines for new residential and non-residential development to guide appearance and other aesthetics valued by the community.

Work with property owners to improve the appearance and quality of buildings in the downtown district.

Develop regulations to address cargo container storage.

### **Non-Conforming Uses Policy Statements**

- Non-conforming commercial and industrial uses in residential areas should be modified or eventually phased out and replaced with appropriate land uses.

Strategies: Maintain a list of non-conforming property and uses in the City.

Send a letter to each property owner of uses classified as non-conforming and inform them of the City Code governing legal non-conforming uses.

Notify property owners when a legal non-conforming use property has lost its legal non-conforming standing and the options for bringing property back into compliance.

### **Housing Policy Statements**

- Accommodate a mix of residential densities, giving careful attention to site design and neighborhood capability. This includes site design factors of overall density and size of project, building size and scale, buffering, screening, open space, lighting, traffic, and on-site parking.
- Support the development of retirement or elderly housing and encourage it to locate within walking distance to Downtown, shopping, churches, and community facilities.

Strategies: Communicate with developers interested in developing retirement or elderly housing within the community to determine what is needed to facilitate this type of land use.

- Encourage the rehabilitation of existing homes using such programs or incentives as the Neighborhood Revitalization Program.

Strategies: Since market conditions and demographics determine if there is demand for retirement housing, public officials may be limited in their courses of action. If a retirement development proposal is submitted for rezoning, city officials need to express their desire to locate elderly housing within walking distance to Downtown, shopping, churches, and community facilities. City officials need to negotiate with the developer to achieve the public goals identified above.

Participate in and publicize Johnson County home repair and weatherization assisting low income and elderly.

**Section 5.3**  
**ECONOMIC DEVELOPMENT POLICIES**

**Commercial Development Policy Statements**

- Encourage well-planned commercial, retail, and mixed use development along designated corridors in Edgerton.

Strategies: City officials should ensure that zoning and subdivision regulations balance public planning goals with private development interests. City officials need to be prepared to deny development proposals that do not substantially meet the goals of the Comprehensive Plan and Unified Development Code.

Identify appropriate areas on the Future Land Use Map for retail development and consider capital improvements in annual Capital Improvement Plan updates to serve such areas.

**Industrial Development Policy Statements**

- Encourage well-planned industrial development in designated areas in Edgerton.

Strategies: Require developers interested in building warehousing or distribution centers to rezone property to the City's Logistics Park (L-P) Zoning District and submit a development plan.

Review industrial developments with a special focus on traffic and road connectivity.

Require developers interested in developing outside of the Intermodal Project Area to participate in the costs of extending infrastructure necessary to properly serve the proposed development.

**Downtown Policy Statements**

- Revitalize downtown Edgerton. It should be the civic center of the community

Strategies: The City should conduct a Downtown study of the general area identified on the Future Land Use map. As Edgerton's growth years are before it, the study should consider the downtown both now and when Edgerton is much larger.

The study should include a market analysis to determine how best to position the downtown area to attract commercial, retail, and even mixed use development. A vision should be developed of what the downtown district should be in the future.

The study should develop signage and design guidelines specific to the downtown district to showcase its unique place within the community. Consider establishing an historic overlay district.

The study should also look at infrastructure, the possibility of a community center, financing, inappropriate land uses, and vehicle, pedestrian and bicycle travel.

Work with property owners to rehabilitate or replace worn buildings in the downtown area.. Assist in marketing vacant property.

As Edgerton grows and expands, the downtown must evolve to reflect changing demands. Public resources must be combined with private dollars to stimulate reinvestment and create public-private partnerships for redevelopment.

#### **Community Marketing Policy Statements**

- Promote the BNSF Intermodal Facility, Logistics Park-KC development, and other commercial areas within the City. Promote the community as an affordable, safe and pleasant small town in which to do business and live.

Strategies: Work with developers of industrial property. The purpose of the plan is to foster a public/private partnership, create a development plan for the interchange, and outline how public infrastructure for development will be extended. The plan should promote Edgerton as an entrepreneurial community where city leaders and the community demonstrate why and how Edgerton can successfully be linked to the metropolitan area.

Continue partnership with the Johnson County Economic Development Corporation and the Gardner Area Chamber of Commerce to actively promote Edgerton.

Partner with real estate agents to develop a message to help attract new residents to the community.

#### **Section 5.4**

#### **TRANSPORTATION POLICIES**

#### **Interstate 35 Policy Statements**

- Improve the traffic linkage to Interstate 35.

Strategies: Work with Federal, State, and County officials in completing new interchange at Homestead and Interstate 35 and the connecting link along the Homestead Lane corridor.

Develop policies and regulations that seek to preserve and protect the view shed from Interstate 35 as a main entrance into the community.

Identify funding sources and opportunities that could be used for design and/or construction of an overpass structure at the intersection of US-56 Highway, 199<sup>th</sup> Street, and Sunflower Road as conceptually depicted in the US-56 Corridor Management Plan to allow for improved connectivity between US-56 and Interstate 35.

Review existing truck routes and make changes where traffic patterns to Interstate 35 may be improved with road designations or public infrastructure improvements.

#### **US-56 Highway Policy Statements**

- Seek to maintain a safe and accessible transportation network along US-56 Highway.

Strategies: Consider updating the Unified Development Code to include the suggested changes arising from the gap analysis from the US-56 Corridor Management Plan.

Review all future development proposals within close proximity to the US-56 Highway corridor to ensure that such development proposals meet the guidelines of the US-56 Corridor Management Plan.

Coordinate with KDOT, Johnson County, and the City of Gardner on development proposals along the US-56 corridor.

#### **Local Transportation Policy Statements**

- Preserve local connectivity in the street and sidewalk network.

Strategies: Develop a local street plan for future growth to provide for and preserve north-south and east-west connectivity in the local and regional transportation network.

Develop a pedestrian plan that links sidewalks and trails providing for safe and efficient pedestrian travel.

Consider providing bicycle lanes and sidewalks on future road projects.

Develop a plan for constructing sidewalks in areas of the community where no sidewalks exist to connect with the existing sidewalk network.

- Plan for the improvement of public roads to accommodate growth.

Strategies: Develop a triggers system to help determine when public streets should be upgraded with sufficient improvements to properly accommodate growth without creating a financial hardship on the community.

Outline a list of streets that may need to be improved in the future and begin planning for these improvements in the City's Capital Improvement Program.

#### **Section 5.5**

#### **QUALITY OF LIFE POLICIES**

#### **Health Services Policy Statements**

- Ensure availability of health care services and elderly care locally.

Strategies: Contact area health care providers (hospitals, clinics, and non-profits) to discuss options to bring medical care to Edgerton.

Consider developing incentives to attract diverse elderly housing options so people can continue to live in Edgerton amid life-changing events.

#### **Social Policy Statements**

- Provide services to senior citizens and the youth.

Strategies: Annually discuss how senior citizen and youth services are being met and determine ways to improve the provision of such services.

Determine how to best implement public-private and non-profit partnerships to improve various services for senior citizens and youth.

Continue to work with various County agencies to provide or improve service delivery to the community (i.e., transit, multi-service centers, etc.).

Determine a location for a community center and a swimming pool and develop a method to begin to dedicate funds for these public facilities for land acquisition, design, and construction.

Improve the recreational programs and facilities offered by the City for all age groups.

## **Section 5.6 PUBLIC SAFETY POLICIES**

### **Public Safety Policy Statements**

- Maintain the quality of police and fire service as the community grows.

Strategies: Meet bi-annually with police and fire service providers to review and discuss the level of service provided and review service needs of the community.

Meet with the Johnson County Sheriff's Department to develop a plan for the eventual replacement of the Sheriff's Department substation located in downtown Edgerton.

Coordinate with Johnson County Fire District No. 1 and Johnson County Sheriff's Department to ensure that these agencies' facilities needs are included in the Comprehensive Plan.

## **Section 5.7 SUSTAINABILITY POLICIES**

### **Smart Growth Policy Statements**

- Promote Smart Growth principles and practices with all new development and redevelopment proposals.

Strategies: Consider establishing some of the Smart Growth principles and practices as established by the Smart Growth Network as guidelines for development.

Conduct a periodic review of best practices in the development community pertaining to sustainability and Smart Growth, and if appropriate, adopt for the community.

- Review and consider approving sustainable practices and policies into the City's Comprehensive Plan and Unified Development Code.

Strategies: Develop a policy allowing urban wind farms, solar power units, and other renewable energy sources in designated development areas.

Develop an urban forest preservation policy and revise ordinances to allow preserved space to count as open space in the calculation of development fees and incentives.

Develop a Transfer of Development Rights (TDR) policy to be used when natural features or open space is preserved by a developer.

New public facilities should set an example for energy efficiency, natural lighting, and environmental planning and design.