envision EDGERTON

global routes. local roots. comprehensive plan.

2050 Comprehensive Plan











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Acknowledgments

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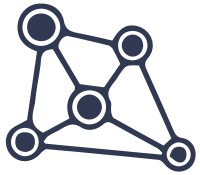


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Introduction



This chapter provides the foundation for how to navigate and utilize Envision Edgerton. The chapter includes explanations related to the importance of the comprehensive planning process, a summary of the planning timeline, a review of previously adopted plans in Edgerton, and a list of guiding principles that help form the goals of the plan.

Overview

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Purpose of a Comprehensive Plan

Comprehensive Plans are guiding documents for growth and development in a community. The plans cover a multitude of topics ranging on issues including but not limited to land use, natural resources, public facilities, housing community character and infrastructure. Recommendations for each of these topics are crafted through an analysis of existing conditions and previous plans and a robust public input process. Comprehensive Plans are opportunities to take note of what is happening in the city and to hear directly from the public.

Edgerton's last Comprehensive Plan Update was in 2011. Since 2011, Edgerton has continued to see increases in population and employment opportunities that have necessitated an update plan that better reflects the existing conditions of Edgerton in 2023. With this growth in Edgerton it has made new opportunities in Edgerton along with some great challenges. This plan for Edgerton is designed to help manage new growth in a way to preserve this diverse and safe hometown while also being forward thinking.

How to Use the Plan

The new envision for Edgerton lays out a vision for how to continue to grow a strong diverse community for years to come. While this plan represents a community vision for Edgerton in the next 20-30 years, it is not mean to be static document that lays in a corner collecting dust. The plan should be regularly referenced, reviewed and updated when necessary to keep it the document relevant. Annually, Edgerton should review the implementation recommendations and assess its progress. Every five years, a full review of the Comprehensive Plan should be done to identify larger areas of modification due to change of growth and other circumstances.

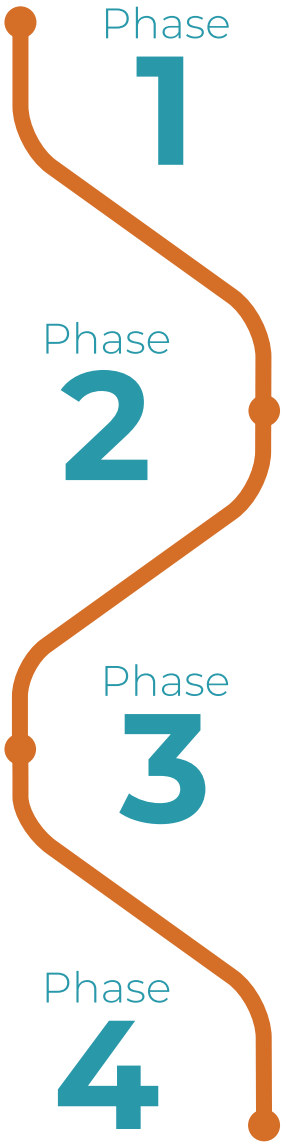
A Comprehensive Plan can be used for decision making. In particular in the implementation chapter, the land use plan can be referenced when making decisions regarding proposed development, annexation, and rezoning requests. Many times the recommendations in the Comprehensive Plan will lead to additional programs or projects where their purpose can be explained by this document. The City should regularly reference the Comprehensive Plan in routine functioning the government.

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Project Phases

The Edgerton Comprehensive Plan was completed over the course of four main phases.

- **Phase 1:** Project Kick-Off, Research + Analysis
- **Phase 2:** Vision, Input + Direction
- **Phase 3:** Draft Plan + Evaluation
- **Phase 4:** Final Plan + Adoption



Project Kick-Off, Research + Analysis

Phase 1 included a kick-off meeting with the City Council and Commission along with the Steering Committee where discussions of goals and visioning were completed. A project name and logo was also picked for this project specifically. A Windshield Survey of Existing Housing Conditions along with other analysis of existing conditions were held in this phase.

Vision, Input + Direction

Phase 2 was about public engagement and visioning. A robust set of engagement exercises were completed to identify common themes and desires from members of Edgerton. These exercises included a public engagement website, one-on-one stakeholder interviews, public engagement events and public workshops.

Draft Plan + Evaluation

Phase 3 included a majority of the plan drafting and review process. Multiple meetings with the Comprehensive Plan Steering Committee took place during this phase as draft chapters were completed. An additional Joint Workshop with the Planning Commission and City Council was held towards the end of the planning process.

Final Plan + Adoption

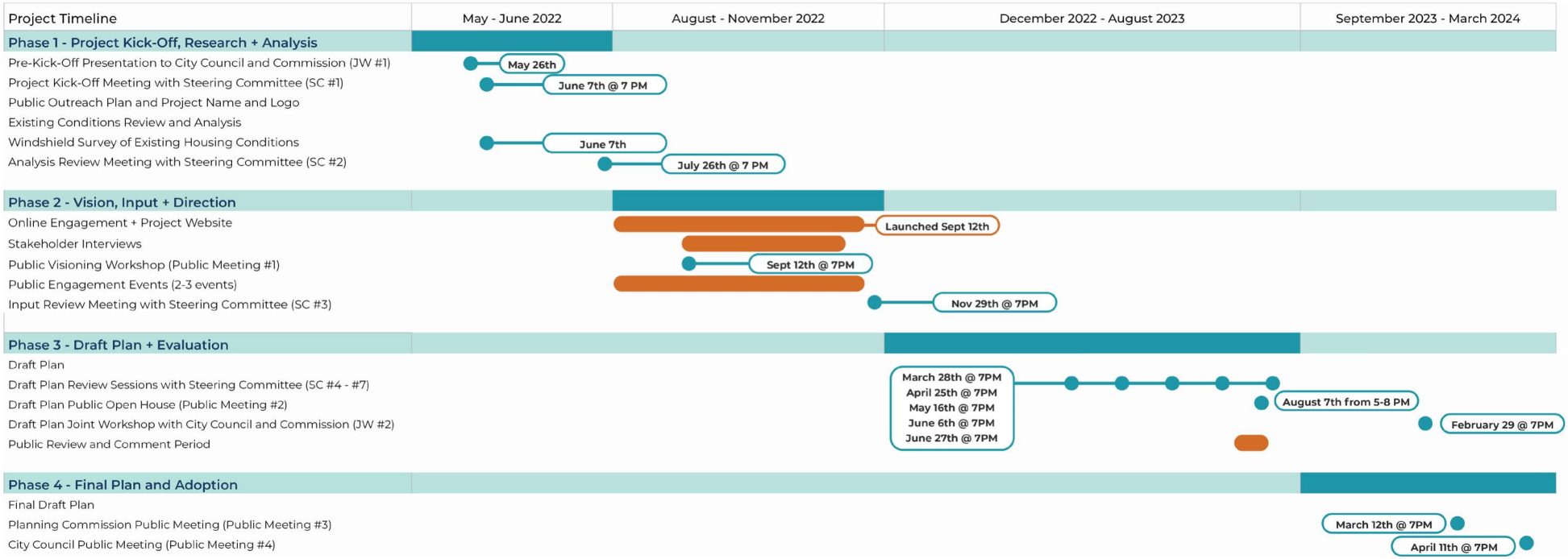
Phase 4 took place over approximately 2 months and included final review and revisions as well as the public hearing process by the City Council. After the Council voted to recommend approval of the plan, the Council then completed their public hearing process followed by review, discussion, and formal adoption.

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Project Schedule

The Edgerton Comprehensive Plan was completed over the course of one year and three months. The process began in late May of 2022 with the start of a Pre-Kick-Off Presentation to the City Council and Commission and the Steering Committee Kick-Off meeting. Figure 1.1 presents the rest of the timeline that was followed in order to ultimately adopt the Edgerton Comprehensive Plan.

Figure 1.1 Project Schedule



Planning Horizon Year

A horizon year for a Comprehensive Plan is the last year in the future for which projections and planning end. Comprehensive Plans are long-range in nature and the Edgerton Comprehensive Plan is no exception to this. A horizon year of 2050 has been selected for this planning effort. A plan horizon year that is 20 to 30 years in the future allows for projections to occur with some degree of predictability while also being aspirational and far reaching.

While the horizon year for the plan is long, the document especially in the Implementation chapter, should be reviewed annually to ensure goals, policies, and action items are being accomplished in a timely manner. Additionally, the entire document should be reviewed fully every five years to best serve Edgerton.

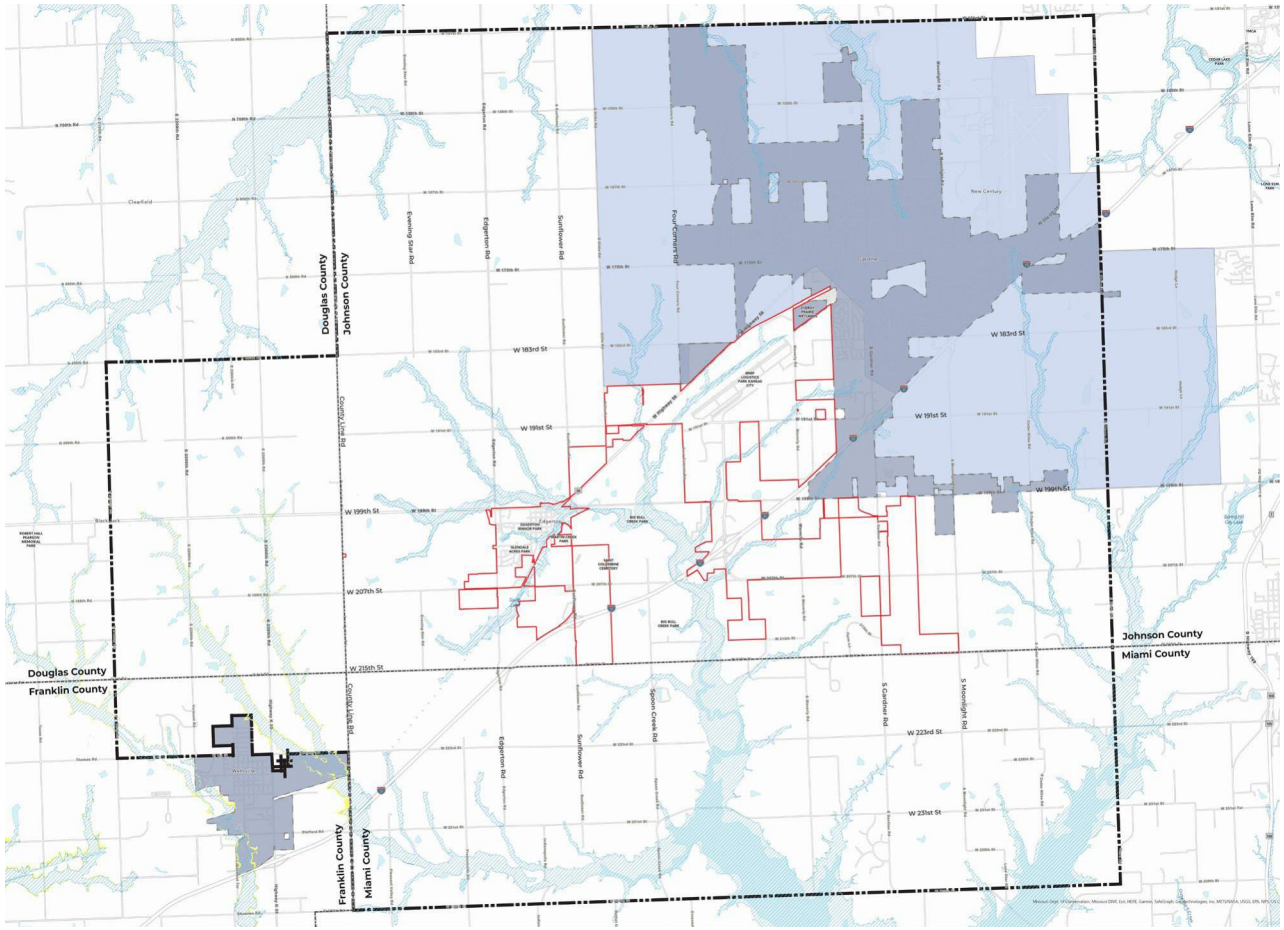
Planning Boundary

A Comprehensive Plan typically looks beyond the existing city limits of a community to plan for what comes next. To aid in the process, a plan boundary is created that identifies the areas in which Edgerton either anticipates growth within the horizon year or wants to plan for in order to protect its borders.

The plan boundaries intentionally extend beyond where Edgerton is likely to grow by 2050 to allow flexibility in the location of different land use types as well as to provide protection for Edgerton from encroaching development by other communities or within the unincorporated areas in Rock and Dane County.

Figure 1.2 shows a map of the plan boundary.

Figure 1.2 Comprehensive Plan Boundary



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Existing Plan Review

Edgerton's last comprehensive plan update was completed in 2015. Two other Master Plans were completed shortly after in 2017, including the Edgerton Parks Master Plan and Downtown Edgerton Plan. These previous planning efforts were integrated into the Envision Edgerton Comprehensive Plan.

2017 Parks Master Plan

Edgerton hired a planning team to conduct research and create recommendations. The Parks Master Plan includes six goals that include:

- Provide strategies for the future development of parks
- Identify funding opportunities for parks and recreation development
- Create an approach for park management
- Establish a park and recreation system that allows all residents access to
- Quality outdoor experiences
- Ensure that the park system reflects the needs of the community
- Establish levels of service for the department of Parks and Recreation





Downtown Edgerton Plan

In 2017, the City of Edgerton hired a consulting team to create a Downtown Master Plan. Goals of the plan included improving transportation & mobility, revitalizing downtown & streetscapes, and improving commercial & residential market. The team analyzed existing conditions, including inventory and analysis of land use, parking, and sidewalks.



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Plan Guiding Principles

Early in the planning process, the Comprehensive Plan Advisory Committee (CPAC) and consultants developed a set of guiding principles for the Envision Edgerton Comprehensive Plan.

After a brainstorming discussion of the past goals and what the community would like to see as it grows, the following guiding principles were identified for the Envision Edgerton Comprehensive Plan:

- Downtown Edgerton
- Housing Diversity
- Business Growth
- Community Facilities



Downtown Edgerton

Downtown Edgerton is a vibrant, local gathering space that supports residents and business owners



Housing Diversity

Edgerton provides a variety of housing types and price points that make everyone feel at home



Business Growth

Edgerton strives to attract quality growth and development within its commercial and industrial sectors

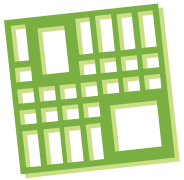


Community Facilities + Infrastructure

Edgerton prioritizes amenities, such as parks and recreation, that serve all ages and abilities

2

Future Land Use



The Future Land Use Chapter is intended to serve as a guide for all land use decisions and growth projections over the next thirty years. During the process of creating the Future Land Use Plan, several factors were taken into consideration. These factors included:

- Existing land uses within Edgerton today and the surrounding area.
- Previous planning efforts.
- Location of the floodplain and other impacting natural features.
- Proposed roadway alignments.
- Infrastructure capacity.
- Public input related to the vision of the community.
- Anticipated land uses and growth patterns in the area.

The Future Land Use Plan illustrated within this chapter presents the ultimate vision for Edgerton's future growth and development. The planning boundary is intended to provide flexibility in its ultimate composition.The following pages highlight some of the greater impacting factors, land uses and their respective land use definitions, and the ultimate Future Land Use Plan.

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Goals, Policies, and Action Items 38

Basis for Zoning

The Envision Edgerton Comprehensive Plan was prepared in accordance to the authority granted by the State of Kansas under Kansas Statute, Chapter 12-Cities and Municipalities, Article 7- Planning and Zoning (K.S.A. 12-741 through 12-775). Under this statute, cities within the state are enabled to adopt comprehensive plans and future land use plans to guide decision making.

These decision making efforts can also relate to rezonings. Per K.S.A. 12-757, if a requested rezoning is in accordance with the adopted land use plan or land use element of the comprehensive plan, the request is presumed reasonable.

To ensure the City is in alignment with Kansas Statutes, the Planning Commission should aim to meet once a year to review and reconsider the comprehensive plan.

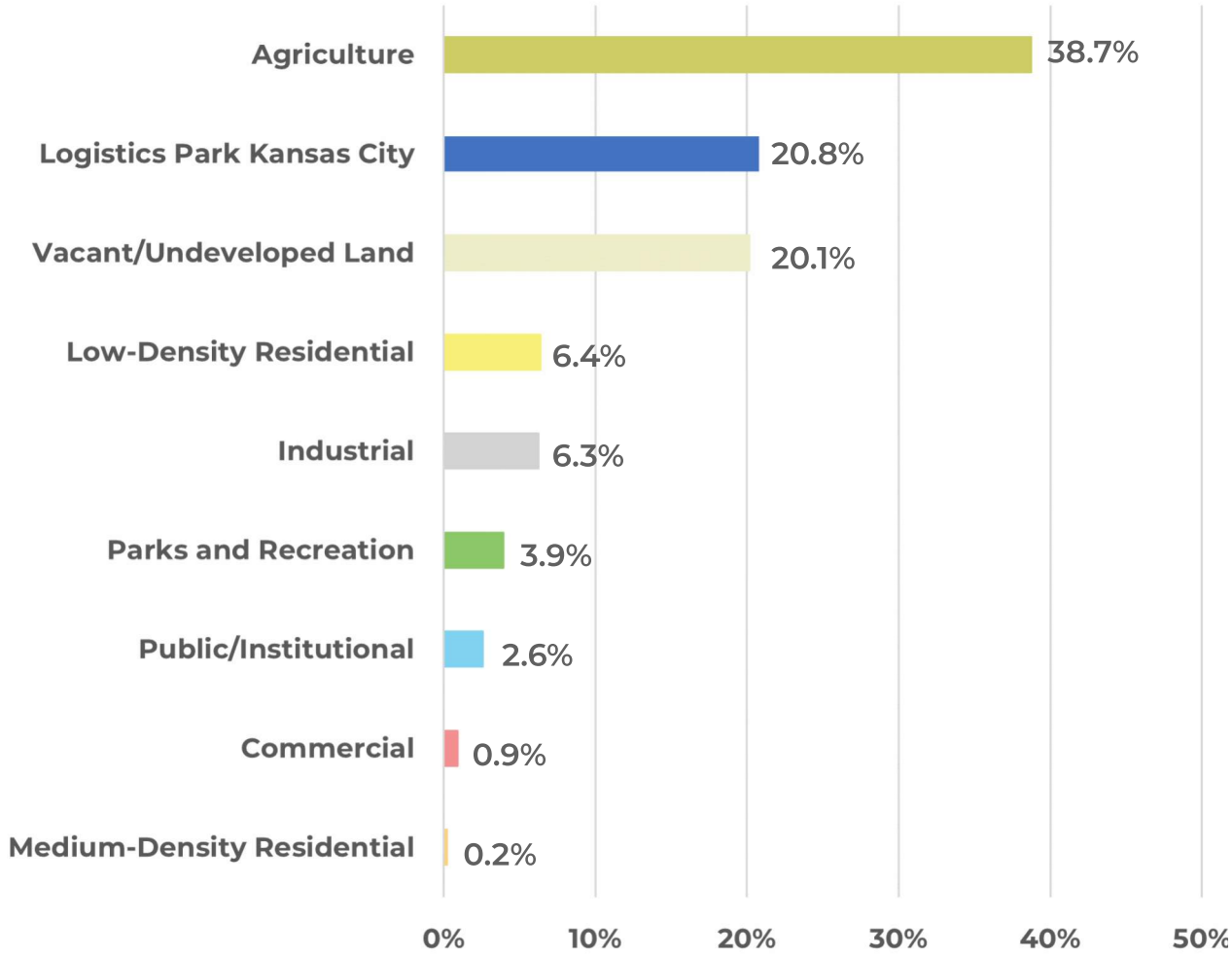
Existing Land Use in Edgerton

As shown in Figure 2.1, existing land uses in Edgerton today are predominantly agricultural land (38.7%), Logistics Park Kansas City land (20.8%), and vacant/undeveloped land (20.1%). The Logistics Park Kansas City (LPKC) accounts for all of the business park land to the northeast of Big Bull Creek and contributes greatly to the local and regional economy.

As it relates to the historic core of Edgerton, including Downtown Edgerton along E Nelson Street and the surrounding residential areas, is dominated by low-density residential (6.4%), parks and recreation (3.9%), and public/institutional land (2.6%). This is to be expected given Edgerton's historic growth and land development patterns.

The 100-year floodplain, shown in a blue hatch pattern in Figure 2.2, identifies areas that should remain undeveloped in order to preserve land stability and protect natural resources. Today, this floodplain serves as a natural barrier for Edgerton's city limits and land development. In consideration to the Future Land Use Plan, strategic thought of how to leverage this floodplain as a recreational amenity and maintain it as a strong natural asset will help increase outdoor amenities for residents and preserve greenspace throughout the planning boundary.

Figure 2.1 - Edgerton Existing Land Use Breakdowns



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Figure 2.2 - Edgerton Existing Land Use Map



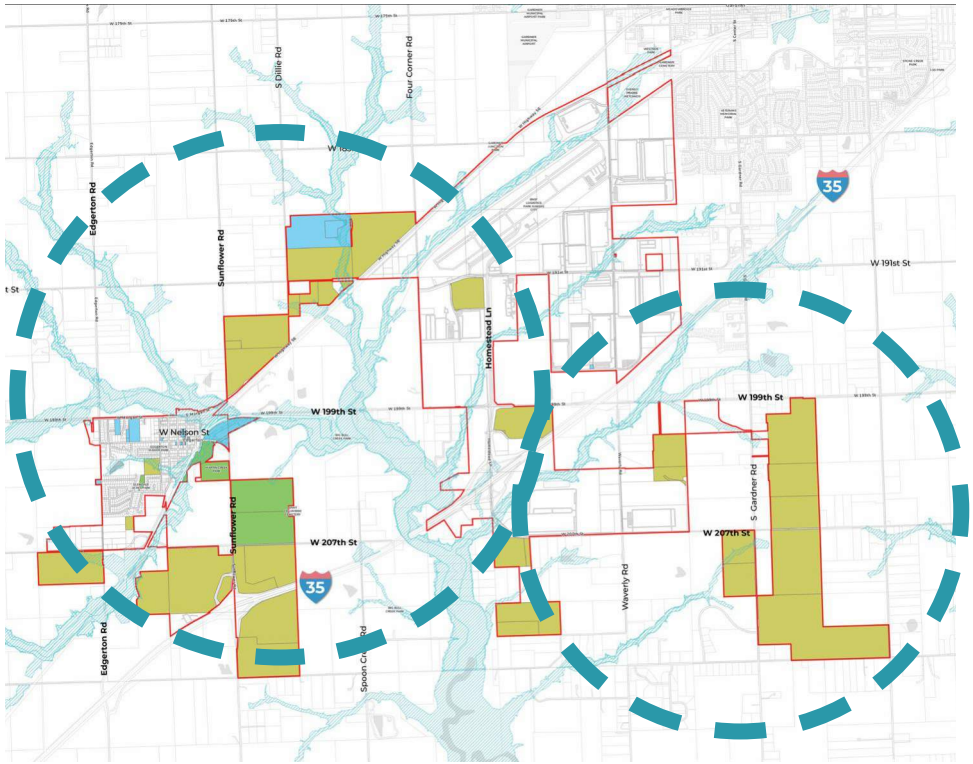
S Dillie Rd
Four Corner Rd
W 183rd St
Sunflower Rd
W 191st St
Homestead Ln
W 199th St
W Nelson St
W 207th St
S Gardner Rd
Waverly Rd
Evening Star Rd
Edgerton Rd
Spoon Creek Rd

LEGEND

- Edgerton City Limits
- 100-Year Floodplain
- Vacant/Undeveloped Land
- Agriculture
- Parks + Recreation
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Public/Institutional
- Commercial
- Industrial
- Business Park

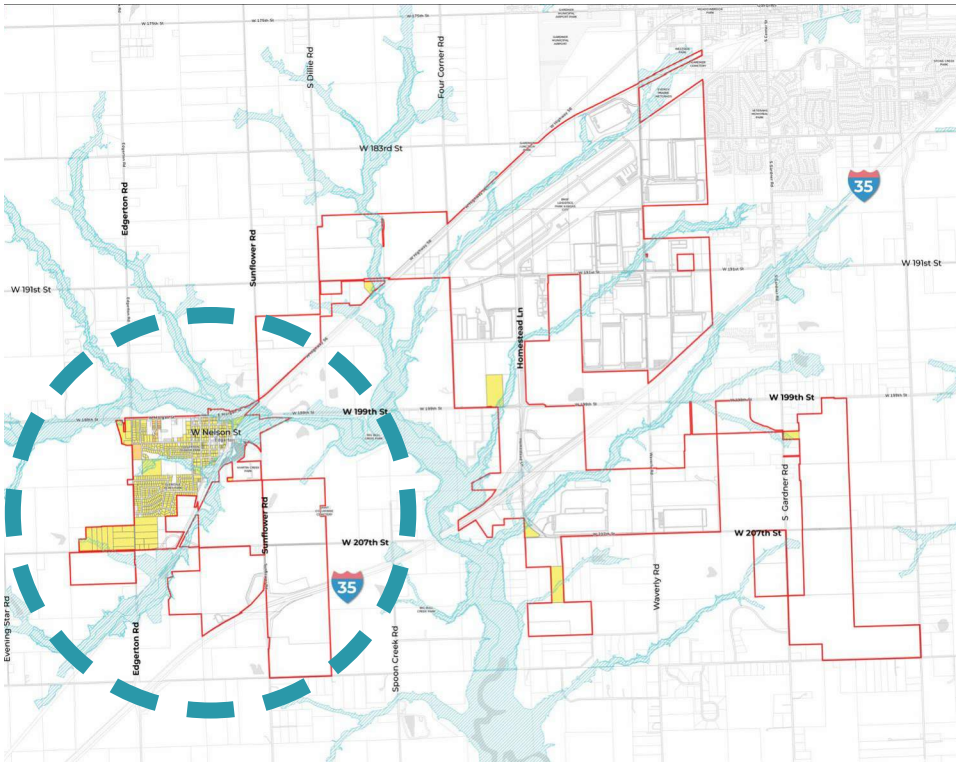
Existing Land Use in Edgerton Cont'd

Existing Ag, Parks, and Public Land Uses



Existing agricultural land, shown in light gold, is generally located on the periphery of Edgerton's city limits. Public land (blue), which includes City, County, and institutional parcels, is scattered throughout the area. Edgerton City Lake, Martin Creek Park, and Bull Creek Park serve as the largest areas for park space in the community today. These three features are important to consider in the creation of the land use plan to ensure cohesive land development with existing and future uses.

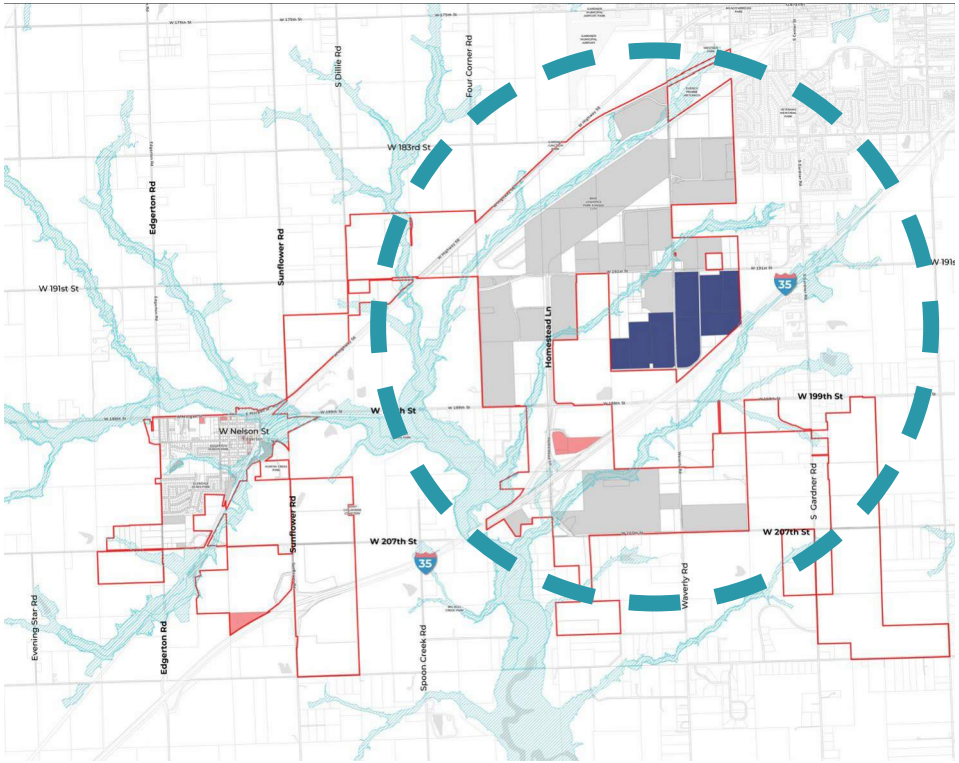
Existing Residential Land Uses



Residential development in Edgerton has primarily occurred in and around the historic core of the community. Low-density residential is the dominant residential type today, with minimal medium-density and high-density residential presence. An increase in the medium- and high-density residential land uses will help accommodate the needed housing stock. As the Future Land Use Plan is developed, opportunities for infill redevelopment and complimenting the current character of Edgerton's neighborhoods will be necessary considerations.

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Existing Commercial, Business Park + Industrial Land Uses



Industrial and business park uses are primarily located in the northeastern quadrant of Edgerton's city limits. The presence of Logistics Park Kansas City (LPKC) has brought increased industrial demand to the area and is anticipated to continue on this trend. Finding opportunities to provide appropriate growth areas for industrial and business park land uses will allow these industries to continue to support Edgerton's economy. Commercial uses are fairly limited today and should be further explored with consideration given to the community's needs and supportive nodes within the road network.









Population Projections

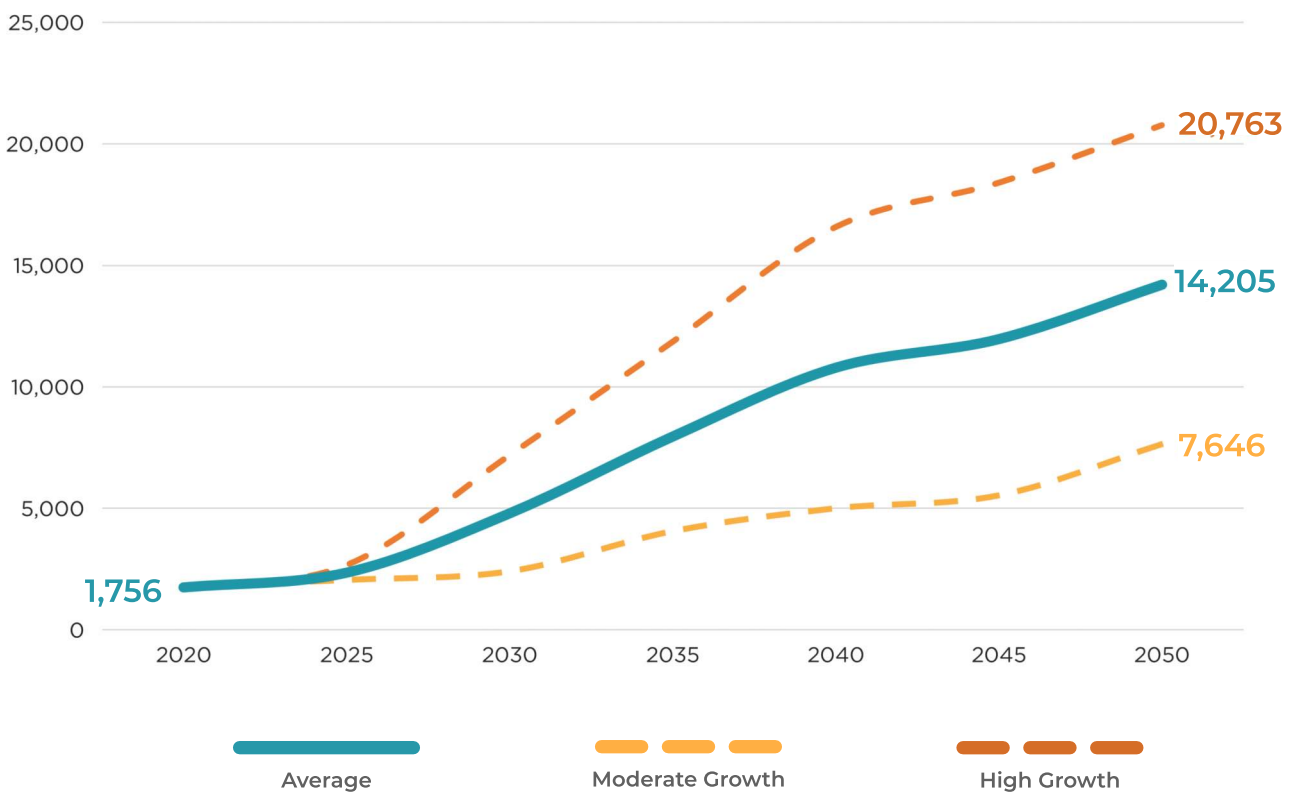
Figure 2.3 presents the population projections completed for Edgerton to better prepare for population growth from 2020-2050. These projections utilize the added annual population growth in Gardner and Spring Hill as a method to forecast Edgerton's future population. This method was chosen due to Gardner and Spring Hill's historic growth and similar community characteristics. Both of these communities have experienced rapid growth and can help better prepare Edgerton for what they can also expect as the next likely growth zone.

The average between Spring Hill and Gardner's growth trajectories was selected as the likely Edgerton population projection. Lower and higher growth scenarios are also shown for reference. The subsequent projections provided throughout the rest of the plan utilize the average growth projection of 14,205 residents by 2050.

Household Projections

Household projections were calculated utilizing the estimated 2050 population of 14,205 residents. The current average household size for Edgerton is 3.04. Translating this into total household projections, it can be estimated that there will be an additional 4,095 total households in Edgerton by 2050, or 152 units annually.

Figure 2.3 - Edgerton Population Projections 2020-2050



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Figure 2.4 - Residential Target Mix Estimates for Edgerton



	Detached Single-Family	Attached Single-Family	Multi-Family
CURRENT MIX	96.4%	3.6%	0.0%
TARGET MIX	55%	30%	15%
NEEDED UNITS	**2,252** Detached Single-Family Units	**1,229** Attached Single-Family Units	**614** Multi-Family Units
NEEDED ACRES	**751** Detached Single-Family Units	**154** Attached Single-Family Units	**51** Multi-Family Units

Target Mix

Target mix scenarios, presented to the left, help identify the number of necessary units and acres by type needed to house the additional population growth estimates. To house the estimated 12,449 additional residents in the community, 4,095 total units should be constructed.

The current residential mix in Edgerton is dominated by detached, single-family homes; however, not all future residents will desire to live in a detached, single-family home, and even current residents dream of a greater diversity in housing choice within the community today as reflected in the ***Public Input Report.*** Therefore, Edgerton should strive for a broader target mix for residential development. Figure 2.4 highlights the current mix and target mix for Edgerton to follow for future development.

The Future Land Use Plan should meet and/or exceed these estimates to accommodate the projected population and household growth within the community, and still provide flexibility within the location of land uses.

ASSUMPTIONS UTILIZED FOR ACRE ESTIMATIONS

	Detached	Attached	Multi-Family
Dwelling Units Per Acre	3	8	12

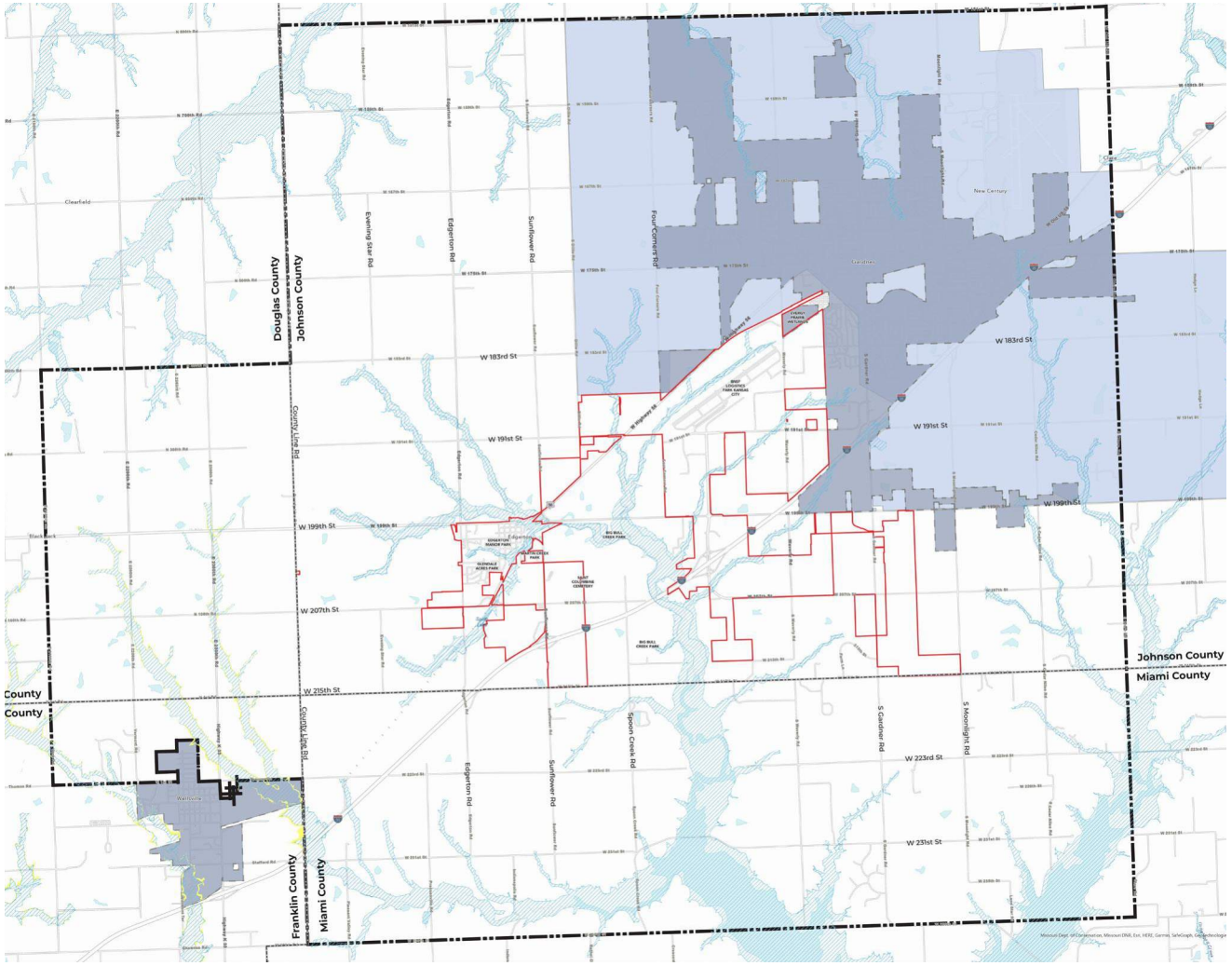
Planning Boundary

Figure 2.5 presents the planning boundary for the Edgerton Future Land Use Plan. This boundary is meant to be much larger than existing city limits to provide flexibility in ultimate land development and protect Edgerton's borders. The boundary's major limits are roughly:

- North to W 151st Street
- South to W 239th Street
- East to S Clare Road
- West to E 2100th Road

A unique component to Edgerton's planning boundary is that it falls within Johnson, Douglas, Franklin, and Miami County. This should not impact land development but will impact procedures for annexations as each case will need to go through the County's respective board of commissioners.

Figure 2.5 - Edgerton Planning Boundary Map



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Future Land Use Categories

There are several land use categories included in the Future Land Use Plan. These categories are presented to the right with their corresponding land use color. The following pages detail each land use category's definition and what that category could look like in the built environment.











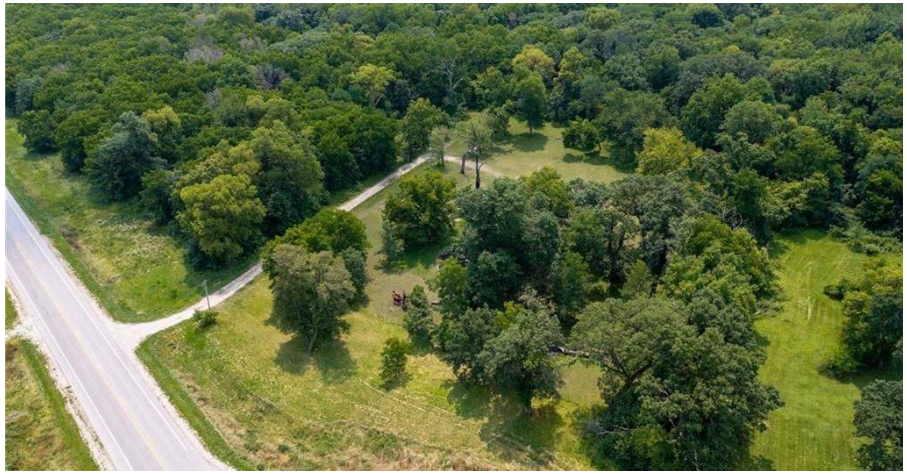


- Agriculture + Open Space
- Parks + Recreation
- Rural-to-Low Density Residential
- Low-to-Medium Density Residential
- Medium-to-High Density Residential
- Downtown Transitional Mixed-Use
- Mixed-Use
- Neighborhood Commercial
- Gateway Commercial
- Public/Semi-Public
- Business/Logistics Park
- Industrial

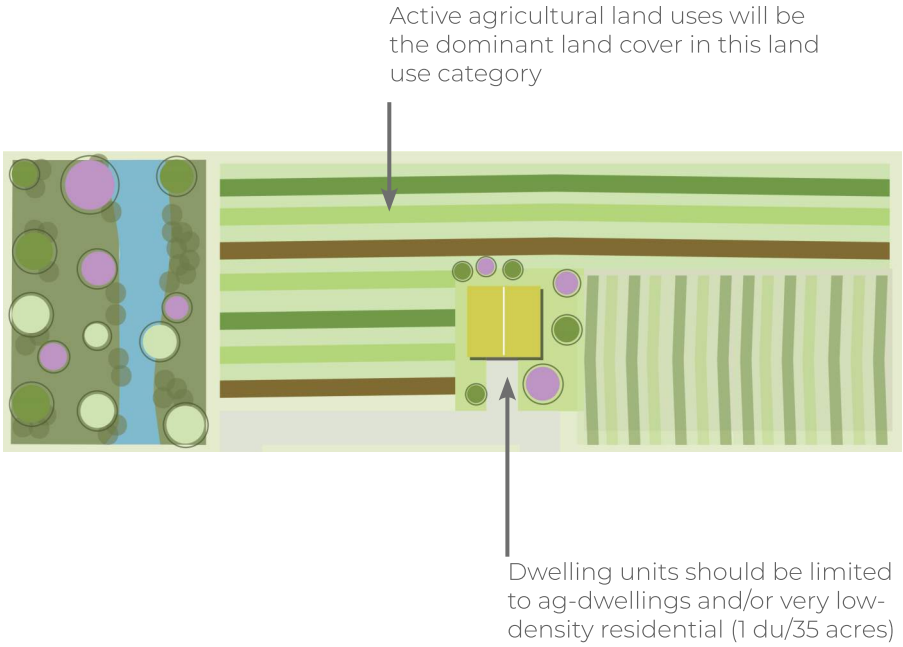
Future Land Use Categories

Agriculture + Open Space

The Agriculture and Open Space land use category is set aside for agricultural land, undeveloped land, floodplain, and areas with significant tree cover. It is expected that this land will remain in this category as the rest of the city continues to grow to ensure safe and sustainable development. Some of the land in this category, outside of the floodplain, may be suitable for future development and the Future Land Use Plan should be amended to reflect these changes. This is a holding zone for future development once growth occurs out into these areas.



Density + Scale Graphic Example:

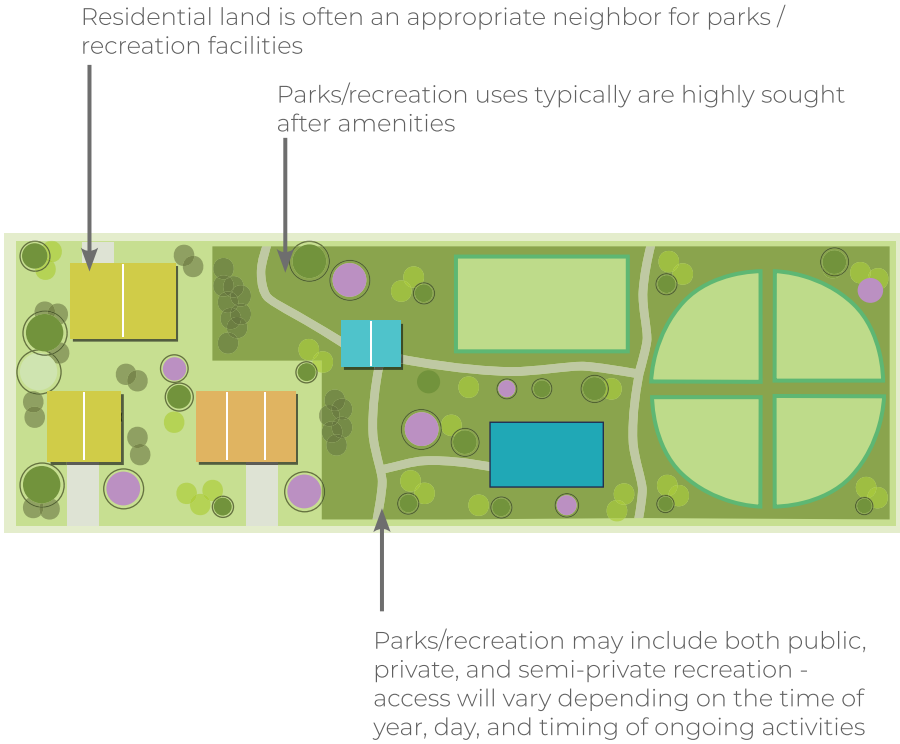


Parks + Recreation

Public or private land reserved for parks and recreational activities including playgrounds, aquatic facilities, sports fields, recreation centers, golf courses, and trails.



Density + Scale Graphic Example:



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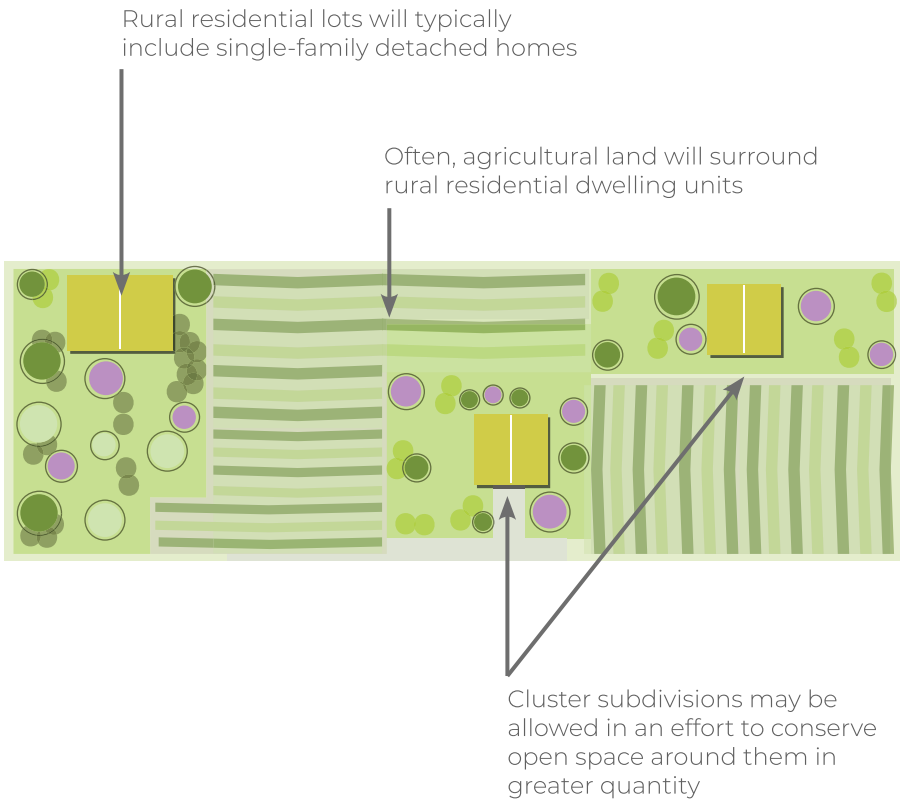
Future Land Use Categories

Rural-to-Low Density Residential

Single-family residential development located on large, individual lots, typically with minimal utility services and on-site wastewater treatment. Additional opportunities for low-density neighborhoods to be built within this category, however, this is not intended for large-lot subdivisions. This land use is not intended for large-lot subdivisions.



Density + Scale Graphic Example:

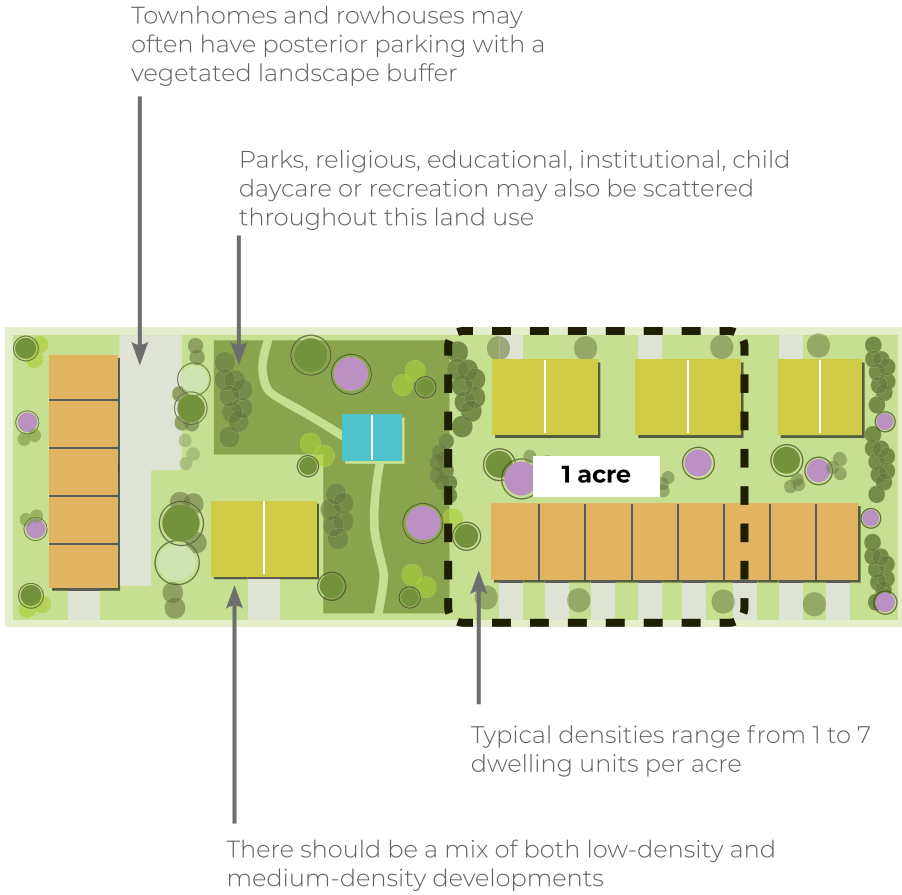


Low-to-Medium Density Residential

The Low-to-Medium Density Residential land use category provides flexibility and allows for gentle densities to enable a wider variety of housing types. Densities may generally range from 1 to 7 dwelling units per acre. Housing types in this designation range from detached, single-family homes to townhomes and cottage style developments. Development within this category may also include religious, educational, institutional uses, child daycare centers, and public and private recreational areas.



Density + Scale Graphic Example:



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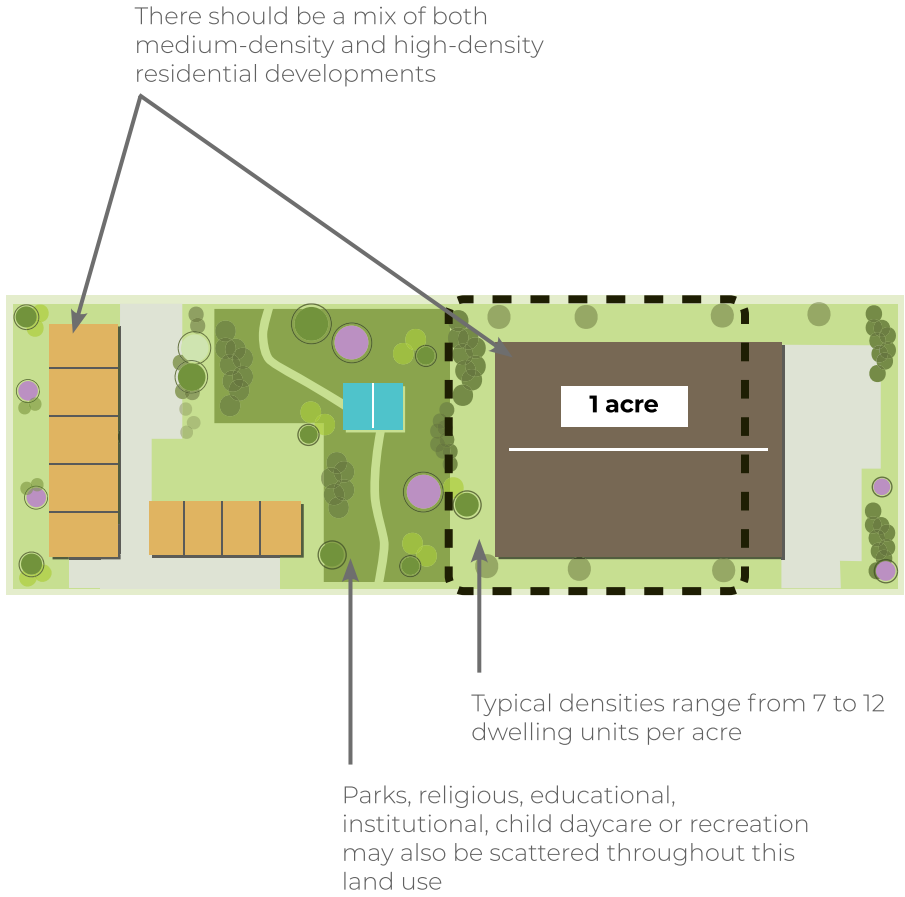
Future Land Use Categories

Medium-to-High Density Residential

The Medium-to-High Density Residential land use category includes townhomes/rowhouses, apartments, and condominiums. The bulk of densities within the residential built environment should be found here. Densities for this land use may generally range from 7 to 12 dwelling units per acre for conventional medium density developments, to 12 or more dwelling units per acre for high density developments. These housing types provide alternatives to residents of all ages and life stages. Development within the category may also include religious, educational, institutional uses, manufactured housing developments, child daycare centers, and public and private recreational areas.



Density + Scale Graphic Example:



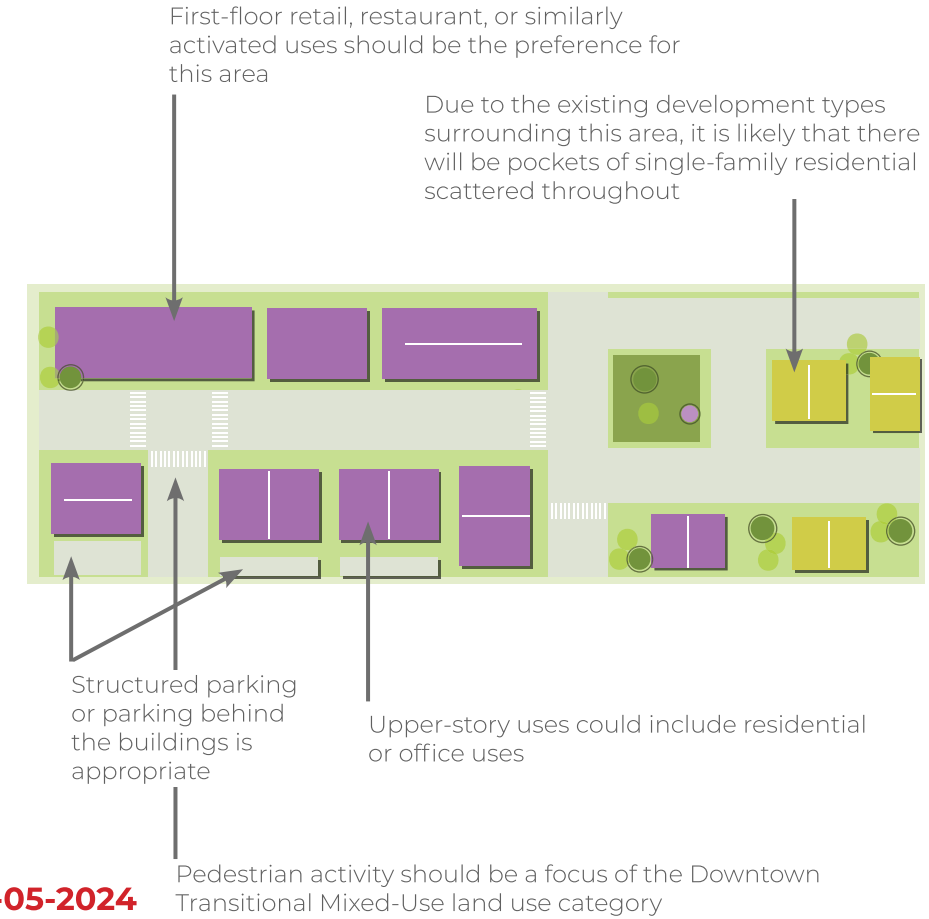
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Downtown Transitional Mixed-Use

The Downtown Transitional Mixed-Use land use category is set aside for mixed-use buildings in and around E Nelson Street. Buildings located along E Nelson Street, extending from the railroad to 1st Street, should be reserved for mixed-use developments. The uses should consist of multi-story buildings and be exclusively first-floor retail or restaurant with limited amount of other commercial or office uses to encourage all-day activity. The upper floors of these buildings should be reserved for residential or office uses. Additionally, existing homes located along E Nelson St should be allowed to remain or be reused. Multi-story buildings are encouraged and developments should be pedestrian-oriented, with structured parking or surface parking behind the buildings.



Density + Scale Graphic Example:



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Future Land Use Categories

Mixed-Use

The Mixed-Use land use category is designed for areas to be developed at a higher, more urban density with multi-story buildings consisting of a combination of residential, retail and office uses. Retail and office uses are generally located on the first floor (street level) with multi-family residential dwelling units or offices located on the upper floors. The number of dwelling units per acre is generally over 12. Generally, it is encouraged Mixed-Use developments are pedestrian-oriented with an emphasis on placemaking. Parking within Mixed-Use developments are either on-street or structure located within, under, or rear to the building. Surface parking is encouraged in the rear of the building.



Density + Scale Graphic Example:



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Neighborhood Commercial

The Neighborhood Commercial land use category includes a combination of small retail, office spaces, and medical uses for readily accessible services to residents and the traveling public. This category is located at major nodes throughout the planning boundary. Typical land uses include daycares, assisted living facilities, small office, convenience stores, small grocery and hardware stores, and other neighborhood-serving uses. Sites are generally 1 to 10 acres and should accommodate pedestrian and bicycle circulation.



Density + Scale Graphic Example:



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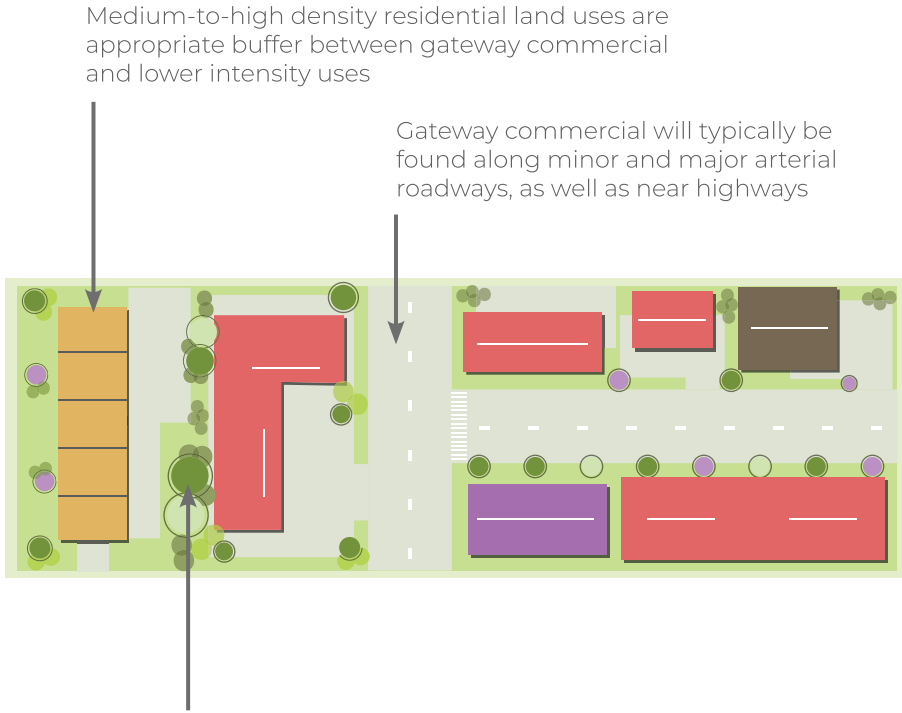
Future Land Use Categories

Gateway Commercial

Areas designed for larger-scale retail, entertainment, and office uses typically located along high traffic corridors. Developments could include grocery stores, restaurants, movie theaters, clothing stores, and other similar retail amenities. These retail and entertainment uses are intended to serve larger areas and the motoring public and typically consist of large box stores and multi-tenant shopping centers. Sites are generally greater than 10 acres.



Density + Scale Graphic Example:



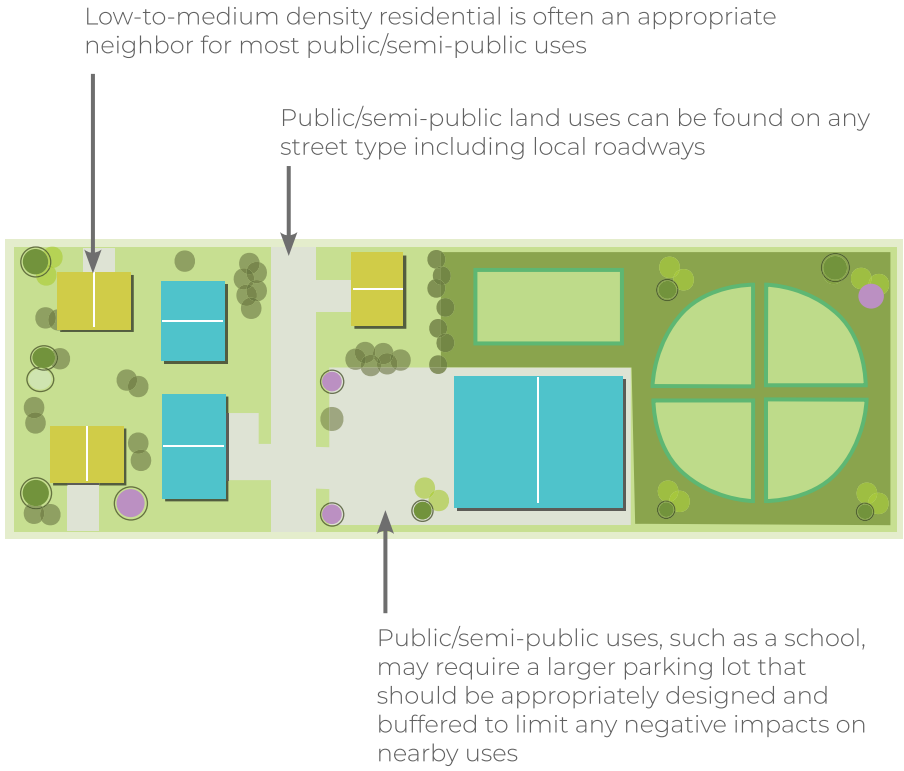
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Public/Semi-Public

The Public/Semi-Public land use category includes land owned or operated by a public or semi-public entity or institution including land owned or operated by the city, school district, county and state. Institutional land uses include, but are not limited to, airports, colleges/universities, schools, libraries, landfills, communication and utility facilities, transit centers, water/sanitary sewer plants, police and fire facilities, cemeteries, post offices, hospitals, government offices and civic centers.



Density + Scale Graphic Example:



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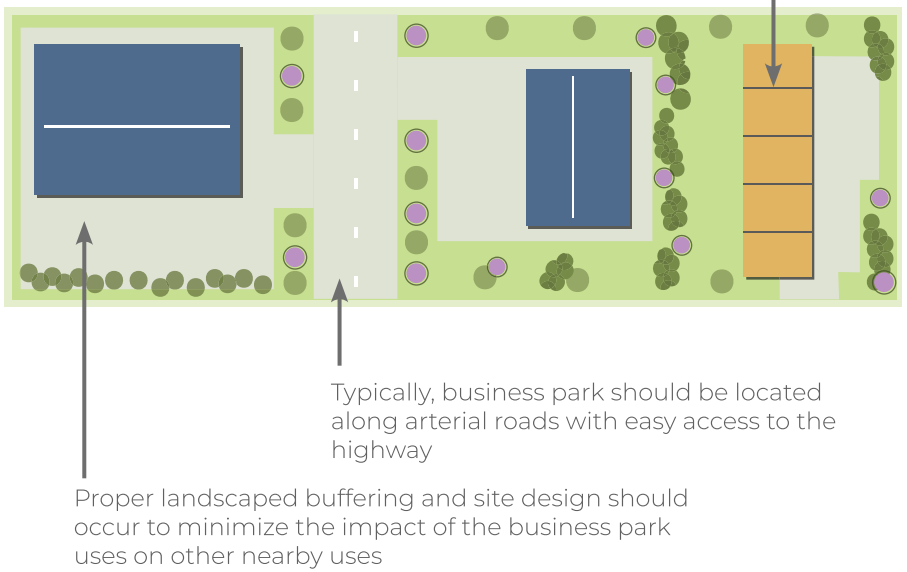
Future Land Use Categories

Business/Logistics Park

The Business/Logistics Park land use category is set aside to include business park office complexes, light industrial, and other ancillary uses. Business park uses include larger office complexes and corporate campuses, warehouse and distribution facilities, and limited manufacturing activities (such as testing, manufacturing and assembly) that does not create smoke, odor, dust vibrations, soot or other noxious elements. All business activities are encouraged to be located within the buildings. This land use category may also include limited support or retail/commercial uses, such as gas stations, convenience stores, restaurants, coffee shops, or similar uses.



Density + Scale Graphic Example:

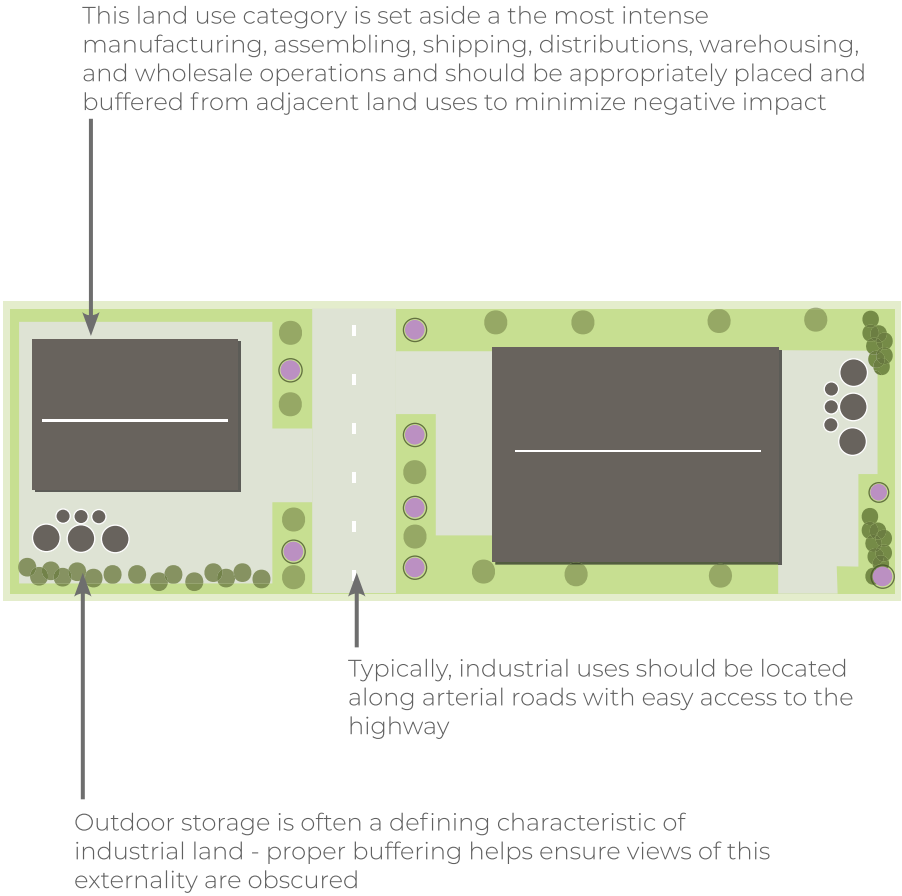


Industrial

The industrial land use category is set aside to include industrial uses such as heavy manufacturing and assembly, shipping, distributions, warehousing, and wholesale operations and may include outdoor storage. Sensitive land uses should be buffered from this land use category.



Density + Scale Graphic Example:



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Future Land Use Considerations

The following considerations were given in the creation of the Future Land Use Plan for Edgerton:

- Business growth in Edgerton
- Downtown Edgerton and local retail growth
- Increase housing choice and price points throughout the community
- Consider pedestrian and bike connections within the proposed land uses
- Bull Creek and agricultural land
- Proposed roadway corridors
- Existing agriculture, parks, and public land
- Existing residential land
- Existing commercial and industrial land
- Identifying appropriate routes for truck traffic

Industrial and business growth in Edgerton.

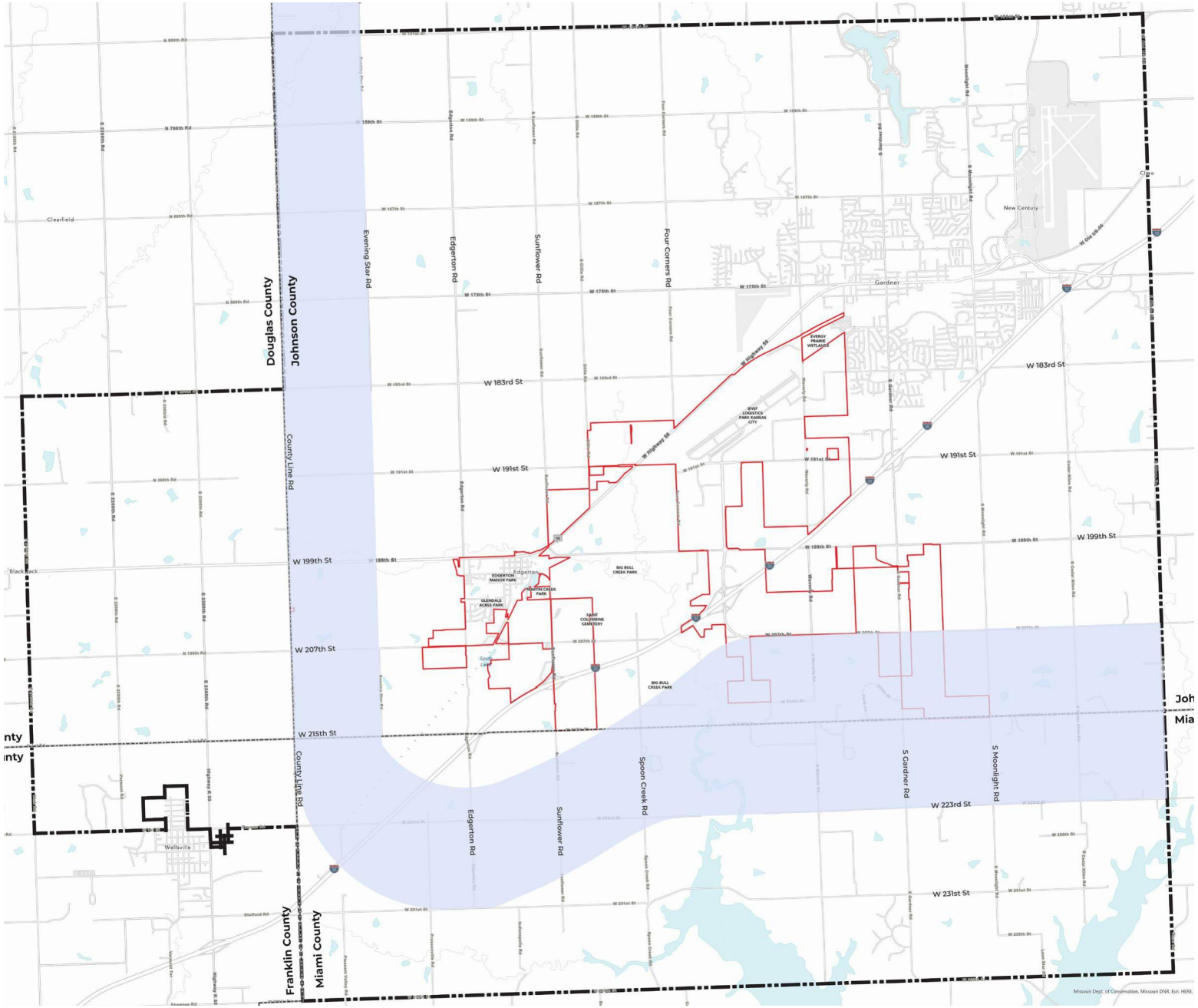
Downtown Edgerton and local retail growth.

Increase housing choice and price points throughout the community.

Consider pedestrian and bike connections within the proposed land uses.

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Regional Roadway Corridor Corridor



Regional development in the Johnson County area is likely to increase commuting in and around Edgerton. Therefore, there is a potential outer loop corridor, spanning north/south to the west of city limits, turning east to extend to Highway 169. These are not official road alignments but a wide area to consider for this alignment and potential supportive land uses adjacent to it.

LEGEND

- Edgerton City Limits
- Planning Boundary
- Potential Regional Roadway Corridor

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Future Land Use Plan

The Future Land Use Plan is illustrated in Figure 2.6. This plan establishes a vision far outside of Edgerton's existing city limits to help provide guidance on land development, allow for flexibility, and protect Edgerton's borders. Table 2.1 presents the estimated acres and total share of each land use category within the plan. This Future Land Use Plan:

- Organically locates residential developments to stem from the existing residential neighborhoods.
- Leverages the floodplain and flood-impacted lands as greenbelts and open space.
- Preserves agricultural land and rural subdivisions.
- Identifies areas along high-traffic corridors to promote commercial uses, mixed-uses, and high-density residential uses.

Table 2.1 - Edgerton Future Land Use Breakdowns

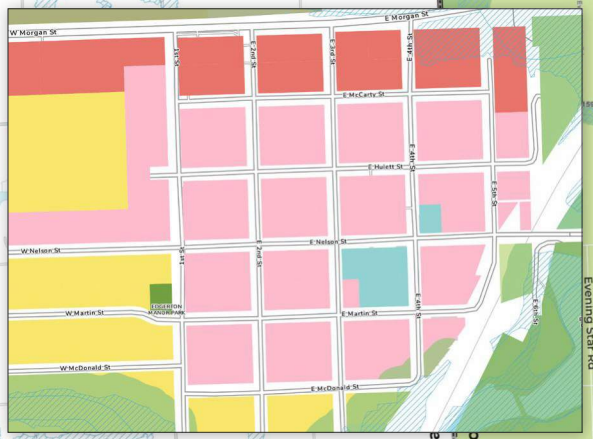
Land Use Category	Total Acres	Share
Agriculture + Open Space	17,096.0	26.7%
Parks + Recreation	2,154.7	3.4%
Rural-to-Low Density Residential	14,867.9	23.3%
Low-to-Medium Density Residential	17,644.8	27.6%
Medium-to-High Density Residential	4,142.9	6.5%
Downtown Transitional Mixed-Use	33.3	0.1%
Mixed-Use	1,148.4	1.8%
Neighborhood Commercial	148.5	0.2%
Gateway Commercial	1,545.2	2.4%
Public/Semi-Public	82.7	0.1%
Business/Logistics Park	4,621.7	7.2%
Industrial	426.3	0.7%
TOTAL	**63,912.5**	**100.0%**

LEGEND

- Edgerton City Limits
- Planning Boundary
- 100-Year Floodplain
- 500-Year Floodplain
- Nearby Cities
- Agriculture + Open Space
- Greenbelt Overlay
- Parks + Recreation
- Rural-to-Low Density Residential
- Low-to-Medium Density Residential
- Medium-to-High Density Residential
- Downtown Transitional Mixed-Use
- Mixed-Use
- Neighborhood Commercial
- Gateway Commercial
- Business/Logistics Park
- Industrial

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Figure 2.6 - Edgerton Future Land Use Map



Goals, Policies, and Action Items

To help implement the Future Land Use Plan and further promote the guiding principles, a series of goals, policies, and action items have been created.

Goal
Goals are objectives or aims which may be broad or specific.

Example: *Edgerton will attract high-quality development for housing, commercial, and business park uses.*

Policies
Policies represent on-going principles by which the City should adhere to when approving new development or planning future investments.

Example: *New development in Edgerton should adhere to the land use layout identified in the Future Land Use Plan.*

Action Items
Action items are specific steps and activities the city should take.

Example: *Update the zoning regulations to allow for smaller minimum lot size.*

In Chapter 7 - Implementation, a series of matrices will be provided that include each chapter's goals, policies, and action items. The guiding principle(s) being supported by each goal, policy, or action item will be highlighted. Additional items such as priority or potential partners will also be added.

goal 2.1

Promote a balanced mix of land uses that supports growth and development

Policies

2.1.1 Preserve sensitive environmental areas such as floodplain, wetlands, areas adjacent to streams, and areas with significant tree cover.

2.1.2 Support the development of a mix of all housing typologies with opportunities for expanded medium and higher-density residential uses where appropriate.

2.1.3 Attract new and expanded commercial and retail users along key corridors and intersections by updating the zoning where required.

2.1.4 Continue to attract business parks and industrial growth through zoning and infrastructure expansion in accordance with the Future Land Use Plan.

2.1.5 Encourage mixed use development in accordance with the Future Land Use Plan.

Action Items

2.1.1 Update the zoning and subdivision regulations to support the Future Land Use Plan and any goals, policies, or action items included in the plan.

2.1.2 Consider adopting a new mixed-use zoning district that helps to streamline the development of this flexible land use category.

2.1.3 Utilize previous planning efforts in conjunction with the Future Land Use Plan to identify long-range transportation and infrastructure investments.

2.1.4 Promote flexibility in zoning to encourage a mix of residential development.

2.1.5 Leverage the Future Land Use Plan to identify key nodes to encourage the growth of commercial and retail uses within the planning boundary.

2.1.6 Update the comprehensive plan periodically and perform an annual review to present to the Planning Commission and City Council.

goal 2.2

Grow in an efficient and sustainable manner that considers the needs and impacts of expanding services

Policies

2.2.1 Discourage island annexation and development, and prioritize growth in areas adjacent to existing city limits whenever possible to promote the efficient expansion of infrastructure and services.

2.2.2 Require all new developments to identify and dedicate the necessary street right-of-way and utility easements serving the property.

2.2.3 Ensure new development in Edgerton is served by adequate public infrastructure.

2.2.4 Require any proposed development to connect to sewer and/or water.

2.2.5 Require buffers between incompatible land uses such as business park and residential land.

2.2.6 Encourage transitional land uses between developments of different densities such as medium-density residential between commercial and lower density residential uses.

Action Items

2.2.1 Prioritize higher densities of residential developments to minimize impact on City infrastructure.

2.2.2 Actively pursue infill development opportunities to increase efficiency of land development.

2.2.3 Continue to coordinate with other governmental planning organizations to avoid duplication of infrastructure expansion and improvements.

goal 2.3

Promote quality new development and infill redevelopment to ensure all areas of Edgerton continue to thrive

Policies

2.3.1 Encourage infill development and contiguous growth to help preserve Edgerton's sense of place.

2.3.2 Within proposed commercial and mixed-use districts, ensure that zoning designations support, maintain, and encourage walkable, mixed-use infill development.

2.3.3 As the community attracts more density in residential or mixed-use developments, ensure green space is incorporated to provide community open space and gathering places.

2.3.4 Promote infill and housing rehabilitation of existing properties and vacant lots.

2.3.5 Leverage existing infrastructure to increase density and growth around LPKC.

Action Items

2.3.1 Preserve street facing parcels along major streets for commercial and mixed-use development to support the viability of in-town retail.

2.3.2 Develop a protocol for creating small area plans to support quality growth and density around key commercial corridors and areas identified for mixed-use on the Future Land Use Plan.

2.3.3 Consider creating a flexible package of financial incentives to assist in attracting infill development around key commercial corridors and mixed-use development sites as identified on the Future Land use Plan.

2.3.4 Review Edgerton's zoning code for requirements that may be discouraging new development and redevelopment for infill projects.

goal 2.4

Coordinate land use planning with transportation and other public investments

Policies

2.4.1 Limit the use of cul-de-sacs and dead-end streets to promote connectivity when approving new development.

2.4.2 Promote new development to include collector streets to help with circulation within and into the site.

2.4.3 Preserve right-of-way and easement corridors for future major streets and utilities, including the proposed major ring road identified on the Future Streets Plan.

2.4.4 Promote sidewalks or trails on all new developments to limit the need for future sidewalk infill projects and to promote a cohesive community character.

Action Items

2.4.1 Consider the likely traffic generation associated with proposed land uses and development to avoid exceeding the capacity of nearby roadways.

2.4.2 Consider the impacts to nearby neighborhoods when planning new or upgrading existing roadways.

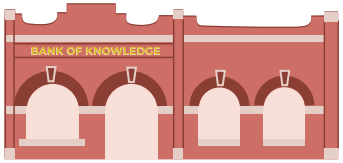
2.4.3 Expand sidewalk or trail connections in key areas where missing segments exist in the system.

2.4.4 Consider the regional impact of new roadways in the growth area to coordinate efforts.

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3

Downtown Edgerton



A downtown district, whether large or small, often symbolizes the larger community. It is often the nexus of social and economic activities, as well as a prominent source of historic character. Most importantly, downtowns are neighborhoods; places where people live, work, and gather. They are unique to each community and cannot be authentically replicated.

These qualities are true of most downtowns and they are absolutely true of Downtown Edgerton. While small in extent, Downtown Edgerton is the place from where the city grew and still represents that identifiable image for the entire community.

Through this comprehensive plan, Edgerton has the opportunity to implement policies that will enhance the Downtown while also retaining its character to ensure that it remains a centerpiece of the community. This section will explore what makes Downtown Edgerton special and unique today, how the community feels about downtown revitalization efforts and strategies for continued improvement and development.

Additionally, this chapter will identify how Downtown Edgerton can continue to improve amidst proposed additional commercial and mixed-use areas in the planning boundary.

Overview

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Downtown Edgerton Overview

The core of Downtown Edgerton is roughly a four block area with E 4th Street and E Nelson Street forming the center of the four corners of the district. A traditional, Midwest residential neighborhood surrounds downtown on three sides, north to U.S. 56 Highway, west to 1st Street and south to E McDonald Street. Downtown Edgerton is bordered by a major BNSF rail line which experiences significant train traffic on a daily basis.

Downtown Edgerton has a handful of historic commercial buildings that have experienced varying levels of investment over the years but in many ways, still retain their historic characteristics. Notably, the Edgerton Grange Hall (currently being used as Edgerton City Hall) and the Bank of Knowledge are architectural and historic assets that help define an image for the entire Downtown District.

This planning process revealed the challenges of retaining commercial enterprises within Downtown Edgerton. According to stakeholder interviews, some of the commercial storefronts experience frequent turnover of businesses and building owners, some of which are not local, have implemented cheaper solutions for building updates and facade alterations.

Recent infrastructure upgrades were made to E Nelson Street. These upgrades include new sidewalks and updates to the railroad crossing. These improvements helped to better define on-street parking on E Nelson Street and E 4th Street with both diagonal and parallel parking available.



Public Engagement Summary - Downtown

Downtown Edgerton was a common topic throughout the public engagement process. Members of the community, steering committee, and elected officials all agree that one of Edgerton's biggest asset is its small-town character and charm. Overall, Downtown Edgerton encapsulates a small-town charm that many residents identified as something they desired to preserve amidst the new growth and opportunities heading to the community.

Downtown has an important role to play in addressing some of the opportunities expressed by members of the community. These opportunities include:

- Expanding housing choices including age-in-place housing, multi-family housing, rental and affordable housing.
- Encouraging small business growth.
- Exploring opportunities for additional commercial space in Downtown to address the challenge of limited square footage availability.
- Fostering public gathering spaces and supporting more events and festivals.

There is a strong sense that with strategic investments, Downtown Edgerton could become a destination for residents and the larger region.

Visioning Questions

Visioning questions at the public visioning workshop encouraged attendees to think critically about their community, what they like about it and what improvements could be made. One of the questions asked, what is your favorite place in Edgerton? Of the possible answers, Downtown Edgerton scored the highest, indicating how the Downtown district is a beloved place within the city (Figure 3.1).

Downtown Edgerton has a small-town charm through a combination of historic buildings, walkable streets, and family-owned businesses that form the heart of the community.

Figure 3.1 - Downtown visioning responses

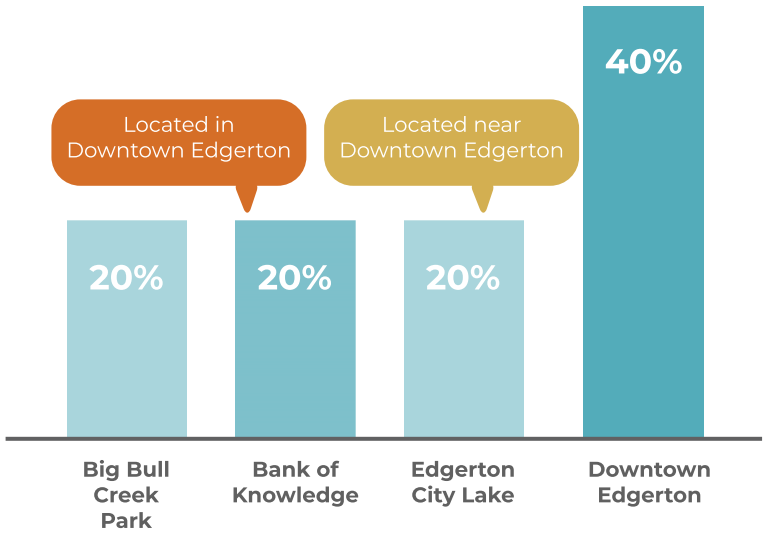
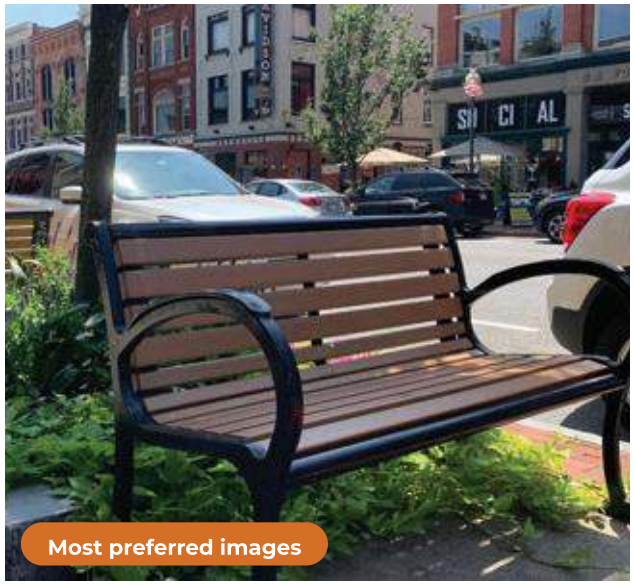


Figure 3.2 - Downtown Enhancement Visual Preferencing images











Visual Preferencing

Image voting allows community members to indicate their preferred elements within a given theme. As part of the public engagement process, a 'Downtown Enhancement' image board showcased various elements that could be implemented through future investments. Figure 3.2 shows the images that received positive votes and indicates which were the most preferred. Overall, the bench and bicycle parking with a cafe with outdoor seating were the two most selected images. This may suggest a desire for pedestrian and/or bicycle friendly connectivity and activity. Facade enhancements and outdoor activities images also received votes.

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Existing Plans

Downtown Edgerton Plan

The Downtown Edgerton Plan was issued in February 2018 and provides a road map for growth and improvements in the Downtown District. The plan was centered around three main goals:

- Improve Transportation and Mobility
- Revitalize Downtown and Streetscapes
- Improve Commercial and Residential Market

Transportation and mobility goals identified ways to mitigate the impact of traffic in Edgerton due to the Logistics Park of Kansas City (LPKC), Big Bull Creek Park, and truck traffic related to the Edgerton Quarry. Recommendations included reducing truck traffic in Downtown Edgerton and improving the pedestrian and bicyclist experience in the Downtown.

Downtown revitalization goals and recommendations focused on promoting a vibrant mix of commercial and residential development as well as attracting new businesses and residents to Downtown Edgerton.

Commercial and residential market strategies focused on streetscape and architectural guidelines to protect and enhance the character and charm of Downtown Edgerton.

Implementation

Progress on the implementation of the goals and strategies identified within the Downtown Edgerton Plan have been overall successful and implementation of the plan is ongoing. Tables 3.1-3.3 summarize the action items and list the status of each.

Table 3.1 - Downtown Edgerton Plan Downtown and Streetscape Action Items

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

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Table 3.2 - Downtown Edgerton Plan Improve Transportation and Mobility Action Items

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

Table 3.3 - Downtown Edgerton Plan Improve Commercial and Residential Markets Action Items

Improve Commercial and Residential Markets Action Items	Status
Creation of a City-organized land bank could be strategic in the nature of critical property acquisitions. The City on its own or in conjunction with some other type of local non-profit entity creates an official land-bank program. However, funding would be critical in nature and lack of funding could discourage the creation of such a program.	Yet to begin
There is an opportunity to create a destination market draw within Downtown Edgerton. Creation of that "sense of place" which is unique and attracts specialized business (i.e. regional restaurant similar to Justus Drugstore in Smithville, MO), or events to promote Downtown Edgerton.	Yet to begin
City owned property could be re-purposed for niche commercial development. With the proposed development of municipal space along the south side of Nelson, 3rd to 4th Streets, much of City government functions may be relocated from the existing City Hall to these new facilities. This presents an opportunity to "back-fill" existing space with some type of niche oriented commercial development. Possible reuses include; boutique lodging facilities, conference facilities, and business incubator space.	Yet to begin
Utilize the "traditional downtown" Edgerton branding to create "sense of place" atmosphere. This concept falls within the overall marketing and branding process for the City. Special emphasis should be given to create that "historic" brand.	In-Progress
Design guidelines for any development of new commercial space should be "traditional" in nature and adding walk-up residential would increase the density of any Downtown activity.	Complete

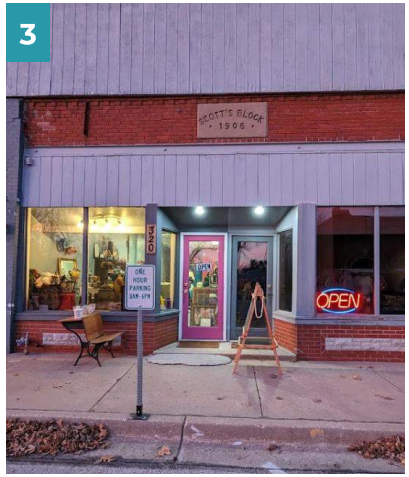
Key Facilities and Buildings

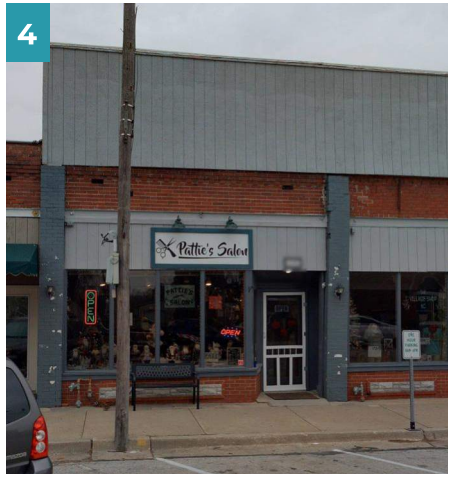
Figure 3.3 shows the boundaries of the Downtown neighborhood, highlights the core of Downtown, and identifies several key facilities that define Downtown Edgerton. Each listed building or facility provides a different service to the community and attracts different users. The facilities identified are listed below by number shown on the map. A picture of the exterior is shown to the right.

1. 310 E Nelson Street
2. A Cup Above Catering
3. Scott's One Stop Shop
4. Pattie's Salon
5. United States Postal Service
6. Community Hall
7. Edgerton Community Museum
8. Central Bank
9. Johnson County Library - Edgerton
10. The Greenspace Site
11. Johnson County Fire District #1 Station #4

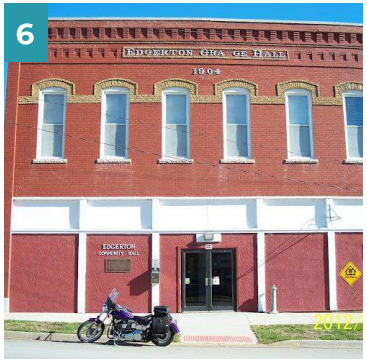




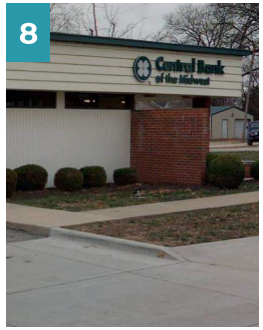












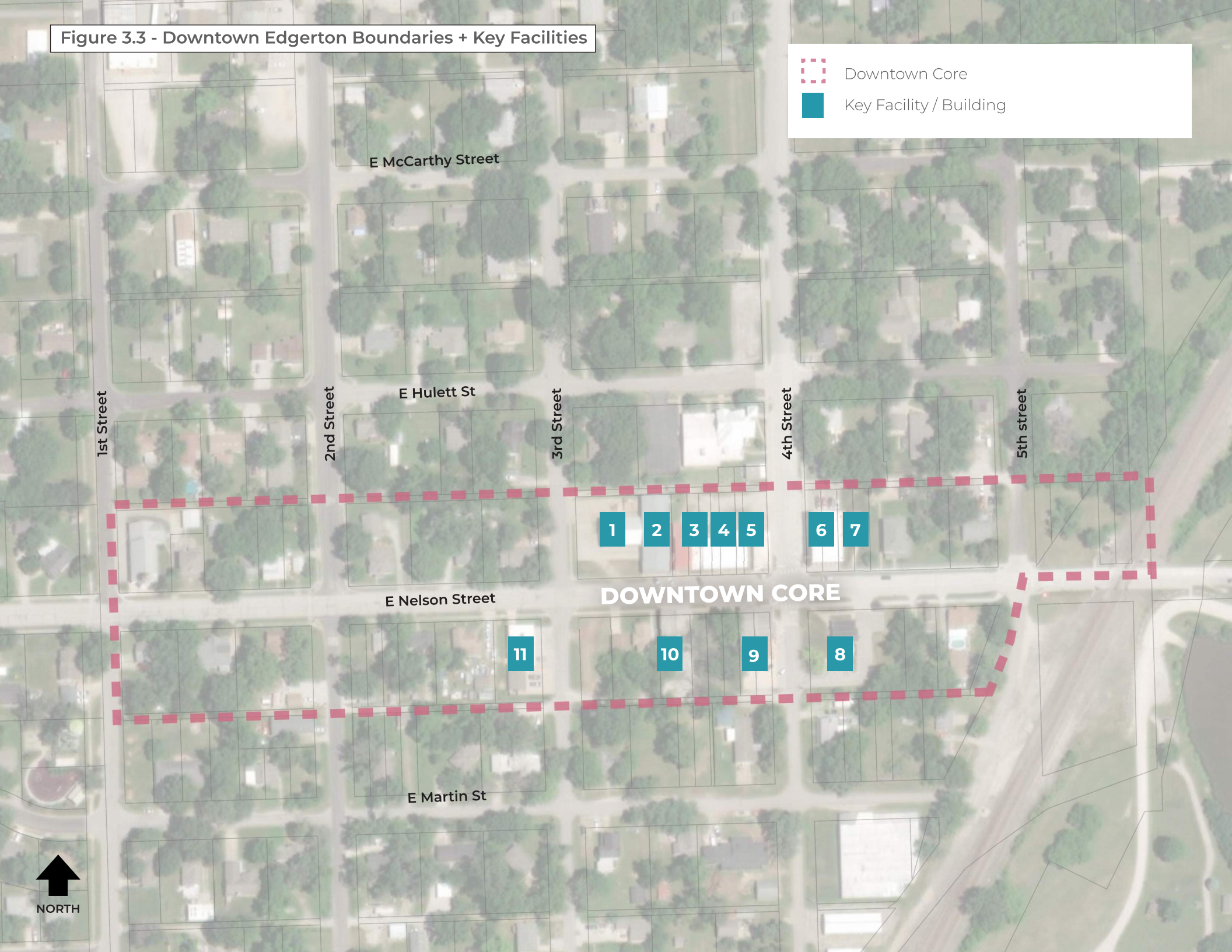






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Figure 3.3 - Downtown Edgerton Boundaries + Key Facilities



Key Characteristics of Downtown Edgerton

There are several key characteristics that help to define Downtown Edgerton today.



Civic Core

Downtown Edgerton serves as the civic core of the community. Many public facilities including the Edgerton branch of the Johnson County Library, the Edgerton Community Museum, City Hall, and the Edgerton Community Center are located in Downtown Edgerton. As a result, Downtown Edgerton is a hub of activity and civic engagement. Additionally, many outdoor community events are held in Downtown Edgerton, which is discussed in greater detail later in this chapter.



Historic and Small-Town Feel

Downtown Edgerton is symbolic of the community's rich history as a railroad town, which is evident in the aesthetics and scale of development in the downtown core as well as the downtown's proximity to the railroad. The historic nature of Downtown Edgerton helps contribute to the small-town feel residents and visitors experience as they spend time in the district. Throughout the engagement process in Phase 2, many residents identified the small-town feel as a key component of Edgerton and the Downtown helps contribute to this overall sense of place.



Walkability and Connectivity

Downtown Edgerton is a walkable and inviting environment for residents and visitors to spend time. The scale of development, proximity to local and regional parks, and its many amenities encourage pedestrian and bicycle activity. City improvements to pedestrian infrastructure have enhanced this connectivity. Downtown Edgerton is surrounded by many of the community's historic homes and neighborhoods. This add to the overall walkability of the district.

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Challenges + Opportunities of Downtown Edgerton

There are several challenges and opportunities facing Downtown Edgerton.

Proximity to Railroad

Downtown Edgerton is directly west of a BNSF railway that is an important driver of economic development in Edgerton. E Nelson Street provides one of the only railroad crossings in the area. The E Nelson Street crossing serves as the main crossing point for both vehicular and pedestrian traffic. Adding any new crossings is a difficult and expensive process. Downtown Edgerton will have to continue to navigate life with an active railway.

Truck Traffic

The E Nelson Street railway crossing is also a designated truck route, which is important to the Edgerton COOP, an important economic development driver in Edgerton. Recent investment by the city in improvements to Coop Road and W 207th Street/W Braun Street have provided alternative routes for truck traffic that support the COOP while also decreasing truck traffic along E Nelson Street. These types of creative solutions will help support harmony between Downtown Edgerton and important nearby industry.

Downtown Core Expansion

Within the core of Downtown Edgerton, there are some vacant land and industrial uses that could be redeveloped into a more supportive land use, such as commercial. Edgerton has the opportunity to encourage thoughtful and targeted expansion of the Downtown core through strategic investments in infrastructure, re-zoning, and public facilities.

Nearby Residential

Within the greater Downtown neighborhood, there are a large number of historic single-family detached homes. These neighbors provide nearby users of the district's amenities and facilities and help to support a walkable environment. Additionally, as is appropriate, the neighborhood surrounding the Downtown Core could be an excellent opportunity for transitional mixed-use. Over time, older homes along key streets such as E 4th Street or E Nelson Street could be converted to unique specialty retail or other mixed-uses.

Floodplain and Water Features

Martin Creek runs along the areas north and east of Downtown Edgerton. While floodplain typically limits the amount and type of development possible, it also provides unique opportunities to connect with nature, provides ample nearby tree cover, and presents possibilities for future public or park spaces. Stream corridors in particular are often excellent locations for trail systems and greenbelts.

Proposed New Commercial and Mixed-Use Areas

Several new commercial and mixed-use areas are identified on the Future Land Use Plan in Section 2 of the plan. Competition for commercial uses is as strong as ever in a post-Covid retail environment. Edgerton will need to embrace opportunities to support Downtown and the new, proposed commercial and mixed-use areas.

The Greenspace Development

The Greenspace development, discussed in greater detail later in the chapter will hopefully transform Downtown Edgerton and be a catalytic project in terms of future growth and opportunities for the district.



Downtown Development

The Greenspace

The Greenspace is a planned, City-led community gathering space and park redevelopment project for the south side of E Nelson Street, immediately west of the Bank of Knowledge Building/Edgerton Library and extends to E 3rd Street. The project was first discussed in 2015 after community members identified a community center and splash pad as top priorities. In 2019, the City completed public engagement via focus groups, an open house, and a community survey. During input, the community identified desire for a splash pad, emergency shelter, gymnasium and walking track, and multi-purpose rooms/event spaces.

The project will take all of the city-owned parcels within this block and remove the existing structures to create a community center with a gym, flex space, multi-purpose room, and meeting rooms at the corner of E Nelson Street and E 3rd Street. Between this new facility and the Bank of Knowledge is a planned community greenspace with a performance stage, flexible lawn area, patio spaces, a splash pad, and landscaping. South of the community center and greenspace is a planned parking lot. Renderings for the site are shown in Figure 3.4.

This project has the potential to catalyze further development and business opportunities in Downtown Edgerton by giving people a reason to come and spend time in Downtown Edgerton. Impacts of the Covid-19 pandemic, runaway costs of construction materials, worker availability, and overall supply chain issues have impacted the project timeline. However, this project should continue to be prioritized because of the immense impact it will have upon Downtown Edgerton.

Figure 3.4 - The Greenspace Draft Renderings



Downtown Edgerton - Existing Land Use

Downtown Edgerton can be thought of as two separate pieces: the neighborhood immediately adjacent to Downtown and the downtown core. Figure 3.5 shows the downtown neighborhood and downtown core boundaries, and the existing land use for each parcel.

Downtown Core Land Use

The downtown core of Edgerton contains a mix of public, commercial, industrial, single-family, multi-family residential, and vacant land. Public and commercial uses are appropriate for a downtown core. However, industrial, single-family and vacant lots are not ideal for a downtown core area.

Note, some of these land uses will change once The Greenspace is constructed as highlighted on the map in a green dashed line.

Downtown Neighborhood Land Use

Outside of the downtown core, there is predominantly single-family residential lots with a few small multi-family residential units and churches. While these land uses are fine for how the neighborhood operates today, a more diverse set of land uses could also be acceptable here.

Figure 3.5 - Downtown Edgerton Existing Land Use



- Downtown Core
- The Greenspace Development

Existing Land Use

- Low-Density Residential
- Medium-Density Residential
- Commercial
- Public/Semi-Public
- Industrial
- Vacant Commercial/Industrial
- Vacant Residential
- Open Space
- Floodplain

Downtown Edgerton Recommendations

Based upon a review of the existing land use, key factors impacting Downtown Edgerton, and a review of the 2017 Downtown Edgerton Plan, the following recommendations have been identified for the Downtown Edgerton neighborhood. These recommendations are visualized on a map on the following page in Figure 3.6..

Downtown Core Priority Expansion - the downtown core of Edgerton should continue to focus on E Nelson Street between E 2nd Street and the railroad. Efforts should be made to continue to enhance the existing commercial facades and streetscapes and support local commercial uses. However, there are two areas that should be priority for long-term expansion of the Downtown Core land use type: immediately south of E Nelson Street on either side of E 4th Street and along either side of E 4th Street north of E Nelson Street as well as the area east to the railway.

While the existing historic core (between railroad and E 1st Street) will remain a key component of Downtown, there is room and opportunity to expand to the north and south. Specifically, the area immediately south is a natural area to expand given the location of the planned Greenspace development. The E 4th Street corridor north of E Nelson Street is a logical extension of the downtown core as well. The area east of the corridor out to the railroad would then become a prime opportunity for the conversion of single-family lots to either commercial, mixed-use, or multi-family housing.

The remaining area of the Downtown area, shown in light red, should remain as Transitional Mixed-Use, as previously identified in the Downtown Edgerton Plan. The City should follow-through on creating a Transitional Neighborhood Mixed-Use zoning district that allows for flexibility in the use of these lots. Over time, market pressures may lead to certain parcels wanting to change use or consolidate for a different use, and this should be allowed within the district boundaries. The Transitional Neighborhood Mixed-Use land use type will also allow for existing structures to remain and be re-purposed, keeping the historic character.

4th Street Corridor - is a good candidate for long-term Downtown Core expansion. There are under-utilized parcels that could be either converted into commercial or other uses or torn down to add new uses. The Greenspace development will likely serve as a catalyst for E 4th Street Downtown Core expansion to the south. Opportunities to convert lots into commercial, mixed-use, or multi-family residential along E 4th Street should be encouraged and supported by the City as this is the first main corridor from major thoroughfares from the Kansas City metro (56 Highway and I-35) that connects 56 Highway and Nelson Street.

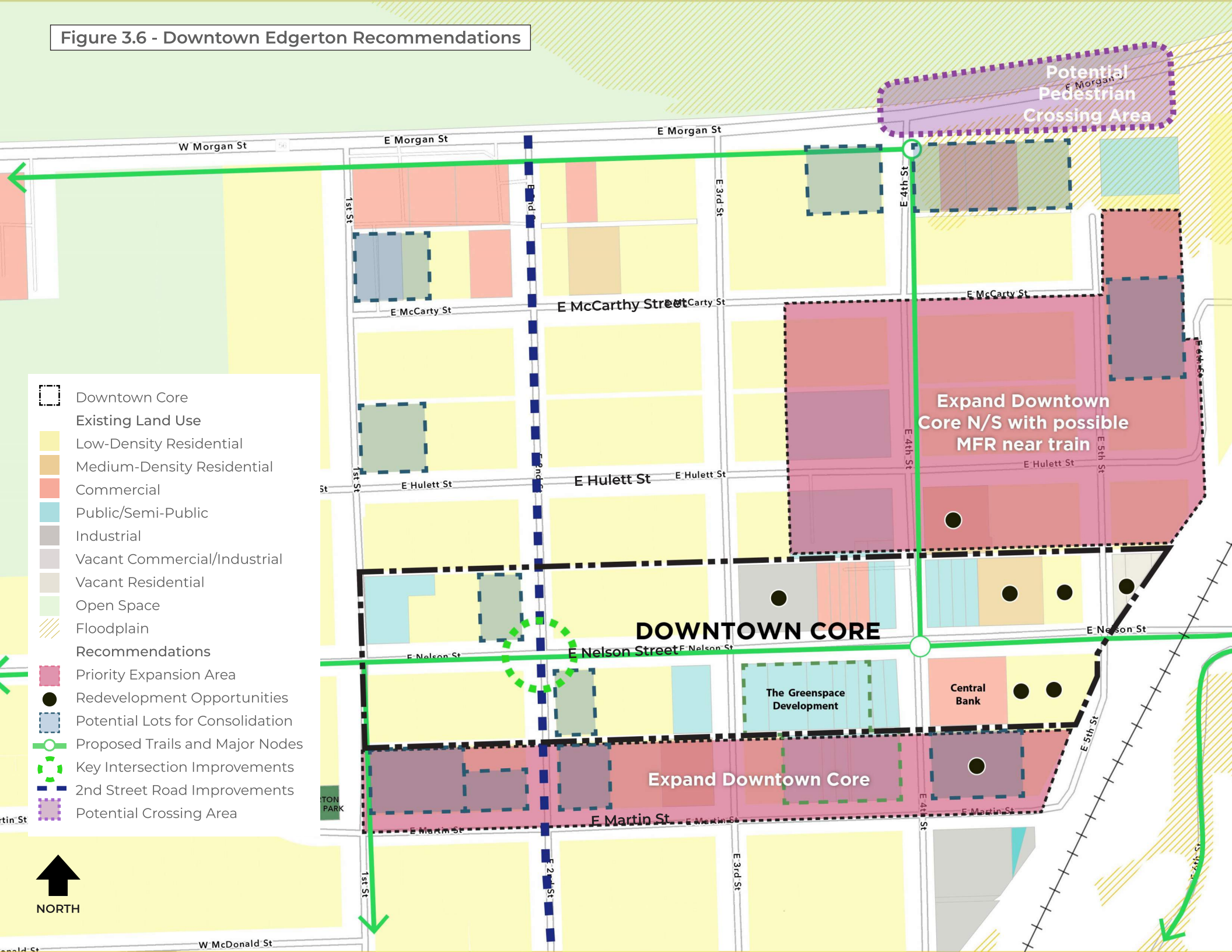
Prime Redevelopment Opportunities - within the existing downtown core, there are several parcels that are prime opportunities for redevelopment as redevelopment opportunities become available. These represent single-family homes, an industrial building, and a parking lot. The black dot in Figure 3.6 identifies these parcels located along E Nelson Street and E 4th Street. Efforts should be made to take advantage of an opportunity to retrofit or redevelop these locations. In some instances, this could require lot consolidation. The Downtown Edgerton Plan recommends consolidating lots when feasible, especially on lots adjacent to each other and under shared ownership. The dark blue boxes with dashed outlines identify these properties at the time of writing this plan for Downtown Edgerton.

Pedestrian Connections - should be a focus along all streets, with special attention given to the streets and areas highlighted in green in Figure 3.6. Each street in the downtown core area should have pedestrian access on both sides and properties within the transitional mixed use neighborhood should have readily accessible pedestrian connections to the downtown core. Enhanced sidewalk or multi-use trails should be incorporated to connect Downtown Edgerton with the neighborhoods, especially the proposed commercial and mixed-uses areas, around it, a topic to that is discussed further on the following pages.

2nd Street Roadway & Intersection Improvements - 2nd Street is a truck route and the intersection of 2nd Street and E Nelson Street is a key part of the Downtown core. The intersection was identified through the planning process as needing additional improvements to help pedestrians feel safe and secure because of the truck route and traffic experienced at this corner of downtown. Improvements such as curb bump outs and marked crosswalks will help delineate the pedestrian and vehicular zones and routes along this stretch of Downtown. There is CIP funding for 2nd Street improvements south of 56 Highway also.

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Figure 3.6 - Downtown Edgerton Recommendations



Greater Downtown Area Recommendations

Beyond the downtown core, the downtown neighborhood area as a whole has several key opportunities for growth and improvement. These recommendations are visualized on the following page in Figure 3.7.

Extension of W 3rd Street - the map shows a conceptual extension of W 3rd Street from Morgan Street through to to McCarty and Hulett Streets. A street extension will help to activate this larger undeveloped area and allow the parcel to be more easily developed while directing traffic to the 1st Street. Not only would this realignment direct traffic closer to Downtown, but it is likely that 1st Street will get extended north as Edgerton grows, so it would be directing traffic to what will likely be a significant corridor in the future.

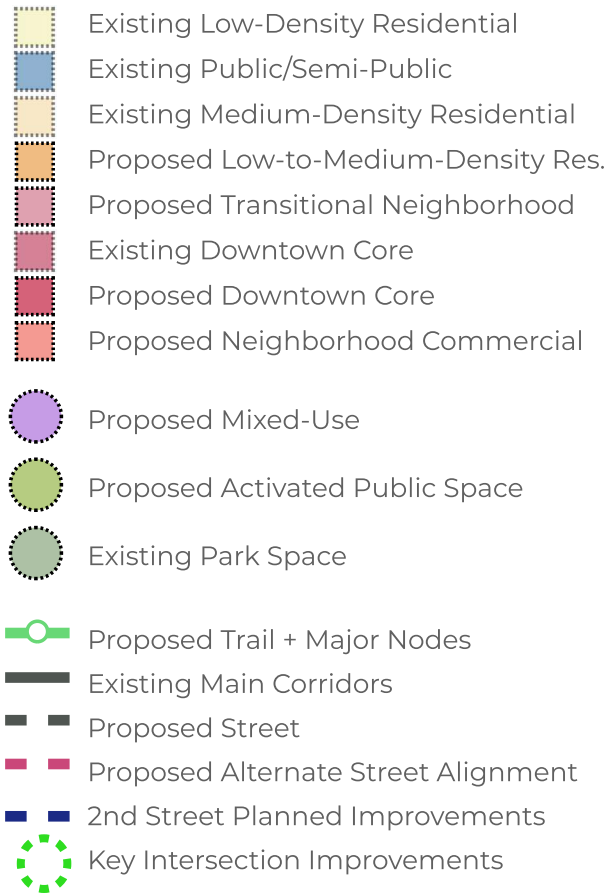
Neighborhood Commercial - should be encouraged in the frontage along U.S. Highway 56/E Morgan Street corridor. As Edgerton grows, single-family homes along major roadways should be avoided and discouraged. This prime street frontage would be better utilized as neighborhood commercial, or a similar intensity use, to promote the highest and best use of the land and protect the low-density residential from traffic and noises associated with larger roadways.

Medium to High Density Residential - the undeveloped land south of U.S. Highway 56/E Morgan Street and the Dollar General should aim to develop as a more medium- to high-density residential uses such as rowhouses or townhomes. This would better blend in to the overall density of the area and be a more appropriate neighbor for the adjacent Edgerton Elementary School. Additionally, this would provide more rooftops and population to patron Downtown retail and amenities.

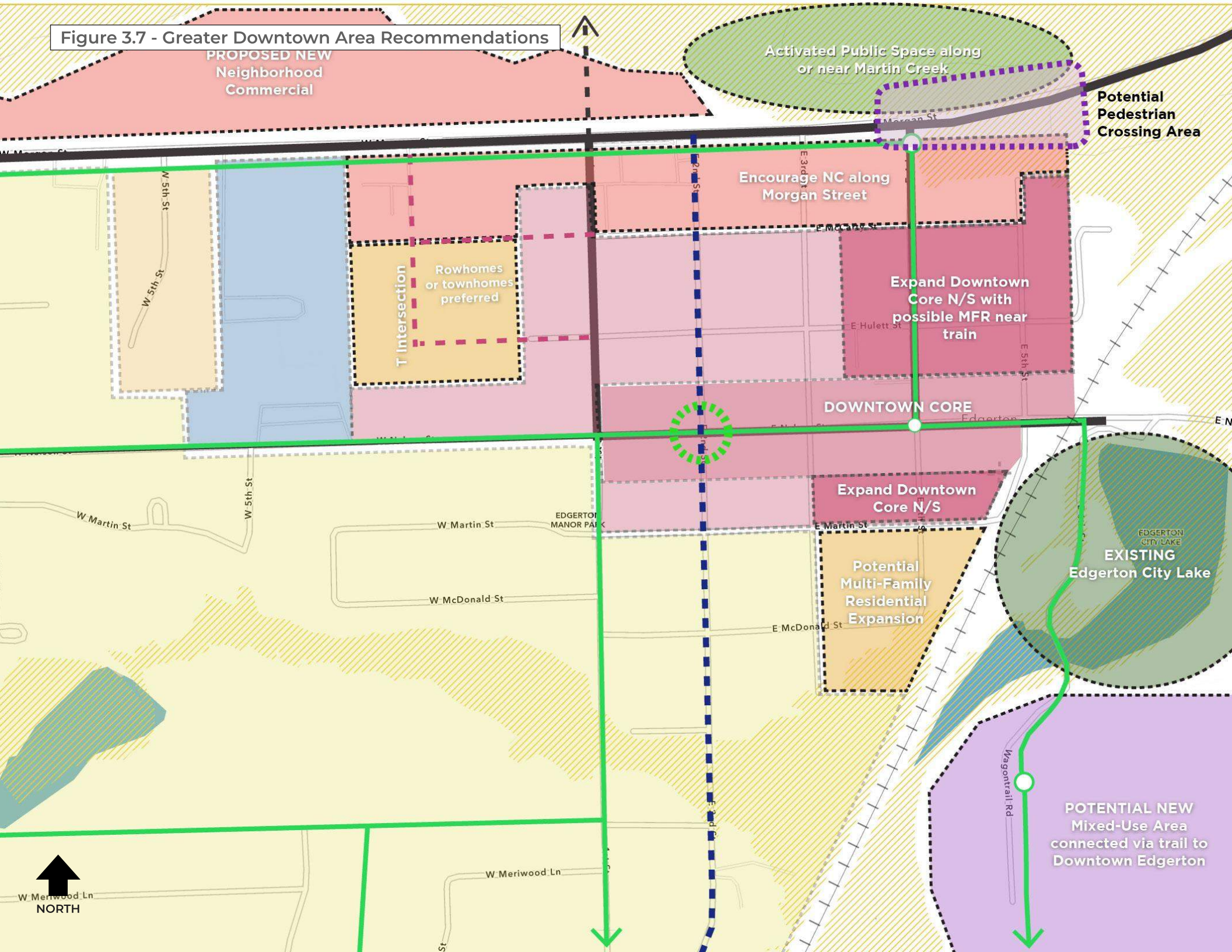
Activated Public Space - the floodplain around Martin Creek north of the Downtown and U.S. Highway 56/E Morgan Street could be utilized as an activated public/semi-public space. This could serve as an attraction for visitors to Downtown and the mixed-use area proposed to the north of the floodplain, shown in Figure 3.7 on the following page. The area north of the Martin Creek floodplain is identified as mixed-use on the Future Land Use Plan. This area is an important gateway into the community off 56 Highway. Strong pedestrian connections between this activated public space and Edgerton Lake should also be encouraged.

Pedestrian Connectivity - the pedestrian connectivity between Downtown and the proposed mixed-use and activated public space from the Future Land Use Plan should be a priority. The ability to safely walk or bike between these different but connected commercial areas will help create Edgerton, especially the Downtown, as a regional destination. To attract users and visitors, there needs to be a series of activities and places to explore. By connecting these hubs of activity, Edgerton can further establish itself as a destination.

Low-Density Residential - the neighborhood south of Downtown will likely remain low-density residential, however, if an opportunity to redevelop emerges it would ideally be at a higher density to support Downtown commercial. Exceptions to this include the Edgerton COOP site and floodplain/ wetlands south of Martin and McDonald Streets. The wetland/floodplain more natural area, however, would be an excellent location for trail expansion as shown on Figure 3.7.



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Figure 3.7 - Greater Downtown Area Recommendations
PROPOSED NEW
Neighborhood
Commercial
Activated Public Space along
or near Martin Creek
Potential
Pedestrian
Crossing Area
Encourage NC along
Morgan Street
T Intersection
Rowhomes
or townhomes
preferred
Expand Downtown
Core N/S with
possible MFR near
train
DOWNTOWN CORE
Expand Downtown
Core N/S
Potential
Multi-Family
Residential
Expansion
EXISTING
Edgerton City Lake
POTENTIAL NEW
Mixed-Use Area
connected via trail to
Downtown Edgerton
Morgan St
W 5th St
E 2nd St
E 3rd St
E Hulett St
E 5th St
W Martin St
E Martin St
W McDonald St
E McDonald St
Wagontrail Rd
W Meriwood Ln
NORTH

The Big Picture

Downtown Edgerton does not exist in a vacuum and the long-term vision for Edgerton, as laid out in the Future Land Use Plan, should be considered when planning for the Downtown. Efforts should be made to aim for a Downtown that can exist harmoniously with other new commercial and mixed-use developments proposed for Edgerton.

Figure 3.8 depicts Downtown Edgerton as it relates to the big picture plans for Edgerton. Details of the big picture recommendations are provided below.

(1) Martin Creek Mixed-Use Area
Directly north of Downtown is a large area of proposed greenbelt over the floodplain around Martin Creek with the long-term potential to become an activated public space with access to the creek. There is a large mixed-use development north of the greenbelt that itself is surrounded by proposed higher density residential.

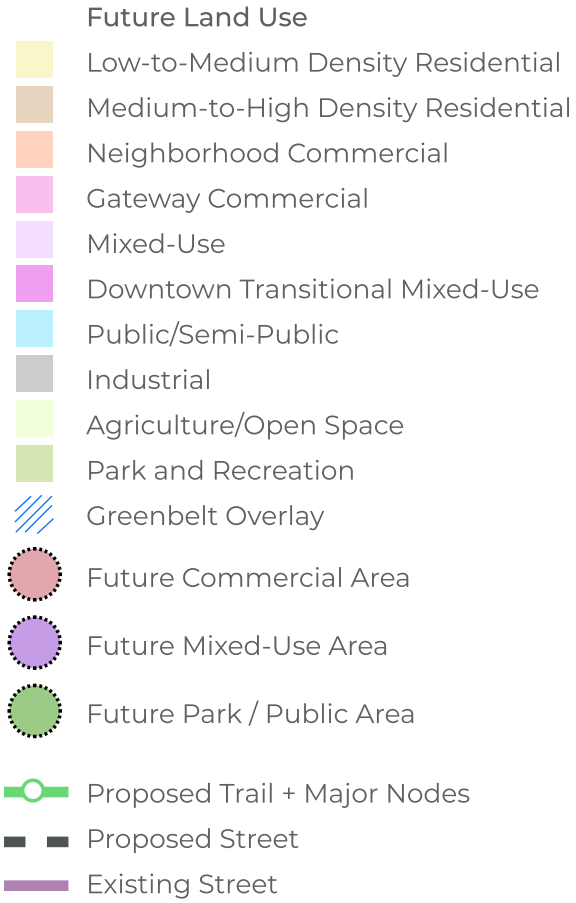
(2) Highway 56 Gateway Commercial + Mixed-Use Area
West of the Downtown along U.S. Highway 56/E Morgan Street is a corridor of Gateway Commercial and an additional hub of mixed-use activity surrounded by higher density residential housing options. More greenbelt meanders through this proposed commercial and mixed use corridor. Support for expanded commercial, mixed-use, and Downtown Edgerton expansion and growth will rely on continued population growth in order to reach the requisite number of rooftops or households necessary to attract larger retailers and developers.

(3) Bull Creek Park Mixed-Use Area
Across the railroad and east/southeast of Downtown are a series of existing and proposed park areas and another large mixed-use development surrounded by Gateway Commercial near the interchange at Interstate 35.

These three major development areas exist within a relatively close distance to Downtown Edgerton and will undoubtedly have an impact on competition for retail, entertainment and gathering space, and the ability to attract visitors over time. Rather than view these developments as competition, there is an opportunity to create a connected hub of activity centers that includes the Downtown at the core.

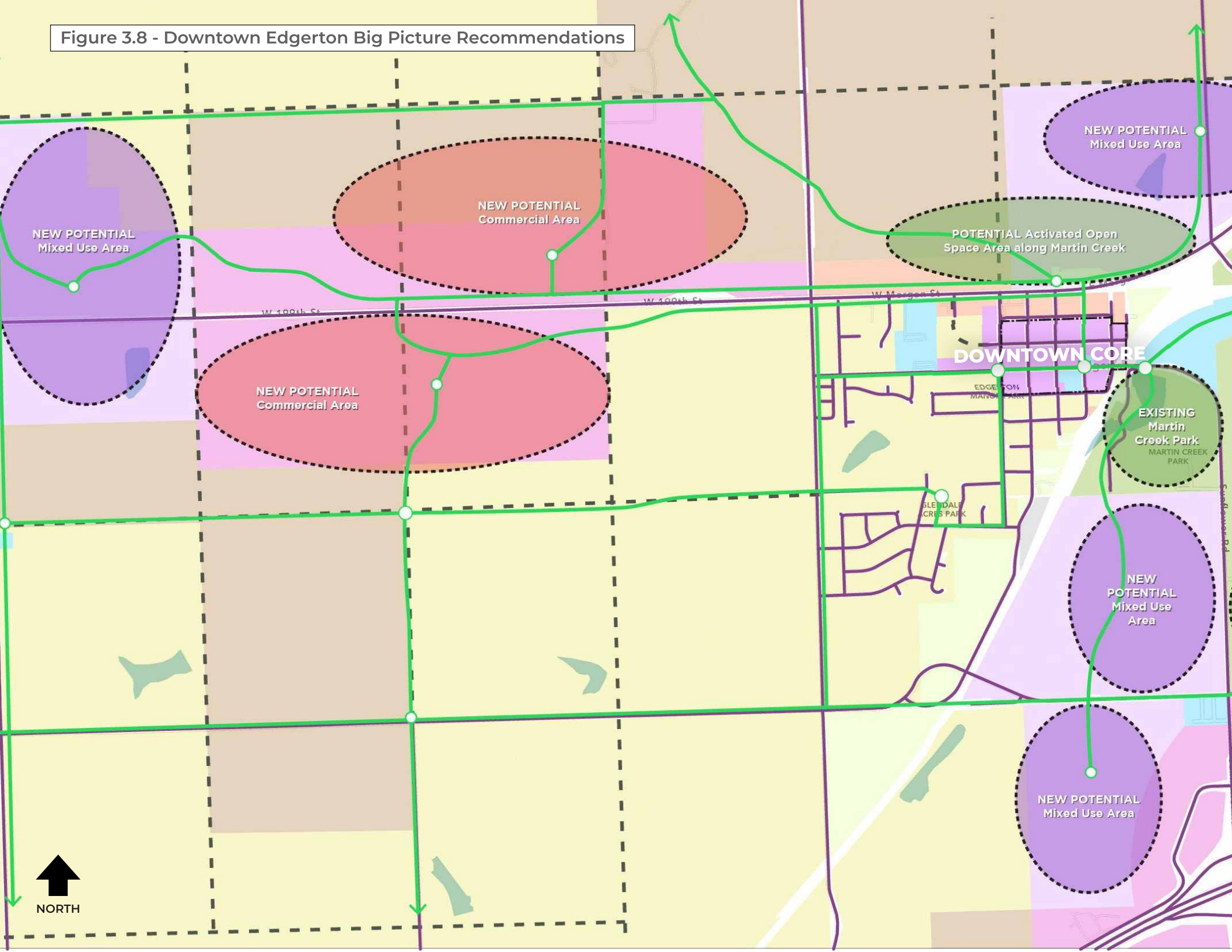
Each of the three proposed mixed-use/commercial activity center could have a different identity, character, and purpose. Detailed master plans for these areas could help to better define a proposed mix of uses, look, feel, and character of these important development areas.

Circulation + Mobility - Figure 3.8 also shows the location of existing and proposed future roads within the greater downtown/commercial/mixed use area. This proposed grid will help promote smoother vehicular traffic through the area. However, given the proximity of these areas to each other and the presence of the greenbelt and several parks, strong pedestrian connectivity via trails and multi-use paths will help connect the different areas together. This possible trail network could help create a sense of place and character for Edgerton and help the community become a major destination within the Kansas City region. Bull Creek Park already brings people to Edgerton and these developments could give visitors yet another reason to visit Downtown Edgerton and the surrounding area.



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Figure 3.8 - Downtown Edgerton Big Picture Recommendations



Downtown Edgerton as a Destination - Recommendations

In Edgerton's early days, the Downtown served as the heart of the community economically, socially, and physically. Downtown was a destination for the residents of Edgerton. As means of transportation became more efficient and the Kansas City metropolitan area continued to expand, Downtown Edgerton's destination status began to fade as larger, nearby communities experienced high-levels of growth and commercial development. Those communities had the rooftops to support that type of development, cars and faster roads, made them relatively easy to get to from Edgerton. All of this coupled with the increased proliferation of national retail businesses continued to create challenges for Downtown Edgerton to stay relevant with so many fast-moving forces at play.

Despite this history, it is clear that residents of Edgerton today, envision Downtown Edgerton to once again serve as a destination, and not just for residents of Edgerton, but a destination for the larger region.

In addition to the recommendations laid out on the previous pages, Edgerton must continue to be creative in enhancing the Downtown as a destination.

Housing Diversity - while it may be difficult to consolidate parcels, efforts should be made to expand residential offerings in/near the Downtown. Medium and higher-density housing typologies such as townhomes, rowhouses, condos, or apartments can go a long way in bringing in customers and visitors to a Downtown. Downtown residential can also make a Downtown more vibrant and exciting places to visit.

Community Events or Live Music - Edgerton will continue to offer special event programming in the Downtown throughout the year. Activity in Downtown areas tend to focus on the warmer months, but year-round activity is essential for a healthy Downtown. Entertainment will become easier with the completion of The Greenspace development as adequate programming and planning takes place alongside its completion.

Food Truck Area - Edgerton should identify a location for food trucks to park and serve on a regular or semi-regular basis, possibly in under-utilized parking lots. This would help attract people Downtown, especially if it was coordinated with events such as outdoor concerts or movies.

Signature Restaurant - Edgerton should seek to attract a signature restaurant, possibly with a focus on breakfast and lunch, to attract visitors on the weekends and serve the nearby working population during lunch times in the week. A quality breakfast establishment can be a major draw for visitors.

Small Business Incubator Program - to help build a strong business community and encourage existing businesses to expand, the City should explore the possibility of creating a small business incubator or co-working space somewhere in the Downtown to help foster entrepreneurship and provide remote workers a location Downtown to help attract patrons and visitors for Downtown retail.

Placemaking - maintaining and enhancing a strong sense of place in Downtown Edgerton will also help promote the district as a destination for not only nearby residents but for the Kansas City region. Placemaking refers to a community's ability to capitalize on its assets and provide public spaces that make people want to spend time there. Edgerton can build upon its history, investments in places like The Greenspace, and its access to the regional Big Bull Creek Park to attract visitors year-round. Proper wayfinding for visitors will also be key.

Preservation of Existing Buildings - the historic commercial and residential structure in Edgerton are difficult if not impossible to completely replicate. These buildings help tell Edgerton's story as a community as examples of historic architecture and should be preserved as much as possible. Commercial structures should be enhanced and any new structures should match the scale and sense of place provided by the existing buildings. Older homes along main roadways such as E Nelson Street or E 4th Street that are suitable for adaptive reuse should be encouraged for specialty retail or other commercial enterprises.

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Events and Festivals in Downtown Edgerton

Downtown Edgerton is a perfect location for community and special events. Downtown is centrally located and walkable from everywhere in town, which make it a logical location for existing and future events. The design of Downtown allows for the activation of public spaces — a feature that should be preserved as the community grows.

Edgerton is a tight-knit community and festivals and events are a good way to bring people together and further these close ties. Today, the City of Edgerton, along with local businesses and other civic organizations, work together to host various community events Downtown.

Many of these events currently take place in the Edgerton Community Hall at 404 E Nelson Street. This includes activities such as Bingo, Donut and Board Games events, or Movies in Community Hall, to name a few. Many other events are held in the existing Edgerton Greenspace. Additionally, several outdoor events are held Downtown including the Summer Kick-Off Block Party.

One of the largest community events in Downtown Edgerton is Frontier Days, which takes place annually in June. The event celebrates Edgerton history and includes a carnival, crafts, sports, music, and a parade.

Special events like these should continue to take place in Downtown Edgerton. This should include long-held celebrations like Frontier Days as well as new events that can continue to enhance the quality of life, celebrate Edgerton's character, and give people a reason to come Downtown.

Figure 3.9 - Special Event images - Edgerton



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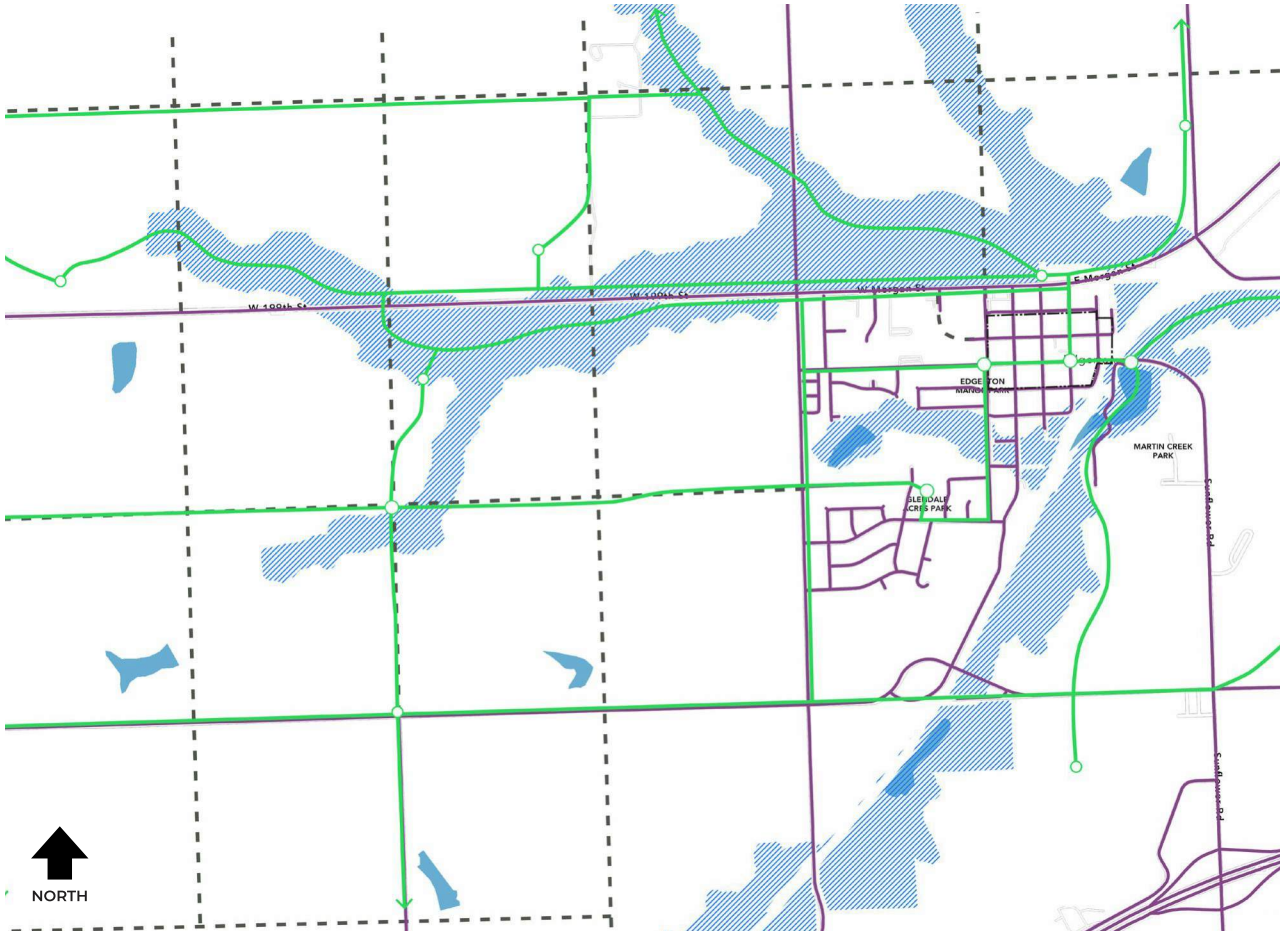
Circulation & Mobility

Edgerton has already accomplished many of the goals related to rerouting truck traffic out of the Downtown. These efforts should be continued to ensure Downtown does not have excessive, disruptive, or fast vehicular traffic. Focus instead should be on creating a walkable environment.

Pedestrian connectivity and mobility should also continue to be a high priority. This includes not only circulation within the Downtown neighborhood, but also connectivity within the greater community area - especially the proposed mixed-use sites discussed on previous pages. Figure 3.10 identifies existing and proposed streets and possible main pedestrian connectivity through trails or enhanced sidewalks.

While walkability and connectivity are important aspects to downtown enhancement, this topic is discussed in greater detail in Chapter 6 - Community Facilities and Infrastructure.

Figure 3.10 - Downtown Edgerton Big Picture Circulation & Mobility Recommendations



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Gathering Space

Public input gathered in phase 2 of the comprehensive plan identified a desire for more gathering spaces in Downtown Edgerton. The Greenspace development will address many of the immediate needs of community residents.

Long term, Edgerton will need to continue to expand and enhance gathering space in and around the Downtown area and beyond.

The City is currently addressing safe access to existing amenities in the ongoing Parks Master Plan update.

The City should explore if the community should require new mixed-use development to incorporate public/semi-public gathering spaces into the site plan as part of the development process. These could also include greenspaces.

While The Greenspace development should provide another high quality gathering space for Downtown Edgerton. Having high-quality community gathering spaces is not sufficient - the space needs to be planned and programmed with events and opportunities to engage. The city has a good track record with providing events and this should be expanded upon in the coming years as Downtown Edgerton grows. Gathering spaces will be more successful by raising awareness of city activities for all residents.









Beautification

Beautification includes wayfinding, branding, facade enhancements, and streetscapes/ greenscaping. Strategies to improve the aesthetics of Downtown streets and building facades were major strategies in the Downtown Edgerton Plan. These efforts should continue to be implemented. The City may want to consider strengthening the design guidelines features in the Downtown Commercial district in the future.

The Downtown Edgerton Plan also calls for the city to create a branding for the Downtown based on its historic character. Care will need to be taken to ensure the Downtown branding is complementary to the city's overall branding to ensure consistency in messaging and tone. A strong branding for the Downtown will help make the area a recognizable destination.

Wayfinding should be provided throughout Edgerton to help direct residents and visitors to key features and community assets in the community such as Downtown, Martin Creek Park, Big Bull Creek Park, and any future major mixed-use developments.

Streetscaping and greenscaping help reduce urban heat island effects, provide shade, and improve the general aesthetic for areas. Additional improvements to Downtown Edgerton could include street trees, light fixture planters, bio-retention planters, and seating fixtures. This is consistent with the Downtown Edgerton Plan recommendations relating to beautification and the integration of stormwater best management practices like raised planters and bioretention facilities. .

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Placemaking & Wayfinding

Placemaking

Placemaking refers to the creation of places, especially public spaces, that are fun and engaging to spend time and that help strengthen connections between visitors. Downtown Edgerton should be an inviting and welcoming place for residents and visitors to spend time, gather, and socialize. Some common ways to enhance placemaking that could be utilized in Downtown Edgerton include:

- Public Art (murals, sculptures, interactive play)
- Painted crosswalks
- Outdoor seating/dining
- Street tree expansion
- Mini park/parklet
- Street furniture
- Planters

Wayfinding

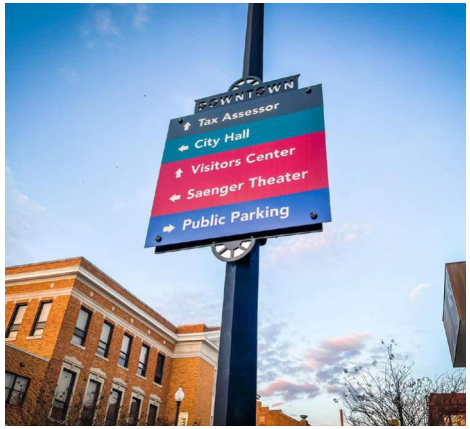
Wayfinding signage is an excellent way to help enhance a sense of place and promote exploration and placemaking in an area. A wayfinding signage study could identify the best location for wayfinding signage to serve vehicular and pedestrian traffic. An Edgerton-specific signage hierarchy and design package could be created. This could also include interpretive signage that celebrates and highlights Edgerton's history.













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goal 3.1

Continue to improve and expand Downtown Edgerton and make it a destination for residents and visitors

Policies

3.1.1 Continue to implement the recommendations outlined in the Downtown Edgerton Plan.

3.1.2 Routinely review the Downtown Edgerton Plan to evaluate the status of implementation and to determine if updates are needed.

3.1.3 Actively utilize gathering and event spaces created through The Greenspace development to expand Downtown-based community events/things to do.

3.1.4 Encourage the conversion or redevelopment of incompatible land uses within the downtown core.

3.1.5 Expand development in Downtown along the 4th Street Corridor.

3.1.6 Encourage neighborhood commercial expansion along the frontage of U.S. Highway 56.

3.1.7 Explore opportunities for a small business incubator space.

Action Items

3.1.1 Expand Downtown Commercial District (C-D) zoning to the identified downtown core.

3.1.2 Create a Downtown Transitional Mixed-Use zoning classification in alignment with the Future Land Use Plan.

3.1.3 Create a City-organized land bank for critical property acquisition.

3.1.4 Re-purpose City-owned properties for commercial development along E Nelson Street where appropriate.

3.1.5 Maintain an active role in organizing community events Downtown and explore partnerships to support other local events and initiatives

3.1.6 Work to attract a signature restaurant to be an anchor tenant Downtown.

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goal 3.2

Continue to make Downtown Edgerton a beautiful, engaging, and fun place to visit, work, and live

Policies

3.2.1 Implement stormwater management best management practices such as rain gardens throughout the Downtown to serve as a beautification piece, educational tool, and stormwater management method.

3.2.2 Continue to organize community events Downtown.

3.2.3 Coordinate food truck and live event dates to maximize event opportunities Downtown.

3.2.4 Strengthen and update the design guidelines for Downtown to make adoption and adherence of design guidelines more enforceable.

3.2.5 Work to attract more diverse housing options in and around Downtown.

3.2.6 Consider offering City-operated financial incentives to encourage preservation, long-term maintenance of existing buildings Downtown, and new development that fits desired character of Downtown.

Action Items

3.2.1 Relocate overhead utilities in the downtown core.

3.2.2 Maintain efforts to improve lighting, street trees, planters, and other streetscaping elements in Downtown Edgerton.

3.2.3 Identify a location for regular food truck parking within Downtown.

3.2.4 Allow for multi-family residential in and around Downtown through code updates that encourage higher density residential.

3.2.5 Create a unique Downtown brand that incorporates both the City of Edgerton's branding, as well as The Greenspace development.

3.2.6 Create and deploy a wayfinding and placemaking master plan throughout Downtown.

3.2.7 Market available funding mechanisms, such as grants offered through ElevateEdgerton!, to local property owners and businessowners.

3.2.8 Identify a location for future structured parking to accommodate needs for future downtown growth.

goal 3.3

Enhance mobility and connectivity to and within Downtown Edgerton

Policies

3.3.1 Continue to prioritize reducing truck traffic in Downtown Edgerton.

3.3.2 Consider developing a walkability and bikeability master plan for Downtown to establish a vision and timeline for improvements.

3.3.3 Continue to conduct regular reviews of sidewalk curb cuts and crosswalks to maintain conditions.

3.3.4 Prioritize pedestrian enhancements along E Nelson Street and 4th Street to provide trail and multi-use path connections to nearby existing and proposed amenities and major mixed-use developments.

3.3.5 Ensure improvements to circulation and mobility improvements are made to connect Downtown to any new or planned mixed-use or commercial activity centers.

3.3.6 Incorporate creative placemaking elements within all walkability and bikeability strategies (ex: artistic crosswalks or sculptural bike racks).

3.3.7 Coordinate efforts with property owners to develop solutions for accessibility issues.

Action Items

3.3.1 Improve the pedestrian experience at the railroad crossing and to the City Lake.

3.3.2 Follow the proposed realignment of the W 3rd Street extension to connect E Hulett Street at 1st Street.

3.3.3 Add trails to the natural, undeveloped areas near Martin and McDonald Streets.

3.3.4 Ensure there are connections from Downtown to any new or planned mixed-use or commercial activity centers.

3.3.5 Explore opportunities for the floodplain around Martin Creek to become an activated public space.

3.3.6 Adopt a Complete Streets Policy for strategic corridors, especially E Nelson Street and 4th Street.

3.3.7 Create traffic calming measures at the intersection of Nelson and 4th Street to dissuade truck traffic from using this route.

3.3.8 Install truck route signs encouraging the use of 207th Street to 2nd Street using grade separation.

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goal 3.4

Expand commercial and mixed-use activity outside of Downtown Edgerton

Policies

3.4.1 Maintain distinct character in each activity center to reduce any negative impacts to other commercial or mixed-use areas.

3.4.2 Support distinct and unique services in each activity center.

Action Items

3.4.1 Create master plans for the two mixed-use areas and greenbelt areas to the north and south of Downtown.

3.4.2 Complete a corridor plan for 4th Street.

3.4.3 Connect each new commercial or mixed-use activity center via streets and trails to the Downtown utilizing the greenbelt overlay area whenever possible.

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4

Housing Diversity



Ensuring residents have a place to call home, that is safe and affordable is a pivotal piece of any community's foundation. These residents are the ones who build the overall character of the community and support endeavors to improve the quality of life.

Housing in Edgerton today provides safe shelter to approximately 1,750 residents. These homes come in a variety of shapes and sizes, price points, and types. As more people look to call Edgerton home, the City has the opportunity to welcome many new residents and support them as they establish their place in the community. This section examines the existing housing stock and affordability considerations in Edgerton today, summarizes the housing windshield survey that was conducted as part of this planning process, and projects housing demand for the next thirty years based on population projections, desired target mix, and the Future Land Use Plan.

Overview

Existing Housing Stock + Housing Affordability 77

Johnson County Housing Study Summary 82

Windshield Survey Results 84

Public Engagement Summary 90

Future Need + Target Mix 93

Proposed Residential Development 95

Goals, Policies, and Action Items 96



Existing Housing Stock

Edgerton's existing residential mix is dominated by detached single-family homes with limited options for duplexes and manufactured homes. The map shown in Figure 4.1 highlights the general area in which Edgerton's residential stock is located within the existing city limits. Much of this stock is located around the historic core of the community, with few homes located outside of the orange dashed circle.

The map in Figure 4.2 provides greater focus of the existing residential parcels in Edgerton and will be used as the viewpoint for the remaining housing analysis maps in this chapter. The golden yellow represents conventional, detached single-family residential homes. The orange represents duplex or triplex homes and manufactured homes. Table 4.1 further details the acres and share of each residential land use and emphasizes the need for greater housing type diversity.

Table 4.1 - Housing Types by Acres

Residential Type	Total Acres	Share
Low-Density Residential	298.3	96.4%
Medium-Density Residential	11.1	3.6%

Figure 4.1 - Edgerton Full City Limits and Existing Land Uses

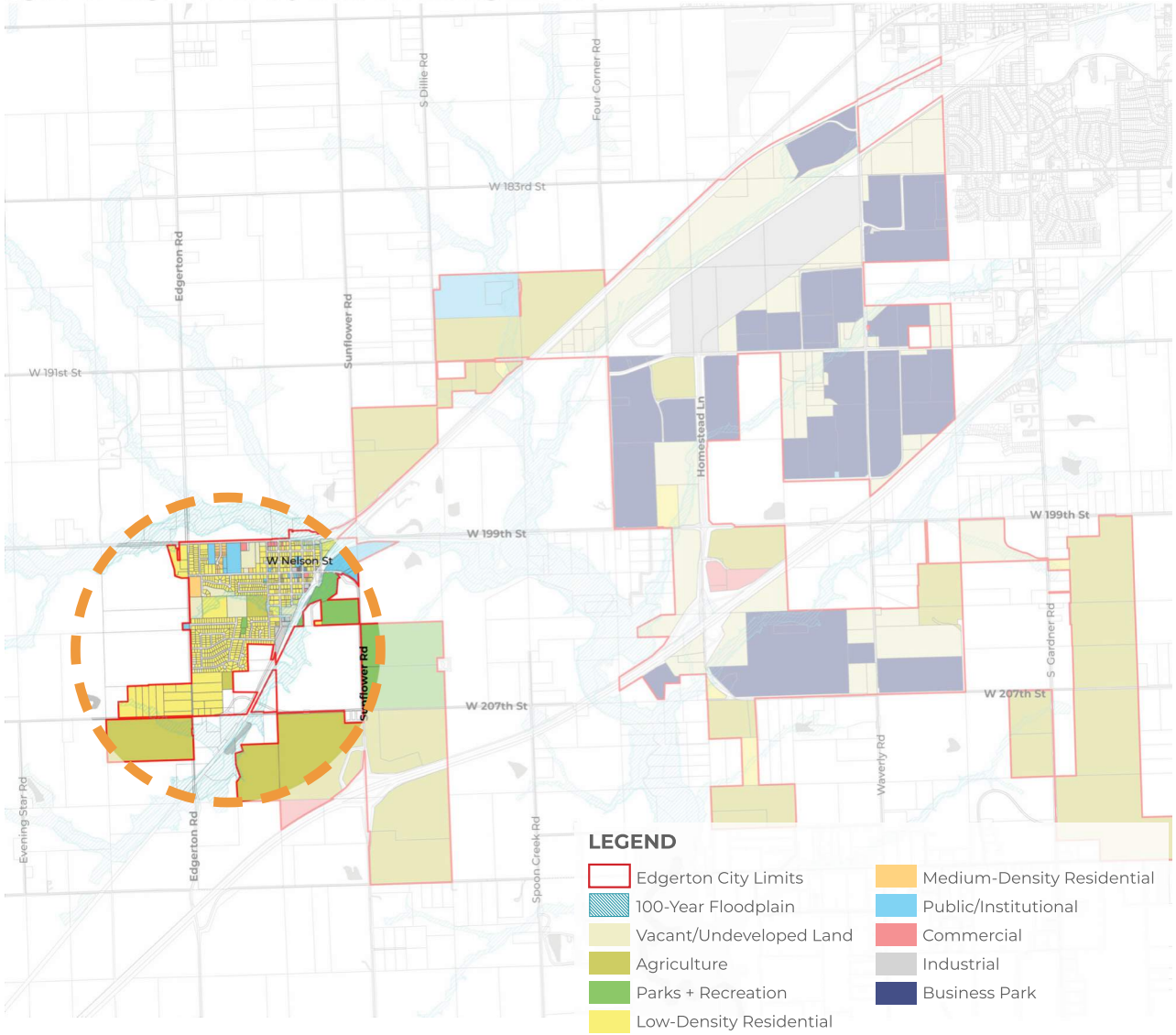
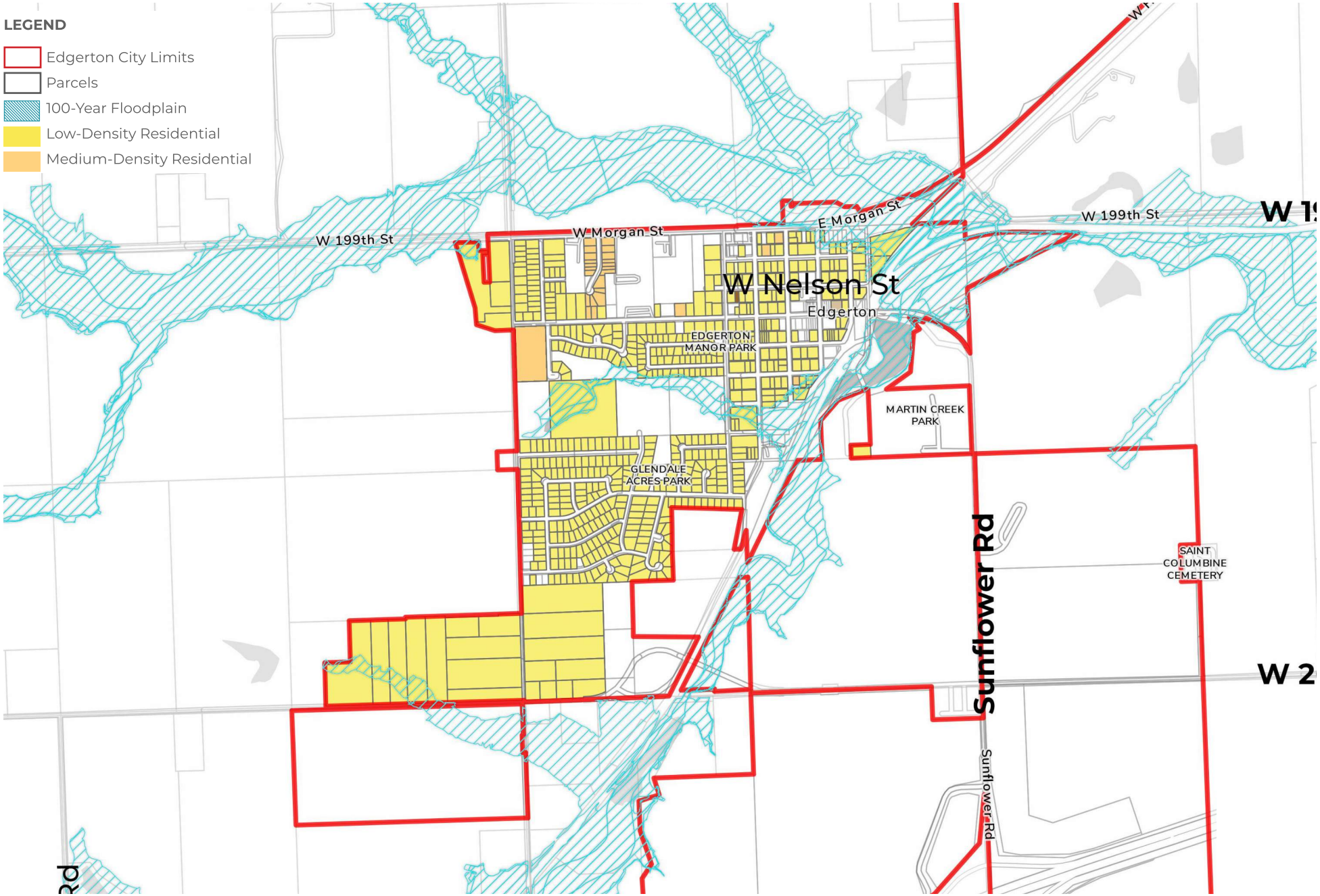


Figure 4.2 - Edgerton Existing Residential Land Uses



Housing by the Numbers

The graphics and charts presented on the next page leverage U.S. Census 2021 5-year estimates and Johnson County parcel data to highlight housing-related datasets. The majority of homes in Edgerton today are owner-occupied (77.6%). This datapoint highlights the need for potential homeowner programs, such as first-time homebuyer or housing rehabilitation programs to assist in maintaining and occupying the existing housing stock. The smaller portion of renter-occupied housing (22.4%) presents an opportunity to expand rental opportunities in Edgerton. The greater the variety in housing, the better, as it allows more residents to obtain housing that is more accommodating to their lifestyles and needs. Furthermore, it can be beneficial to the community overall to have a healthy mix of renter- and owner-occupied housing as it brings renters to the community and increases the likelihood for them to then decide to buy a home and continue to invest in the community. The desire for improving housing choice in Edgerton was frequently mentioned throughout the public input process and is translated into the Future Land Use Plan presented in Chapter 2.

The majority of residential development in Edgerton occurred from 1970 through 1979, with approximately 219 units constructed. The following decades experienced varying waves of development, with the largest addition coming in the early 2000s with 133 units.

In 2022, a plan was approved for the Dwyer Farms subdivision of 275 homes in Edgerton. These are expected to be developed over the next seven years. See Figure 4.3 for the location of this development. These 275 homes will bring many units online and potentially allow for greater housing mobility within Edgerton, relieving areas of pressure on the housing stock.

Examining household composition and value provides further insight into the community as a whole. There are an estimated 626 occupied units within Edgerton's city limits today. Of these occupied units, the average household size in Edgerton is 3.04. This is generally the same as neighboring communities Gardner and Spring Hill. The estimated median gross rent for rental units in Edgerton is $1,091. This estimate is comparable to that of Gardner and Spring Hill. The 2023 average appraised home value is estimated to be $209,672. This estimated home value is lower than Gardner and Spring Hill as shown in Table 4.2.

Figure 4.3 - Location of Approved Residential Development

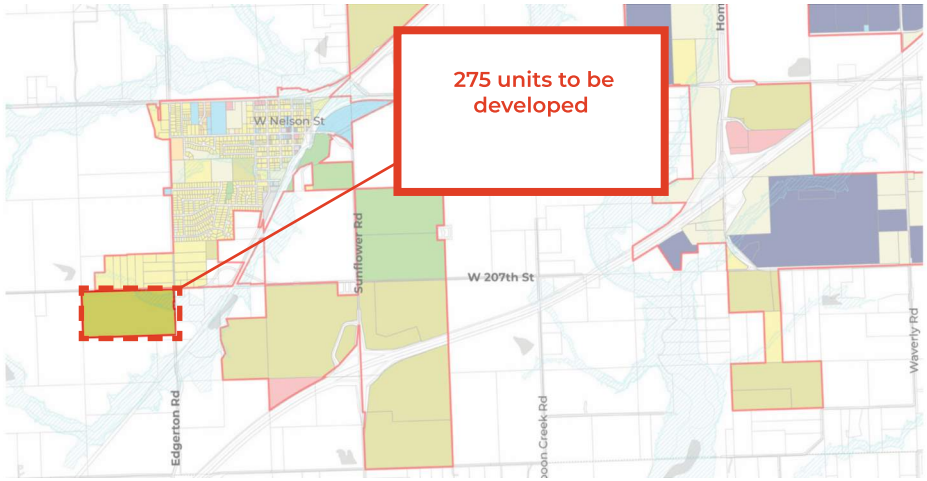


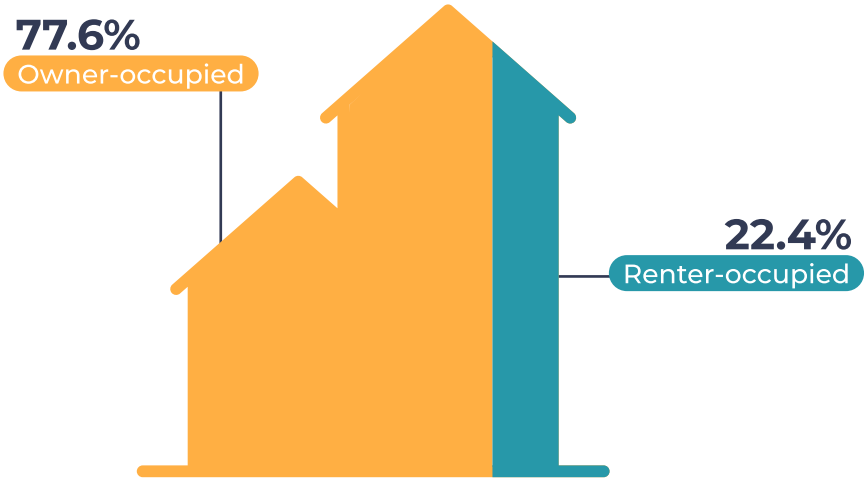
Table 4.2 - Household Characteristics Comparison

Household Characteristics Comparison				
Location	**Number of Occupied Units**	**Average Household Size**	**Median Gross Rent**	**Average Appraised Value**
Edgerton	626	3.04	$1,091	$209,672
Spring Hill	2,636	2.97	$1,027	$336,792
Gardner	7,732	2.96	$1,178	$299,481

Source: Johnson County, KS 2023 Revaluation Report

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Majority of homes are owner-occupied in Edgerton today.





Edgerton has an average household size of 3.04 persons.



The decade with the largest residential boom was from 1970-1979, with 219 units constructed.

Total occupied units

626

Median gross rent

$1,091

Average appraised value

$209,672

Source: ACS 2021 5-Year Estimates and Johnson County Parcel Data

Housing Attainability

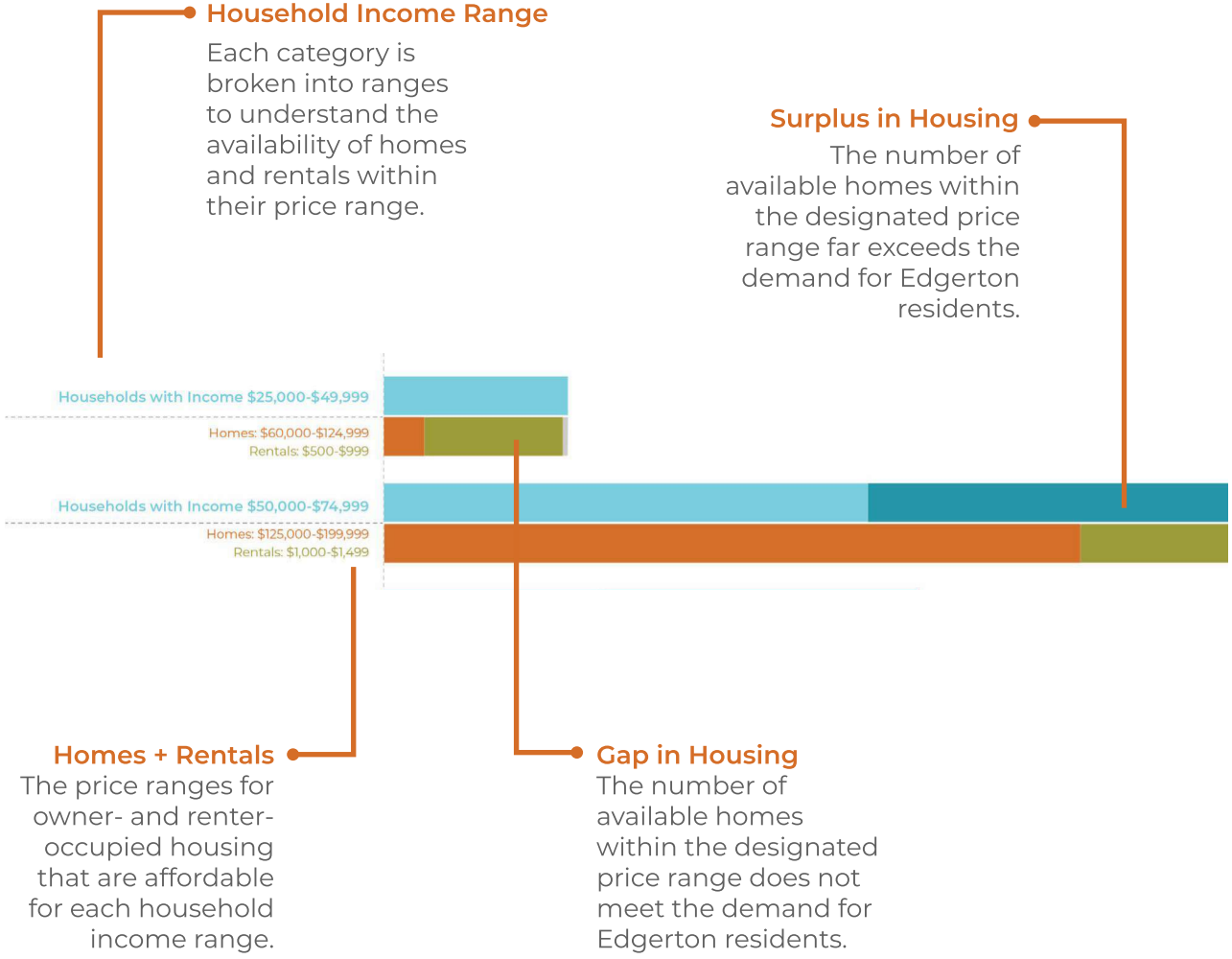
A housing attainability analysis highlights the current gaps and surpluses in housing based on household income and what is considered affordable within those income ranges. This data presents opportunities in identifying where the housing stock is stable and where it is vulnerable. These vulnerable ranges produce insight into where homeowners and renters are going to obtain housing and the pressures the housing stock is facing. This analysis will serve as a guide for some of the recommendations and goals to come.

Edgerton currently has an estimated vacancy rate of 5.9%. This is somewhat high as the recommended residential vacancy rate should be more around the 3% threshold as it allows for some balance between renter- and owner-occupied housing. Edgerton's higher vacancy rate can be assumed to highlight that the availability homes are **1)** not affordable to prospective or current residents or **2)** not meeting the needs of housing types and sizes for prospective or current residents.

A similar analysis was completed for Edgerton in the 2021 Johnson County Housing Study. The 2018 ACS 5-year estimates were the most up-to-date dataset available to the consultant team to identify housing trends in the communities throughout the county. The attainability analysis from the study identified two key points:

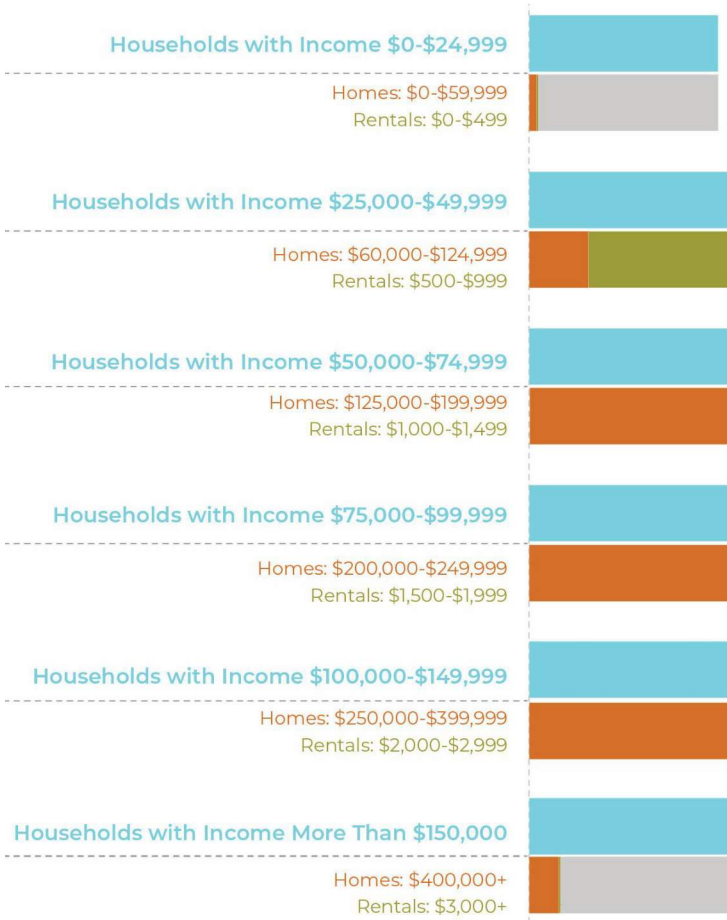
- There was a surplus in housing that was deemed attainable for households earning less than $75,000.
- There was a shortage in housing priced above $200,000 or rentals above $1,500 a month.

Updated findings for the 2021 dataset is presented on the following page.



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Figure 4.4 - Edgerton Housing Attainability



1 There is a gap in available housing to the lowest income bracket. Due to limited stock, these households must seek housing outside of their affordability range.

2 A surplus of housing remains attainable to those earning less than $75K. There are fewer available rentals available below $1,000 in Edgerton today, limiting opportunities to obtain affordable rentals.

This surplus price range is consistent with the median home value found in Edgerton today.

3 There is still great opportunity to construct housing and rentals with values and monthly costs greater than $200K and $1,500 respectively.

There has been limited residential development since the previous analysis was completed. However, with the addition of 275 units on the south side of Edgerton, it can be expected to see a shift in availability in price points following their construction.

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2021 Johnson County Housing Study and Edgerton Housing Study

In 2021, Johnson County completed a housing study to identify existing conditions, housing affordability, and future needs or desires for each of its incorporated jurisdictions. Following the adoption of this plan, Edgerton contracted the same consultant team to complete a more thorough analysis of the housing needs of the community. Edgerton was categorized as a 'mid-tier' community, which is defined as "evolving cities through land growth and redevelopment. While these cities currently have smaller populations, some have opportunities to grow faster than others" (Johnson County Housing Study, 2021). Other communities in this designation included De Soto, Merriam, Mission, Roeland Park, and Spring Hill.

The Johnson County Housing Study summarizes:

- Population change
- Housing occupancy
- Construction activity
- Existing conditions of the housing stock
- Financial conditions of households
- Housing attainability
- Community perceptions (Derived from the community survey that accompanied the study)

The Edgerton Housing Study provides further investigation and analysis into market trends, community themes, and community-based recommendations.

Findings from the community survey and listening sessions:

Residents identified small and mid-sized homes to be the most successful in Edgerton

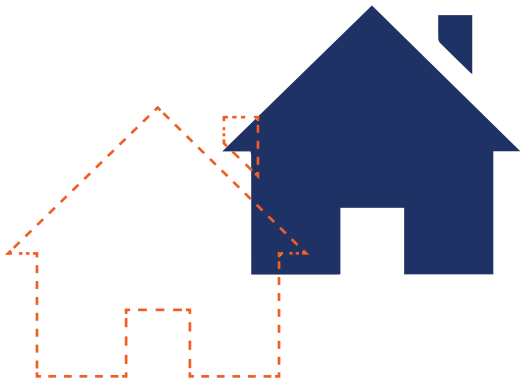
There is demand for increased multi-family residential near the Logistics Park facilities

Residents feel that the existing stock serves as starter homes and require rehabilitation.

Available parcel sizes and utility infrastructure are major obstacles limiting residential development

Internet access is one of the greatest concerns

Partnerships and discussions with developers could make these infrastructure improvements attainable if accompanied by increased growth pressure.



Home flippers are impacting housing prices and availability with rapid improvements.

Edgerton has seen increased cases of 'flippers' in recent years. Flippers are people or groups that come into a community, purchase low-cost homes, completely gut and reconstruct the interiors and exteriors, and sell the home at a large profit. The impacts of these actions often result greatly increased home prices and limited available housing stock for others in the community.



Edgerton is already exceeding projected demand from the 2021 study with permitted developments.

The Edgerton section concluded with a housing demand model to assist in understanding housing need by 2030. The estimated population by 2030 in the study is 2,188, with a need for 205 new units. The updated population projections and Dwyer Farms development of 275 units make these estimates obsolete for future decisions.



Risk sharing opportunities might help draw more developers to the community.

The limited number of lots that are construction-ready and connected to infrastructure are acting as a challenge to inviting developers and new homes to the community. The Study recommends the City explore risk sharing mechanisms to reduce infrastructure costs to developers in new construction projects and strengthen the market.

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Windshield Survey

A windshield survey was conducted in June of 2022 to capture an up-to-date snapshot of the condition of homes in Edgerton. Figure 4.5 presents the study area utilized for the survey. This information is valuable when trying to identify opportunities for rehabilitation zones and producing neighborhood-specific strategies for rehabilitation. There were a total of 575 homes surveyed during the windshield survey.

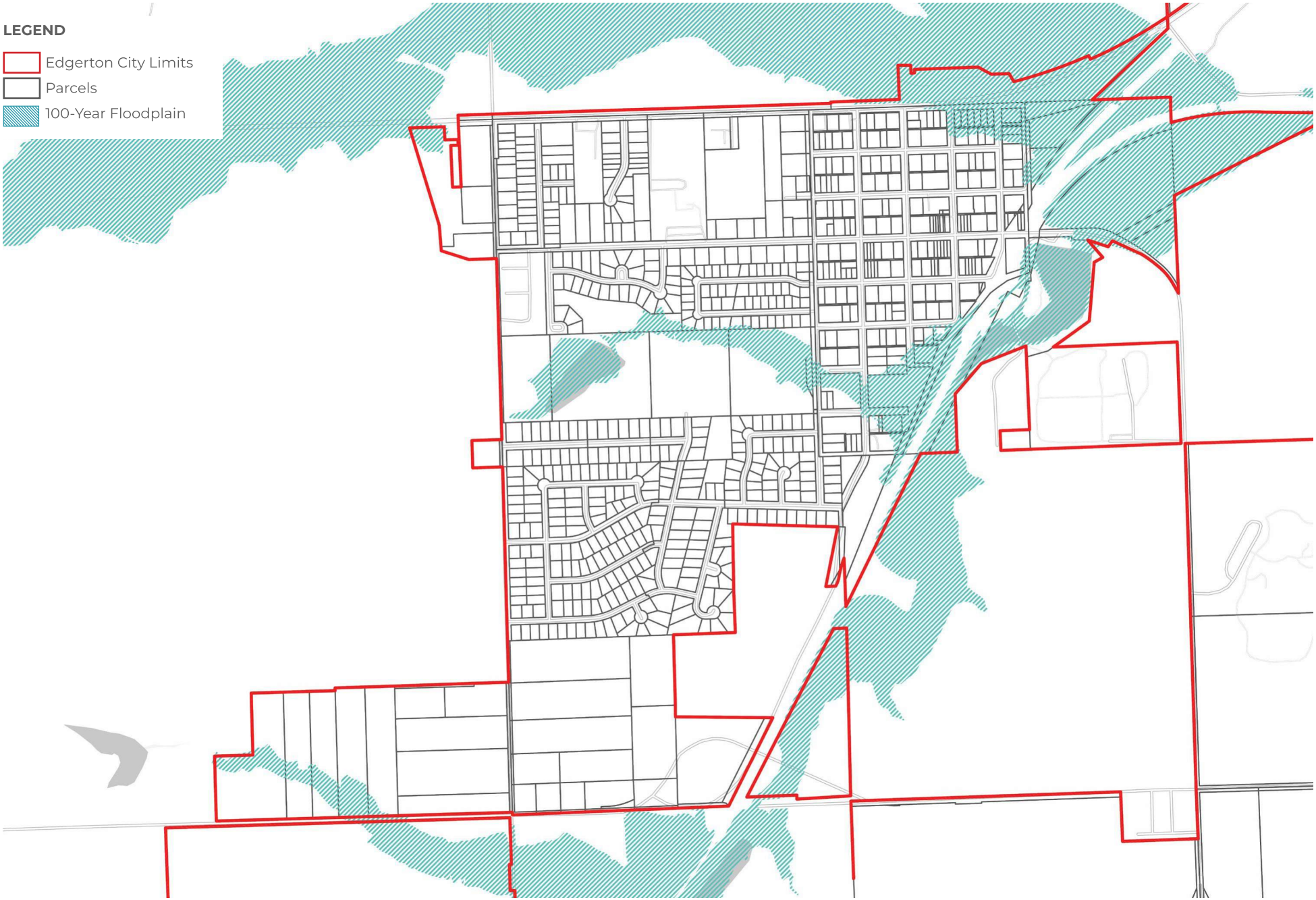
What Was Assessed

The survey utilized Survey123, an online application that supports geolocated surveys, to inventory a variety of factors associated with each unit. These factors included housing type, exterior housing condition, number of floors, and roof condition. Each of these components then assist in identifying 'hot spots' of neighborhoods that may need concentrated focus for rehabilitation and financial assistance programming.

The following pages detail the findings of the windshield survey.

Excellent	Sound	Minor Rehabilitation	Deteriorating	Dilapidated
A dwelling unit that is new or well maintained and structurally intact. Foundation appears structurally undamaged, and rooflines are straight. Windows, doors, and siding are in good repair. Exterior paint is in good condition.	A dwelling unit that requires minor deferred maintenance, such as repainting, window repairs, the replacement of a few shingles, or the repair of cracks in the foundation.	A dwelling unit that shows signs of multiple deferred maintenance, or that requires the repair of one major component.	A dwelling unit that has at least two major structural problems, but can be repaired with major rehabilitation.	A dwelling unit that suffers from excessive neglect, appears structurally unsound and not safe for human habitation, and may not be feasible to rehabilitate

Figure 4.5 - Study Area for the Edgerton Windshield Survey



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Windshield Survey Results

The windshield survey assessed the housing type, exterior condition, roof condition, and number of floors. Of the 575 homes that were surveyed, 41% were given an excellent rating and 43% were given a sound rating. This accounts for nearly 85% of the existing housing stock today in Edgerton.

This large quantity of excellent and sound rated housing is integral to the maintenance of Edgerton's existing housing stock for a number of reasons:

- As residential development rises, the current occupants of these homes will likely look to move up into the housing market, while these homes will serve as maintaining the pre-existing, affordable stock to those looking to enter the market.
- These homes will serve as Edgerton's historic residential core.

Roof conditions in Edgerton are primarily of excellent or sound quality as well. In further investigation to this occurrence, it became known that there was a hail storm that came through Edgerton that resulted in the replacement of many dwelling's roofs; therefore, many of them are still in great quality today.

The final overall themes from the windshield survey are presented on page 86.

The windshield survey results showcase a well-maintained housing stock in Edgerton today. Majority of homes had "excellent" or "sound" ratings.



41% were rated **excellent**

43% were rated **sound**

13% were rated **minor rehabilitation**

3% were rated **deteriorating**

1% were rated **dilapidated**

Roof conditions in Edgerton are primarily of "excellent" and "sound" quality.

63% were rated **excellent**

32% were rated **sound**

3% were rated **minor rehabilitation**

2% were rated **deteriorating**

0% were rated **dilapidated**

Figure 4.6 - Homes captured in the Windshield Survey










Windshield Survey Results Cont'd

The following series of images captured a variety of homes throughout Edgerton from the windshield survey. These homes highlight some of the excellent, sound, and minor rehabilitation homes throughout the community.





Figure 4.7 - Summary of Findings from the Windshield Survey



The majority of homes in Edgerton are of excellent or sound quality. This indicates strong investments made by residents to maintain a high quality of life.



The type of homes surveyed, coupled with demographic data, identifies a strong family presence in the community. This should be a key consideration in the creation of the future land use plan.



Due to the higher quality homes in Edgerton, incremental investments and updates will be key in maintaining and improving housing throughout the community.



Edgerton should work to attract a broader variety of housing types to support aging in place and the needs and desires of the community based on public input.

Housing Programs in Edgerton Today

One way to preserve and maintain the existing housing stock is through rehabilitation programs or grants. Housing programs offer a variety of funds and assistance to preserve and maintain the existing housing stock. Historically, the City of Edgerton has offered funding assistance to small-scale rehabilitation projects. While not currently available, this was a topic stakeholders and the steering committee brought up as an item to bring back to the community.

ElevateEdgerton! and City of Edgerton

Today, ElevateEdgerton! and the City of Edgerton partner to offer a Residential and Commercial Beautification Grant. This grant is open to all residents, small business owners, and property owners within the city limits of Edgerton. The funds from this grant are limited to exterior improvements to aid in enhancing the aesthetic value of Edgerton's built environment.

What does the grant cover?

The Residential and Commercial Beautification Grant is a one-time, annual award that reimburses the grantee for the completion of their project. The reimbursement is 50% of the project costs, not to exceed $500.

What are some eligible expenses?

- Exterior paint/siding
- New doors/windows
- New commercial signage
- Landscaping
- Facade restoration
- Concrete projects (sidewalks, driveways, front stoop)
- Roof or new additions (eligible following permitting process)

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ELEVATE!
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Partnership for Economic Advancement



Public Engagement Summary - Housing

Housing availability and diversity was a common topic of discussion throughout the public engagement process. Many residents and Comprehensive Plan Advisory Committee (CPAC) members feel that Edgerton today does not have adequate housing options to support the needs of the community as it grows. The local economy is expected to continue to grow; therefore, there will be higher demand for more housing options and price points in the coming years.

The public engagement process highlighted key themes and opportunities as it relates to housing in Edgerton. These include:

- Expanding housing choice and price points
- Introducing a housing rehabilitation loan program
- Provide life-cycle housing options that allow residents to age-in-place
- Expand rental options, especially along I-35 and other major roadways

Note: The following graphics and images represent the questions asked at the various engagement opportunities during Phase 2 of the comprehensive planning process.

Figure 4.8 - Image Voting Exercise Results- Most Preferred Single-Family Residential Options









Please rank these items, in terms of need and priority (high being most needed, low being least needed).

1 Broader range of housing choices	4 More sidewalks and trails
2 More retail shopping	5 Open space and natural resource preservation
3 More parks, recreation, and open space	6 More industrial and business park

What type of housing is needed in Edgerton? Select up to 3.

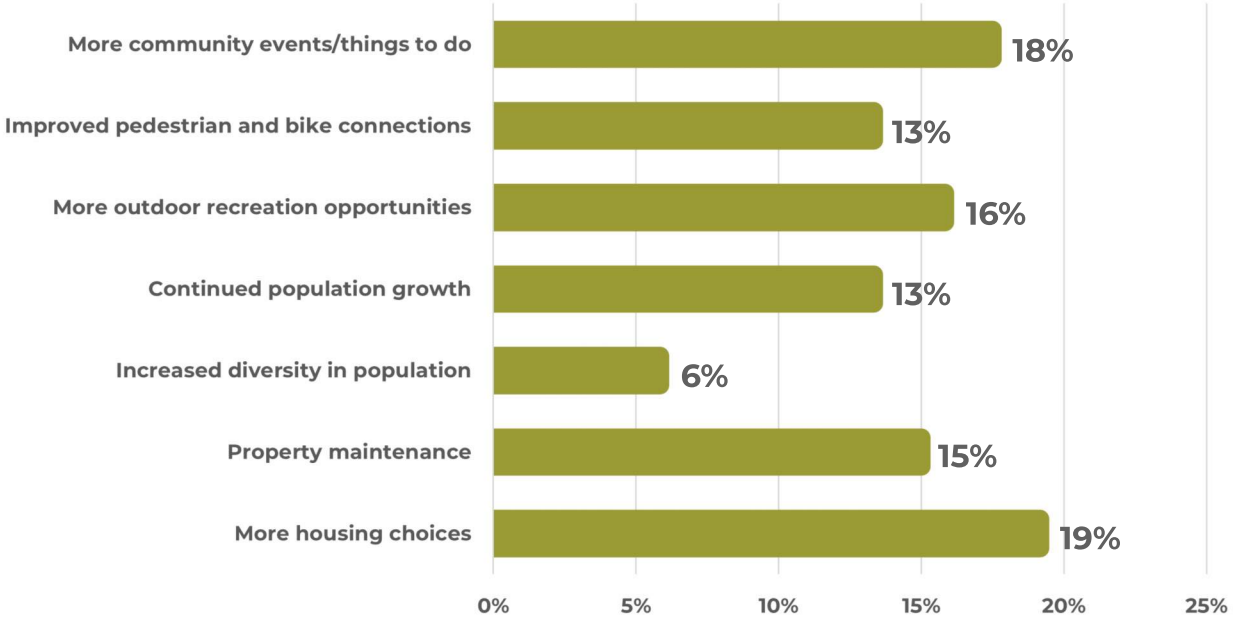


Entry Level Single-Family Housing

Mid-Level Single-Family Housing

Affordable Housing

Please indicate the changes you think would improve the quality of life in Edgerton. Select up to 3.



Population Projections

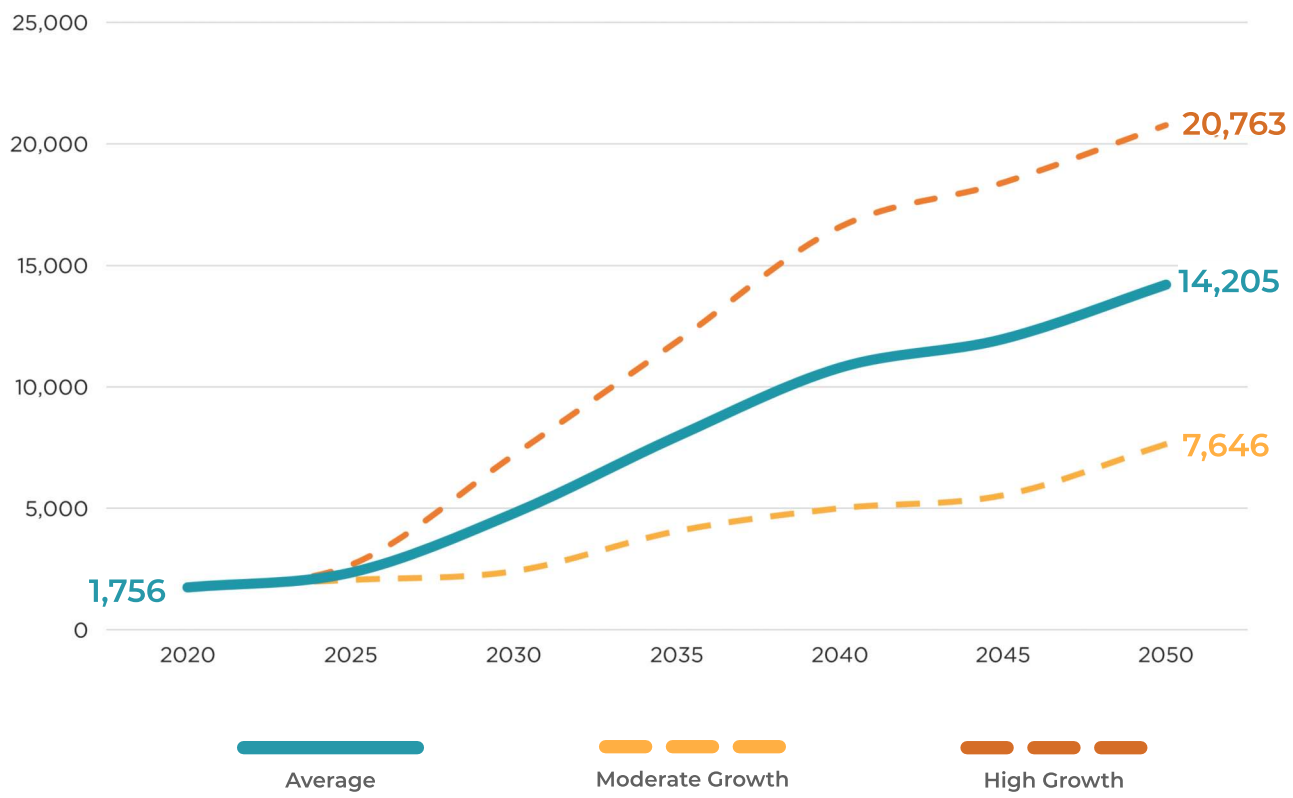
Figure 4.9 presents the population projections completed for Edgerton to better prepare for population growth from 2020-2050. These projections utilize the added annual population growth in Gardner and Spring Hill as a method to forecast Edgerton's future population. This method was chosen due to Gardner and Spring Hill's historic growth and similar community characteristics. Both of these communities have experienced rapid growth and can help better prepare Edgerton for what they can also expect as the next likely growth zone.

The average between Spring Hill and Gardner's growth trajectories was selected as the likely Edgerton population projection. Lower and higher growth scenarios are also shown for reference. The subsequent projections provided throughout the rest of the plan utilize the average growth projection of 14,205 residents by 2050.

Household Projections

Household projections were calculated utilizing the estimated 2050 population of 14,205 residents. The current average household size for Edgerton is 3.04. Translating this into total household projections, it can be estimated that there will be an additional 4,095 total households in Edgerton by 2050, or 152 units annually.

Figure 4.9 - Edgerton Population Projections 2020-2050



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Figure 4.10 - Residential Target Mix Estimates for Edgerton



	Detached Single-Family	Attached Single-Family	Multi-Family
CURRENT MIX	96.4%	3.6%	0.0%
TARGET MIX	55%	30%	15%
NEEDED UNITS	**2,252** Detached Single-Family Units	**1,229** Attached Single-Family Units	**614** Multi-Family Units
NEEDED ACRES	**751** Detached Single-Family Units	**154** Attached Single-Family Units	**51** Multi-Family Units

Target Mix

Target mix scenarios, presented to the left, help identify the number of necessary units and acres by type needed to house the additional population growth estimates. To house the estimated 12,449 additional residents in the community, 4,095 total units should be constructed.

The current residential mix in Edgerton is dominated by detached, single-family homes; however, not all future residents will desire to live in a detached, single-family home, and even current residents dream of a greater diversity in housing choice within the community today as reflected in the ***Public Input Report.*** Therefore, Edgerton should strive for a broader target mix for residential development. Figure 4.10 highlights the current mix and target mix for Edgerton to follow for future development.

The Future Land Use Plan should meet and/or exceed these estimates to accommodate the projected population and household growth within the community, and still provide flexibility within the location of land uses.

ASSUMPTIONS UTILIZED FOR ACRE ESTIMATIONS

	Detached	Attached	Multi-Family
Dwelling Units Per Acre	3	8	12

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Future Potential Residential Development in Edgerton

The map illustrated in Figure 4.11 identifies the proposed locations of residential land uses based on the Future Land Use Plan. The diversity in housing, as desired by the community, is directly implemented into the Future Land Use Plan with the variety of housing types allowed in each land use category.

The decision to locate specific types of residential development, such as medium-to-high density or mixed-use developments, is directly correlated to the adjacent land uses. Where there are greater densities and intensities of commercial users, residential land uses reflect this. In areas that are less developed and the land is not as supportive to density, rural-to-low and low-to-medium density residential is likely to be located here.

The images presented to the right highlight the most preferred residential housing types and characteristics from the public input. These should be referenced as developments are proposed in Edgerton.

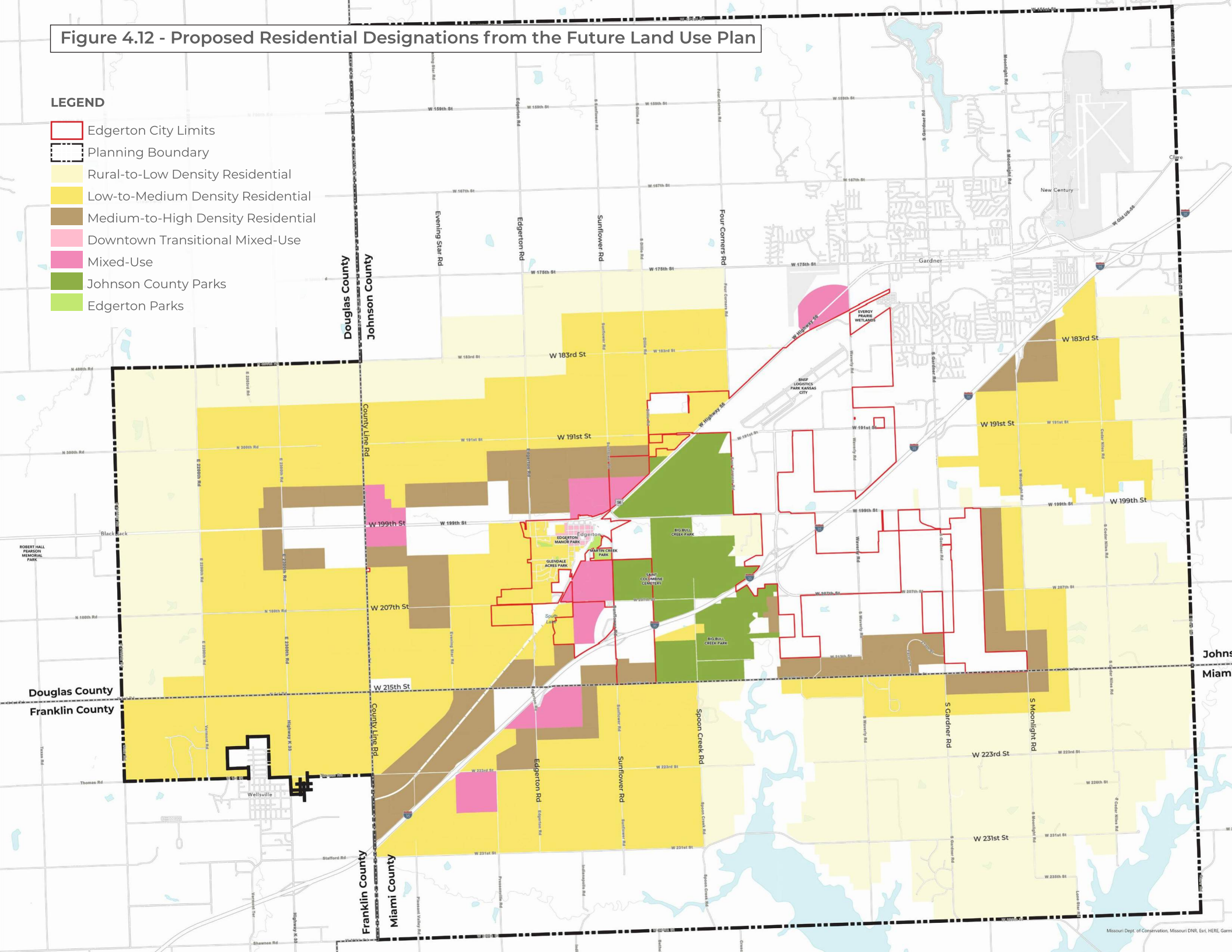
Figure 4.11 - Most Preferred Residential Housing Types and Characteristics from Public Input Activities








Figure 4.12 - Proposed Residential Designations from the Future Land Use Plan



goal 4.1

Increase housing diversity in Edgerton

Policies

4.1.1 Utilize the Future Land Use Plan for any proposed residential development discussions.

4.1.2 Allow for accessory dwelling units (ADUs) and other alternative residential developments, such as cluster homes, to increase housing opportunities in Edgerton.

4.1.3 Provide workforce housing to support local and regional economic growth.

4.1.4 Explore partnerships to incentivize prospective residents to move to Edgerton.

4.1.5 Locate dense residential developments, such as townhomes or apartments, near LPKC to establish greater opportunities for workforce housing.

4.1.6 Support high-density developments in the community to help provide greater variety in housing choice.

Action Items

4.1.1 Update zoning regulations to promote flexibility in residential development types.

4.1.2 Create zoning regulations to allow for and promote accessory dwelling units (ADUs) as a method for aging in place.

4.1.3 Explore residential housing regulations, such as a Rental Housing Inspection Program, once Edgerton becomes a Class 1 city.

4.1.4 Actively work with developers to bring desired housing types, as identified in this chapter, to the community.

4.1.5 Establish zoning districts permitting high-density and mixed-use development without having to create a PUD.

4.1.6 Create a program to support higher density development, such as a density bonus.

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goal 4.2

Promote best practices for all proposed residential development

Policies

4.2.1 Promote organic growth and limit leapfrog development.

4.2.2 Limit culs-de-sac to allow for greater thru connection in the roadway network.

4.2.3 Plan for appropriate infrastructure to support development.

4.2.4 Promote pedestrian-focused design in residential blocks via appropriate street widths, short block lengths, and planting strips large enough to accommodate street trees.

Action Items

4.2.1 Integrate a parkland dedication ordinance into the zoning code to ensure all residents have access to greenspace.

4.2.2 Adopt residential design guidelines for multi-family developments that consider setbacks, scale, pedestrian-orientation, parking, and aesthetic value.

4.2.3 Continue to support the EDGE Grant and consider opportunities to expand the program.

4.2.4 Re-survey homes in the community every five years following the 2022 Windshield Survey to monitor housing condition throughout Edgerton.

goal 4.3

Consider development impacts to adjacent lands and mitigate negative effects to the environment

Policies

4.3.1 Encourage preservation of natural resources.

4.3.2 Explore opportunities to integrate stormwater retention and detention systems as recreational amenities for neighborhoods.

4.3.3 Leverage the location of the greenbelt overlay in proposed residential developments as a natural asset.

4.3.4 Encourage residential developments to retain and integrate environmental features into their ultimate design.

4.3.5 Maintain best management practices in residential areas as it related to the floodplain.

4.3.6 Preserve the areas under the greenbelt overlay whenever possible.

Action Items

4.3.1 Adopt requirements for plantings and greenscapes in the residential design guidelines.

4.3.2 Update City regulations to require the replacement of existing trees removed for development.

4.3.3 Create a tree preservation ordinance.

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5

Business Growth



Edgerton has been experiencing an economic boom in terms of the number of jobs and employers moving into the community. This is in large part due to the opening of the Logistics Park Kansas City (LPKC) and the support industry and economic development initiatives that have occurred alongside this new development.

Continued job growth, especially as it relates to warehousing, transportation, and manufacturing will likely continue for years to come thanks to strategic investments and programs. Another strategic opportunity of business growth in Edgerton will be to continue to attract commercial and service industries to help support continued population growth and to improve quality of life.

This chapter provides an overview of the industry and labor profile for both Edgerton-based and Edgerton resident's industries/jobs. The commuting patterns and destinations of workers is discussed followed by an analysis of the main drivers of growth and new growth areas in Edgerton. The final component before the goals, policies, and action items is a strategic opportunities map that visualizes the various economic development based opportunities for business growth in Edgerton.

Overview

Edgerton Based Jobs Overview 106
Edgerton Resident Jobs Overview 108
Commuting Patterns 109
Public Input Overview 112
Growth Drivers 114
New Growth Areas 120
Strategic Opportunities Map 122
Goals, Policies, and Action Items 124

Business Conditions in Edgerton Today

Edgerton has a robust and diverse base of jobs that provide unparalleled opportunities for the community to sustain a high quality of life for the residents of the city. The top job industries in Edgerton include transportation and warehousing, wholesale trade, and jobs based in utility generation.

The major source of jobs in Edgerton is the Logistics Park Kansas City (LPKC). This economic center has a capacity of 30 million square feet at full build out with the park designed to accommodate growth in the rail transportation industry. The intermodal facility alone can support 1 million square feet at full build out. This facility will continue to bring good paying jobs to the City of Edgerton for years to come.

Impact of Job Growth

Job growth is an important factor as it brings tax revenue, workers, and development interest to a community. While Edgerton's population growth has not experienced the same rate of growth seen in their employment, there is opportunity to expand the housing stock to meet the housing demand created by these new jobs. Local workers already spend a substantial amount of time in the community and could lessen their commute times by living locally.

A Note on Jobs Data

There are many sources of jobs/industry data available. For the most part, this data is reliable and accurate. Fast-growing job markets, like that in Edgerton, can make it difficult for national-level datasets to keep up with the on-the-ground conditions of the employment market. To create an economic profile to evaluate business growth conditions in Edgerton in 2023, a combination of datasets were analyzed. Though the job totals specifics will vary, the overall trends remain consistent - Edgerton's job market has been experiencing a boom - a reflection of its strategic location, partnerships, and commitment to growth and development.



Total Jobs

Total Jobs by Industry

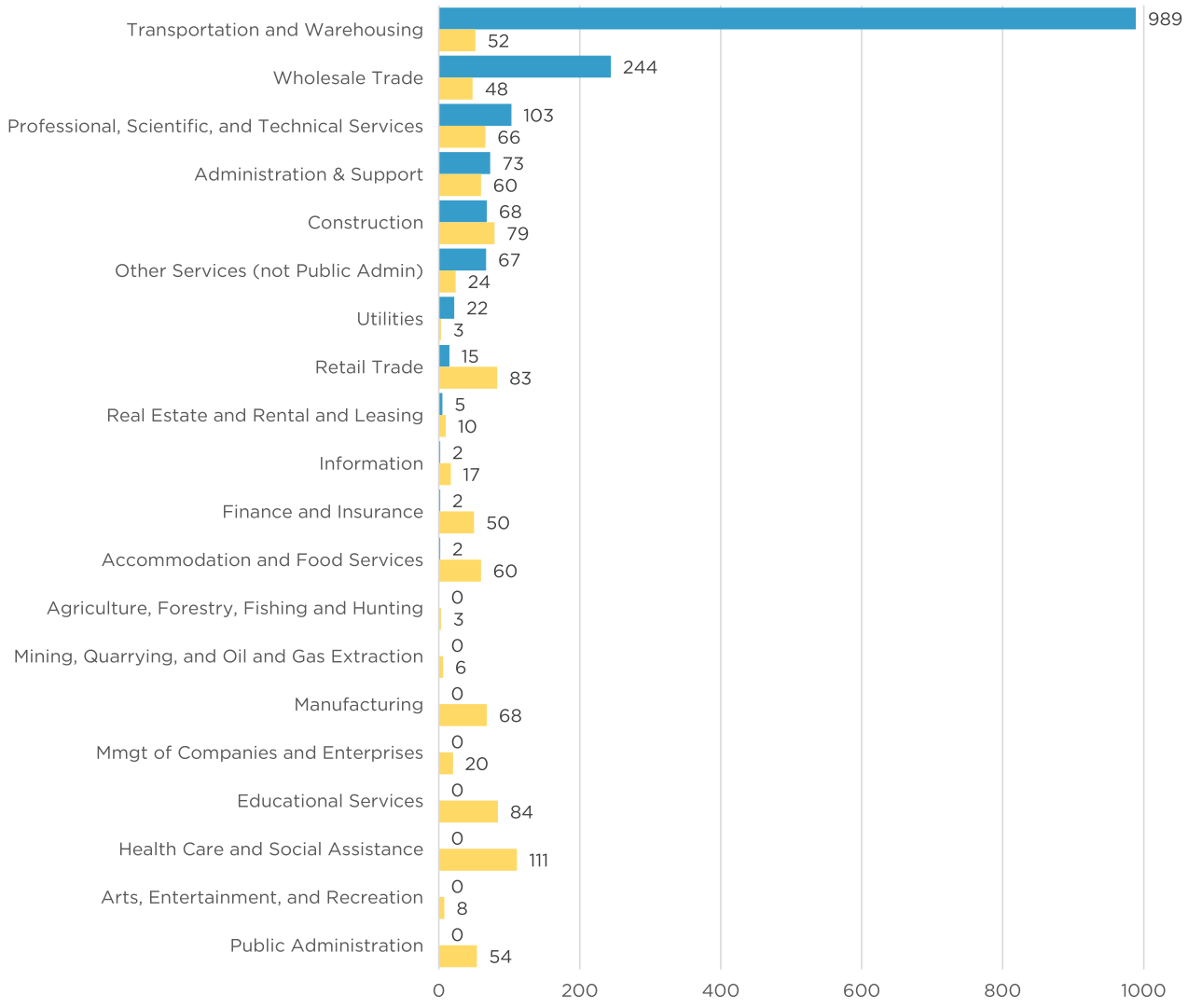
According to U.S. Census data, there was an estimated 1,592 jobs in Edgerton in 2020. Given the fast-paced growth of transportation and warehousing jobs due to the Logistics Park Kansas City (LPKC) this number is conservative. However, the impact of the LPKC is already reflected in the industry make-up of the jobs now located in Edgerton. Figure 5.1 shows the total number of jobs in Edgerton by industry sector (blue bar) and the total number of jobs held by Edgerton residents by industry sector (yellow bar).

Nearly 1,000 jobs in Edgerton are in the Transportation and Warehousing sector with additional jobs in Wholesale Trade totaling 244. This is the clear majority industry in Edgerton.

There is a significant difference between the number of residents working in Edgerton's major industries and the jobs held by Edgerton residents. This suggests many local jobs are not held by Edgerton residents. This may be due, in part, to the limited availability of housing options within the City of Edgerton today. This assessment is confirmed later in the data regarding commuting patterns in/out of Edgerton demonstrating that many people choose to commute into Edgerton for work rather than live and work in the community.

Jobs held by Edgerton residents represent a much more diverse set of industries. It will be important for Edgerton to grow so people who live in Edgerton may also have the opportunity to work here in the future.

Figure 5.1 - Total Jobs by Industry (2020)



Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

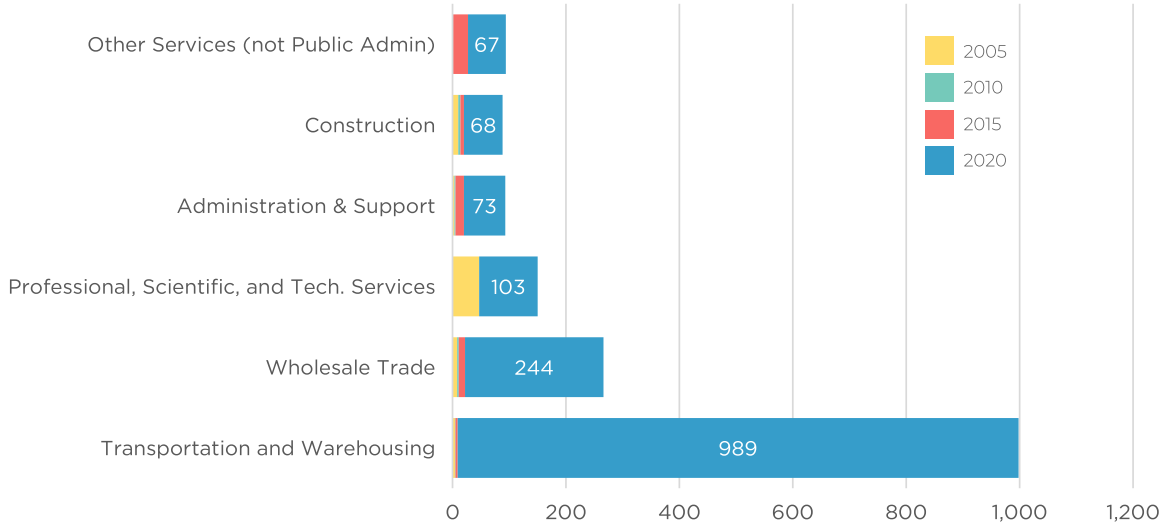
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Edgerton Job Growth

Job Growth by Industry

The job growth in Edgerton has been transformational in the past ten years. Most of the job growth has been clustered into specific industries. Figure 5.2 shows the job growth in the top six industries present in Edgerton between 2005-2020. This can be most clearly seen in the massive influx of Transportation and Warehousing jobs added between 2015 and 2020 in Edgerton. Edgerton went from an estimated four Transportation and Warehousing jobs to just under 1,000. Since this data is older, the actual job growth in industries like Transportation and Warehousing and Wholesale Trade is even more substantial.

Figure 5.2 - Top Industry Job Growth 2005-2020



Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

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Major Employers

Figure 5.3 shows the location of the largest employers in Edgerton as of 2023 based on data provided by ElevateEdgerton!. Most of these major employers are located within or near to the Logistics Park KC area and/or along I-35. This map further highlights the significance of I-35, the railway, and the LPKC have on the employment profile of Edgerton.

Table 5.1 provides a list of the major employers by type of business and number of jobs. Most of the employers relate to warehousing, logistics, storage, and wholesale trade. The largest employer is Walmart.com, an eCommerce business, with an estimated 825 jobs. Seven other businesses provide 100 jobs or more.

The LPKC will be discussed in greater detail later in this chapter, however, it should be noted that Edgerton has the potential for 1,000s of more jobs based on the size of the LPKC and the high number of employees per firm based on the trends in this data.

Figure 5.3 - Major Employers as of Spring 2023 - Edgerton, KS

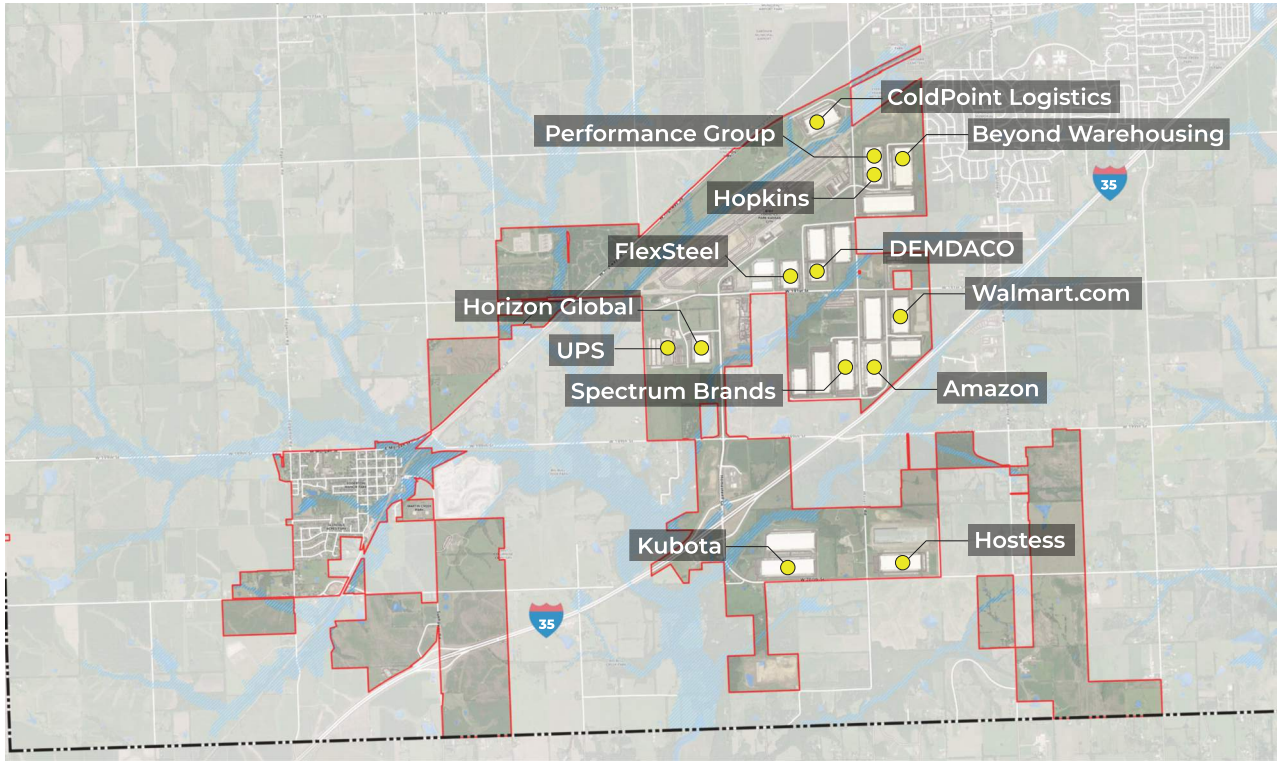


Table 5.1 - Major Employers/Type/Number of Jobs - Edgerton, KS

Employer	Type	Number of Jobs
Walmart.Com	eCommerce	825
Hostess	Sweet baked good distributor	450
Amazon	eCommerce	300
Kubota	Tractor distributor	300
ColdPoint Logistics	Cold storage facility	250
Spectrum Brands	Distribution center for home essentials	250
UPS	Package delivery	100
Flexsteel	Distribution center for furniture manufacturing	100
Horizon Global	Distribution center	95
Hopkins	Manufacturing	75
Beyond Warehousing	Warehousing & logistics	70
DEMDACO	Gift & home decor wholesaler	70
Performance Group	Logistics & Distribution	55

Data Source: ElevateEdgerton!

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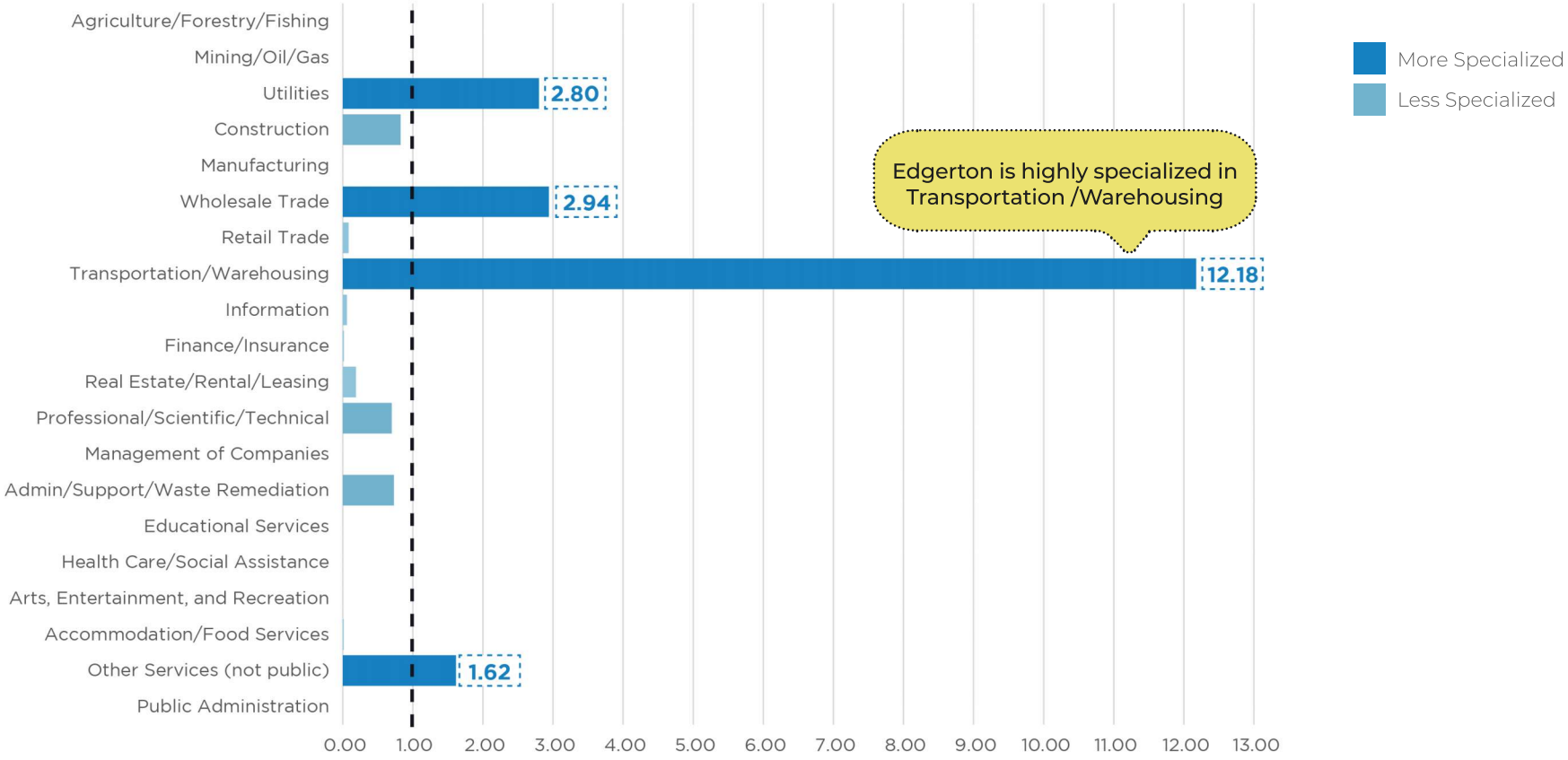
Edgerton Location Quotient Analysis

Figure 5.4 shows the estimated location quotient (LQ) for different industries in Edgerton compared to the Kansas City metropolitan area. LQ measures the proportion of jobs in an industry compared to that of a larger reference area to identify where a competitive advantage may exist. Having an LQ above 1.0 is considered specialized or having a competitive advantage within a region. Four main industries have a competitive advantage in Edgerton:

- Transportation/Warehousing - LQ 12.18
- Wholesale Trade - LQ 2.94
- Utilities (Electric power, natural gas, steam supply, etc.) - LQ 2.80
- Other Services - LQ 1.62

Given the high number of jobs within these industries in Edgerton, especially transportation/warehousing, these LQ figures are not surprising. Edgerton can build upon these specializations through expanding opportunity within them while also attracting other support industries to diversify the job base.

Figure 5.4 - LQ Analysis by Industry for Edgerton Based Jobs Compared to KC Metro Area (2020)



Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

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Edgerton Based Jobs

Worker Profile

Middle Aged Workforce
The majority of Edgerton jobs are held by middle aged workers aged 30 to 54 years. Young adult workers aged 29 or younger make up the next highest represented group at nearly 33%. Less than 14% of the local workforce is older adults aged 55+.

Job Wages
Figure 5.7 shows the estimated monthly earnings for Edgerton jobs. Nearly half of all local jobs earn in the higher category of more than $3,333 per month. Relatively few earn less than $1,250 per month.

Worker Diversity
There is more racial/ethnic diversity in the profile of Edgerton based job workers. While the majority (82%) are White Alone, over 12% identify as Black or African American Alone and 13.1% identify as Hispanic or Latino*.

**Hispanic/Latino encompasses race and ethnicity and therefore, those who identify as such may also identify as other races within these statistics.*

Figure 5.5 - Edgerton Based Jobs - Ages (2020)

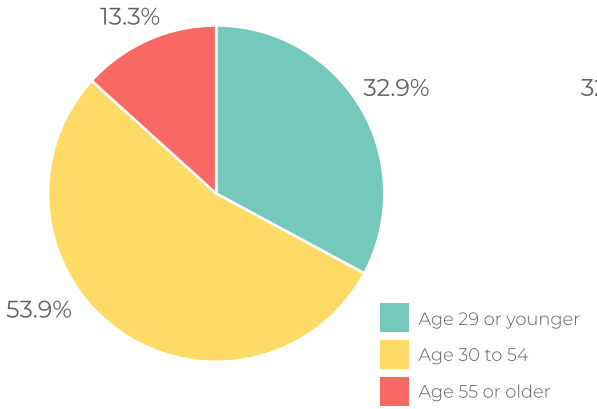


Figure 5.6 - Edgerton Based Jobs - Male-Female Breakdown

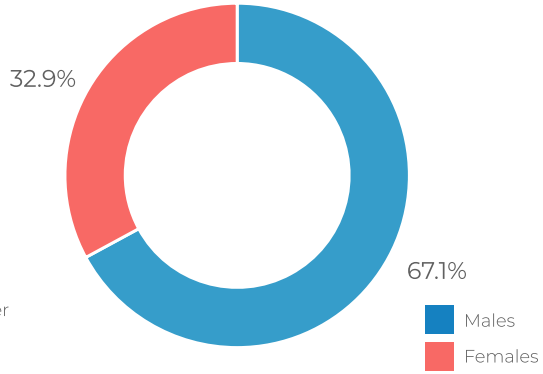


Figure 5.7 - Edgerton Based Jobs - Earnings (2020)

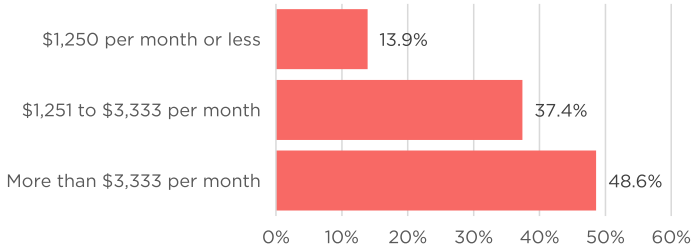
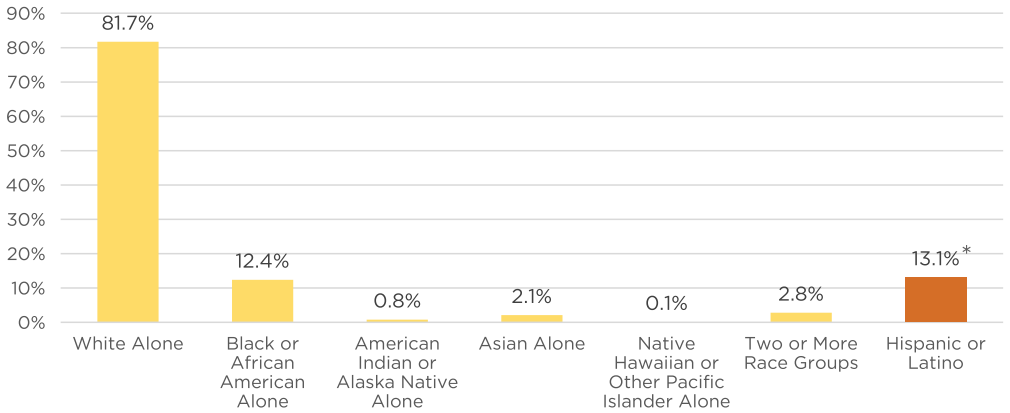


Figure 5.8 - Edgerton Based Jobs - Worker Race/Ethnicity (2020)



Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

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Edgerton Resident Jobs

As mentioned earlier, Edgerton based workers come from a wider range of industries and fields than those present in Edgerton's job market. The diversity of jobs held by residents is more reflective of the greater Kansas City metropolitan area.

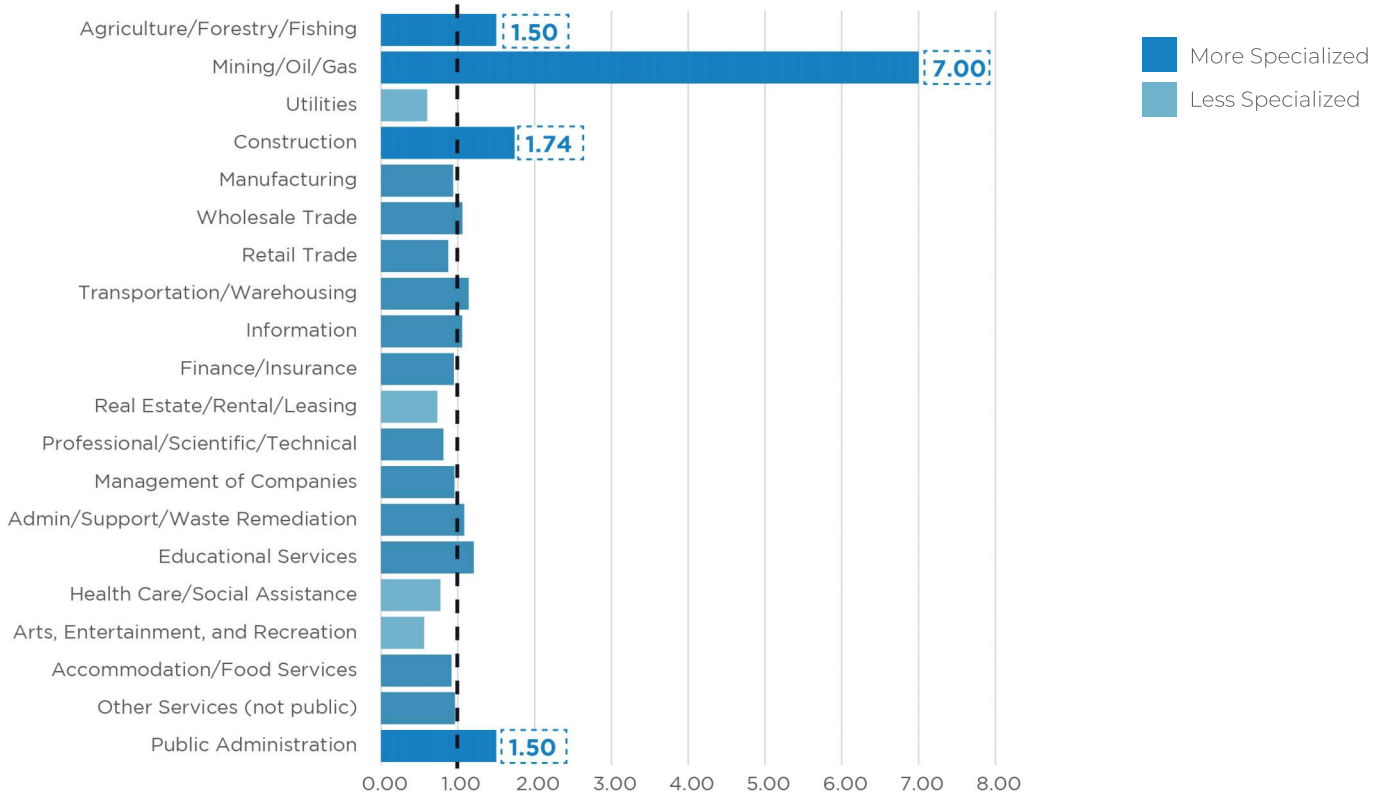
Figure 5.9 shows the estimated LQ for Edgerton resident workers compared to the Kansas City metropolitan area.

In general, residents work in fields similar to that of the region. The few exceptions include:

- Mining/Oil/Gas (LQ 7.00)
- Construction (LQ 1.74)
- Public Administration (LQ 1.50)
- Agriculture/Forestry/Fishing (LQ 1.50)

The LQ for Mining/Oil/Gas is quite high, likely due to the quarry. With Transportation/Warehousing having the sixth highest LQ for residents of Edgerton, this supports the conclusion that many local workers live in other communities.

Figure 5.9 - LQ Analysis by Industry for Edgerton Resident Jobs Compared to KC Metro Area (2020)



Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

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Edgerton Resident Labor Force

Worker Profile

Slightly Older Workforce

While middle aged workers make up the majority of the Edgerton resident workforce, there is larger representation among older adults age 55+ and smaller representation amongst young adults ages 29 and younger.

Majority Higher Earnings Workers

Like the Edgerton based job workers, more than half of Edgerton resident workers earn in the higher wage category. However, a slightly larger number of workers earn the lowest wage category of less than $1,250 per month.

Less Diverse Local Workforce

Edgerton resident workers are more likely to be White alone than the Edgerton based job workforce. This is more reflective of the actual diversity representation in the community as a whole.

**Hispanic/Latino encompasses race and ethnicity and therefore, those who identify as such may also identify as other races within these statistics.*

Figure 5.10 - Edgerton Resident Worker - Ages (2020)

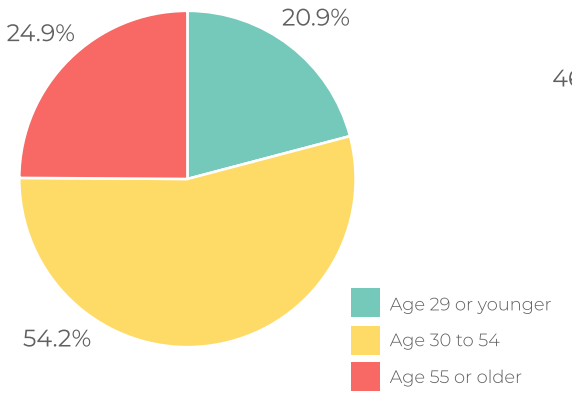


Figure 5.11 - Edgerton Resident Worker - Male-Female Breakdown

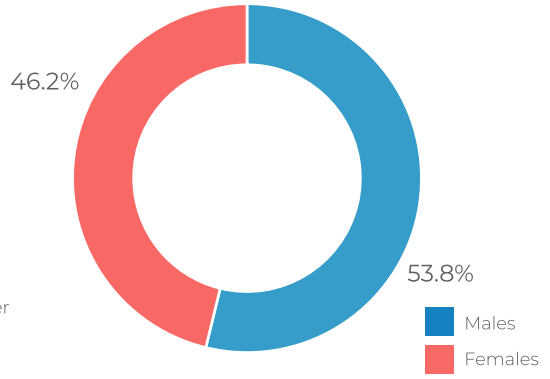


Figure 5.12 - Edgerton Resident Worker - Earnings (2020)

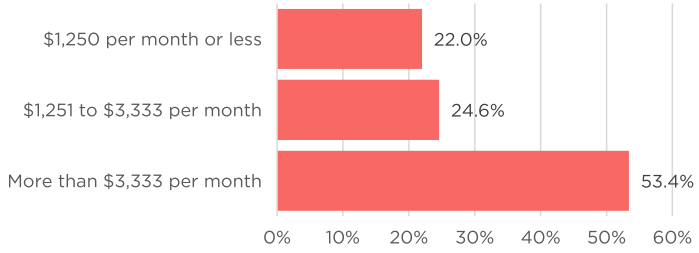
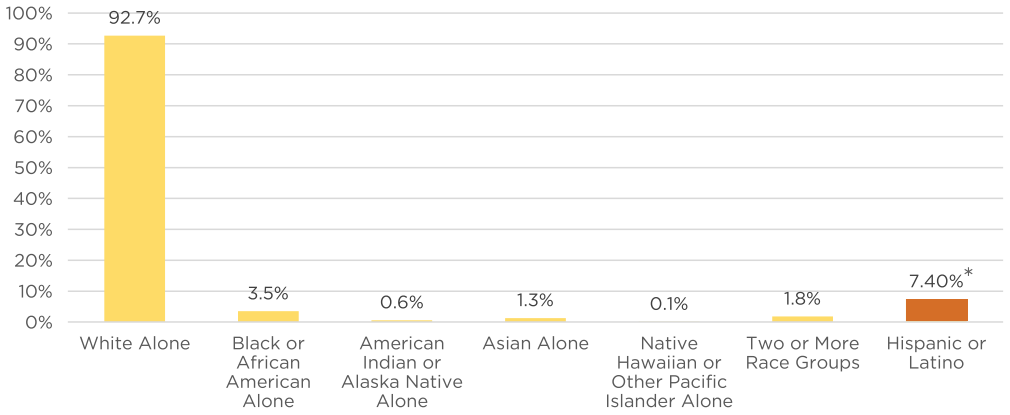


Figure 5.13 - Edgerton Resident Worker - Race/Ethnicity (2020)



Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

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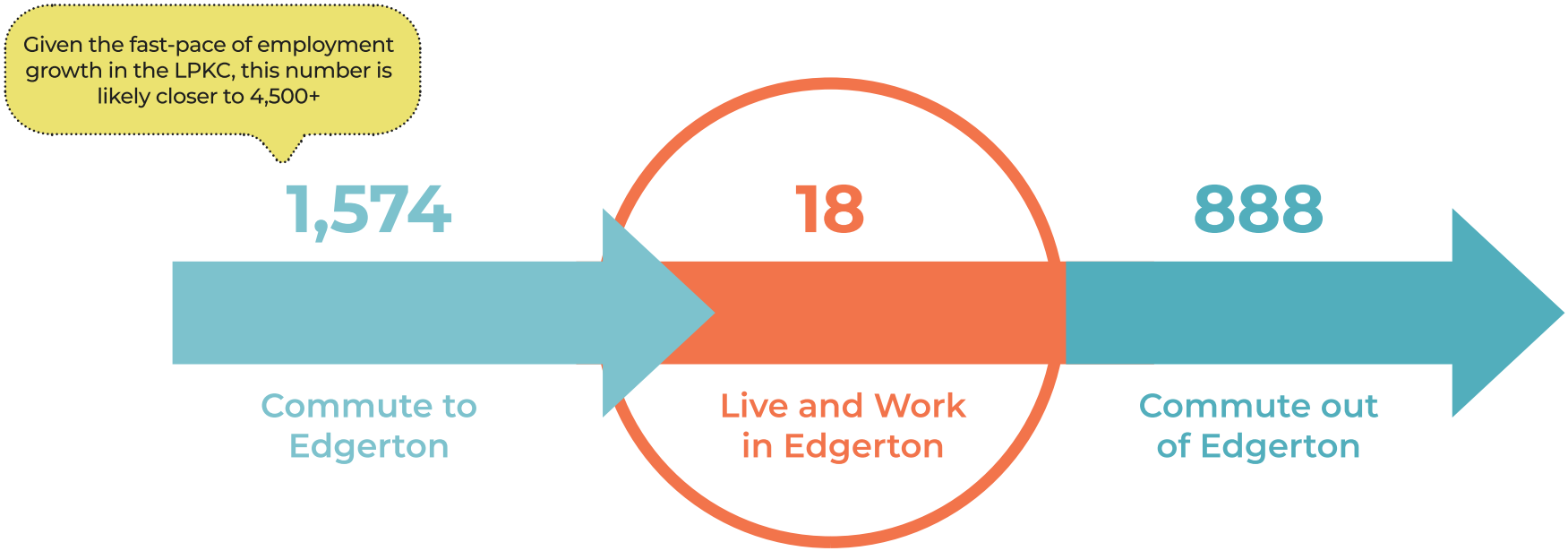
Commuting Behavior

The latest available commuting data for Edgerton is from 2020. While this is not ideal because of the potential disruption to usual commute patterns due to social distancing in the Covid-19 pandemic, it does help to better understand the general pattern of jobs in and out of the community.

Overall, more people commute into Edgerton to work than commute out. There has been a dramatic increase in the number of in-commuters in Edgerton in the past 10 years with an increase of over over 1,500 more people commuting into the city on a daily basis.

A substantial number of residents still commute out of Edgerton for work, but this is not surprising due to the fact that Edgerton is part of a major metropolitan area with multiple job centers located on either side of the state line. The jobs in Edgerton are highly focused on one or two sectors (logistics, warehousing, and transportation). The number of people that are estimated to both live and work in Edgerton remains low and has only increased slightly since 2010. Ideally, this number would be larger meaning that there are more people that live, work, and spend time in Edgerton. Reasons for this low number could be due to housing choice, housing availability, or preferences. If housing options were to increase and represent a broader range of cost, style, and size, more people would likely choose to live in Edgerton rather than commute in from other communities.

Figure 5.14 - Edgerton Inflow/Outflow Job Chart (2020)



Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

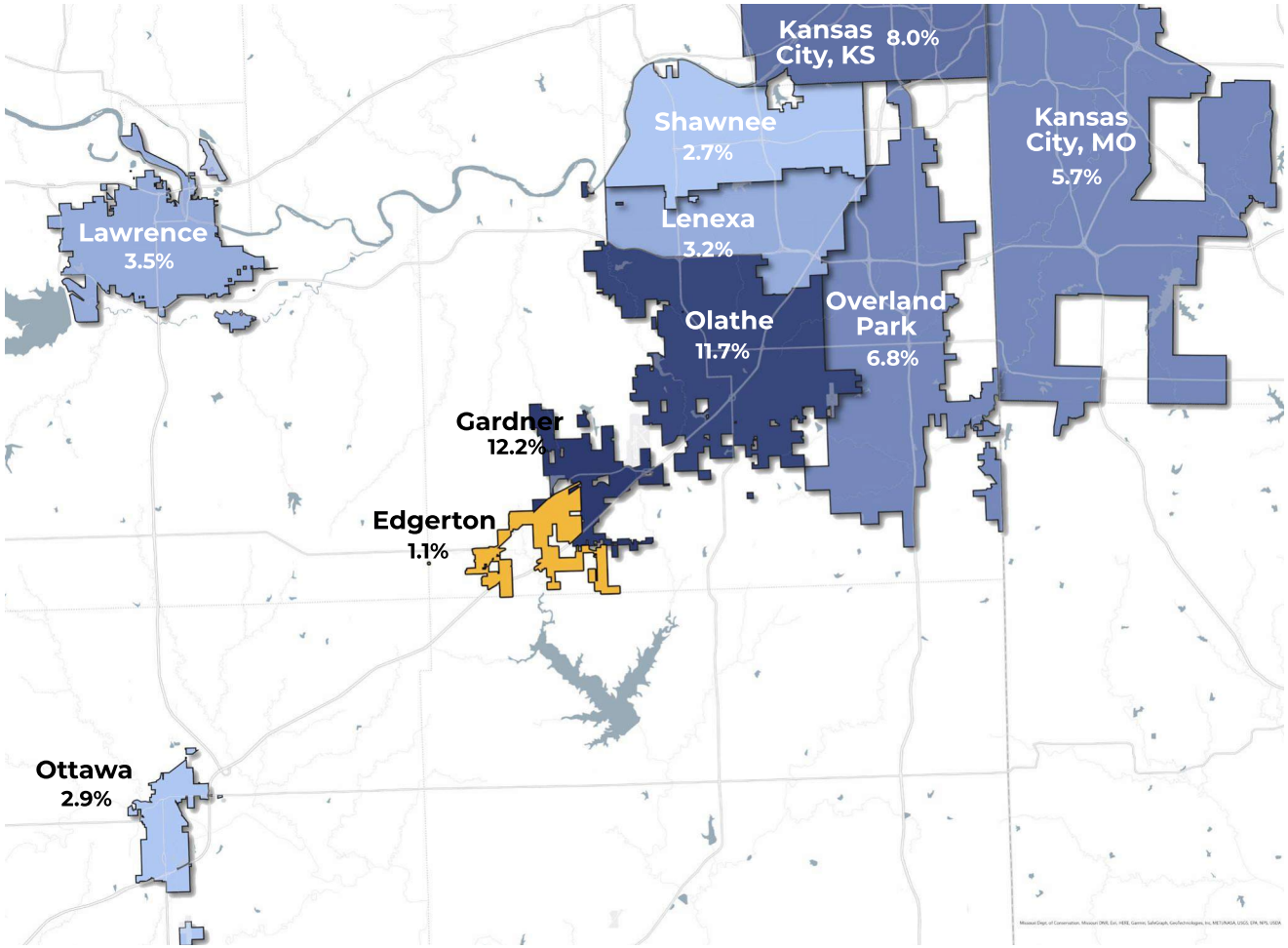
Where Workers Live

As the total number of jobs in Edgerton has grown, so too as the number of workers that commute into Edgerton for work. These employees that now commute into Edgerton are coming from a wide variety of locations throughout the Kansas City metro (76%) and beyond.

Figure 5.15 shows where Edgerton workers live by total percentage of employees. The communities most workers live in are Gardner (12.2%) and Olathe (11.7%).

Given the close proximity of these communities to Edgerton - it could suggest that people have a desire to live close to work, but for some reason are not choosing Edgerton. This may be, in part, because of the limited supply of housing in Edgerton. Commercial businesses, especially retail businesses, as well as other community amenities often follow residential rooftops and so given the limited housing options, the quantity of businesses and amenities are also limited. Nearby communities like Gardner and Olathe, who have experienced residential growth over the past many decades, offer greater amenities due to their past growth trends which is likely one reason those who work in Edgerton live in those communities.

Figure 5.15 - Where Edgerton Based Job Workers Live (2020)



76% live in the KC metro area | **44%** live in Johnson County, KS | **16%** live in Olathe, KS | **10%** live in Jackson County, MO | **8%** live in Gardner, KS

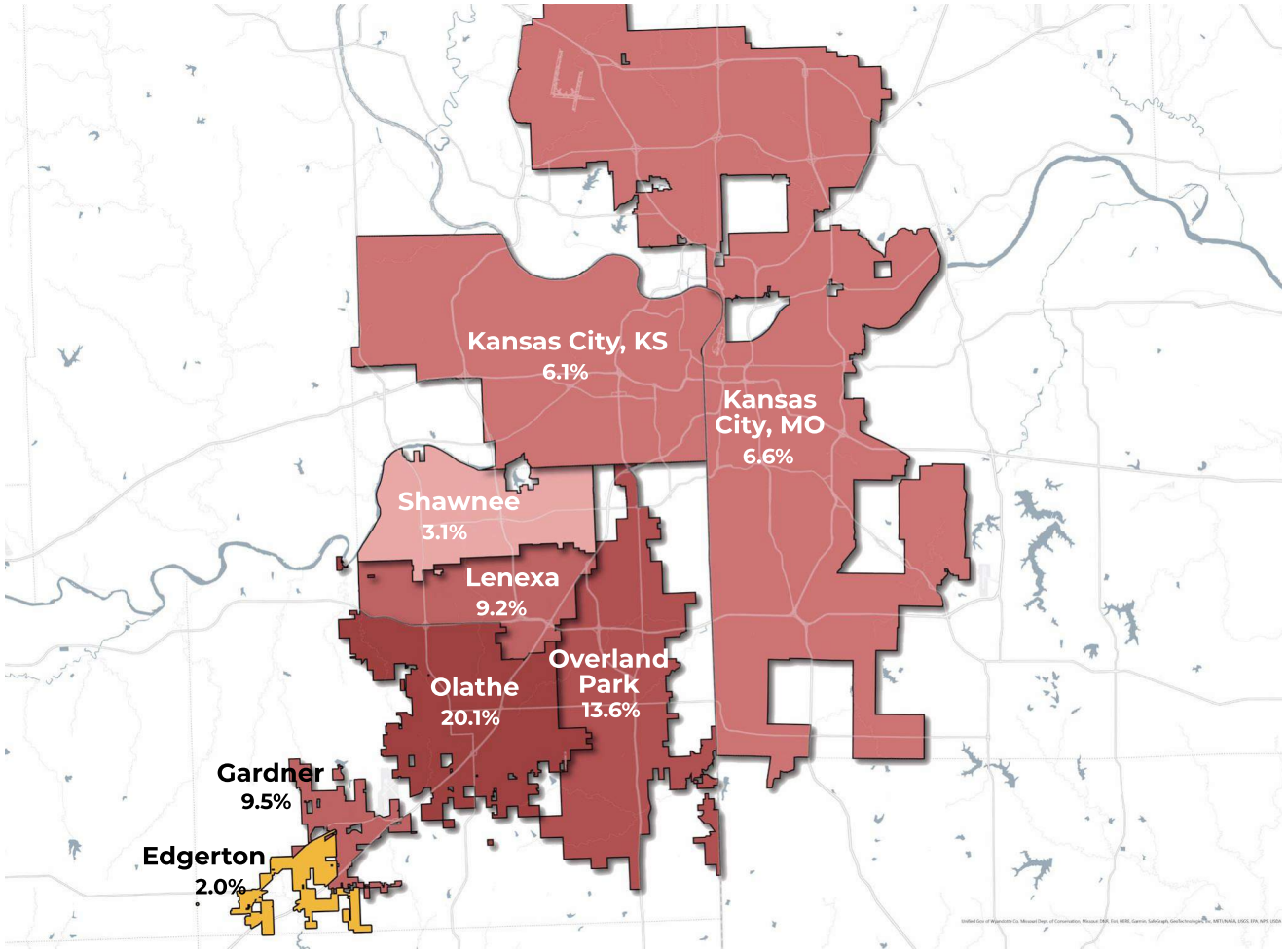
Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

Where Residents Work

While Edgerton is currently an emerging job center, most residents commute outside of Edgerton for work. Figure 5.16 visualizes where Edgerton residents predominantly work within the Kansas City metro region. The vast majority of Edgerton residents work somewhere in the Kansas City metro area (90%) and in Johnson County specifically (70%). However, the specific locations are not divided evenly across the region.

Figure 5.16 highlights the metro communities that provide the largest percentage of Edgerton resident employment. Nearby Olathe, Overland Park, Gardner, and Lenexa account for a combined 52% of all jobs. Only 2% of Edgerton residents also work in Edgerton - suggesting there is a need for additional housing stick and local amenities such as dining and retail options.

Figure 5.16 - Where Edgerton Residents Work (2020)



90% work in the KC metro area

75% work in Johnson County, KS

22% work in Olathe, KS

16% work in Overland Park, KS

10% work in Gardner, KS

Data Source: U.S. Census Bureau, Center for Economic Studies, LEHD

Public Engagement Summary - Economic Development

Throughout the public input process, several key themes related to economic development continued to emerge.

Commercial Businesses/Amenities

As the community grows, it will be important to continue drawing in supportive amenities such as sit-down restaurants or a grocery store. The desire for a full-service grocery store was heard widely throughout the public input process. Grocery stores are a critical component to a community and greatly impacts the quality of life. With continued growth, the likelihood of a grocery store in Edgerton increases. Restaurants and other retail overall were also mentioned.

Growth - Mixed Views

Many are conflicted when it comes to growth. They want the amenities that come with growth but have concerns about the investment in infrastructure and changes to the character of the community growth might bring. Efforts should be focused to prioritize the type of growth most desired by residents to help make the growth add to the quality of life experienced in Edgerton.

Growth + Development + Infrastructure

- City is showing positives of growth: new services, improved infrastructure, maintenance
- Even with growth, would still be a small town
- Infrastructure investment is needed to create develop-able parcels to support new growth
- Because of proximity to I-35, Edgerton will increase in population and the area will become more diverse
- Need a grocery store and other retail to support growth
- Concern that residential growth will strain infrastructure
- New residential growth will help support retail growth
- Need to invest in infrastructure across Hwy 56 to open up land for development
- Need to keep development costs lower than Gardner
- Some long-time residents don't want growth

Figure 5.17 - Stakeholder Interview Key Themes - Growth + Development + Infrastructure

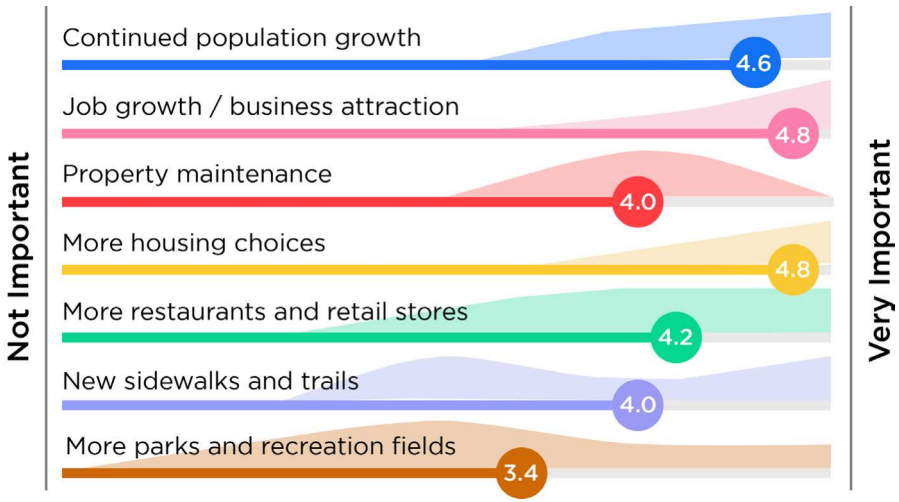


Figure 5.18 - Public Visioning Workshop Poll Results "Rank the following as to their level of importance for Edgerton from 1 (not important) to 5 (very important)"

Figure 5.19 - Image Voting Exercise Top Commercial/Industrial Results











Visual Preferencing

Image voting allows community members to indicate their preferred elements within a given theme. As part of the public engagement process, a set of 'Commercial' and 'Industrial' image boards showcased various elements that could be added in Edgerton. Figure 5.19 shows the images that received positive votes and indicates which were the most preferred. Overall, strong preference was shown for a grocery store and a sit-down restaurant. The downtown-scale storefront also was popular. The results of the visual preference exercise support the overarching theme of desiring a grocery store and other commercial amenities.

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Growth Drivers

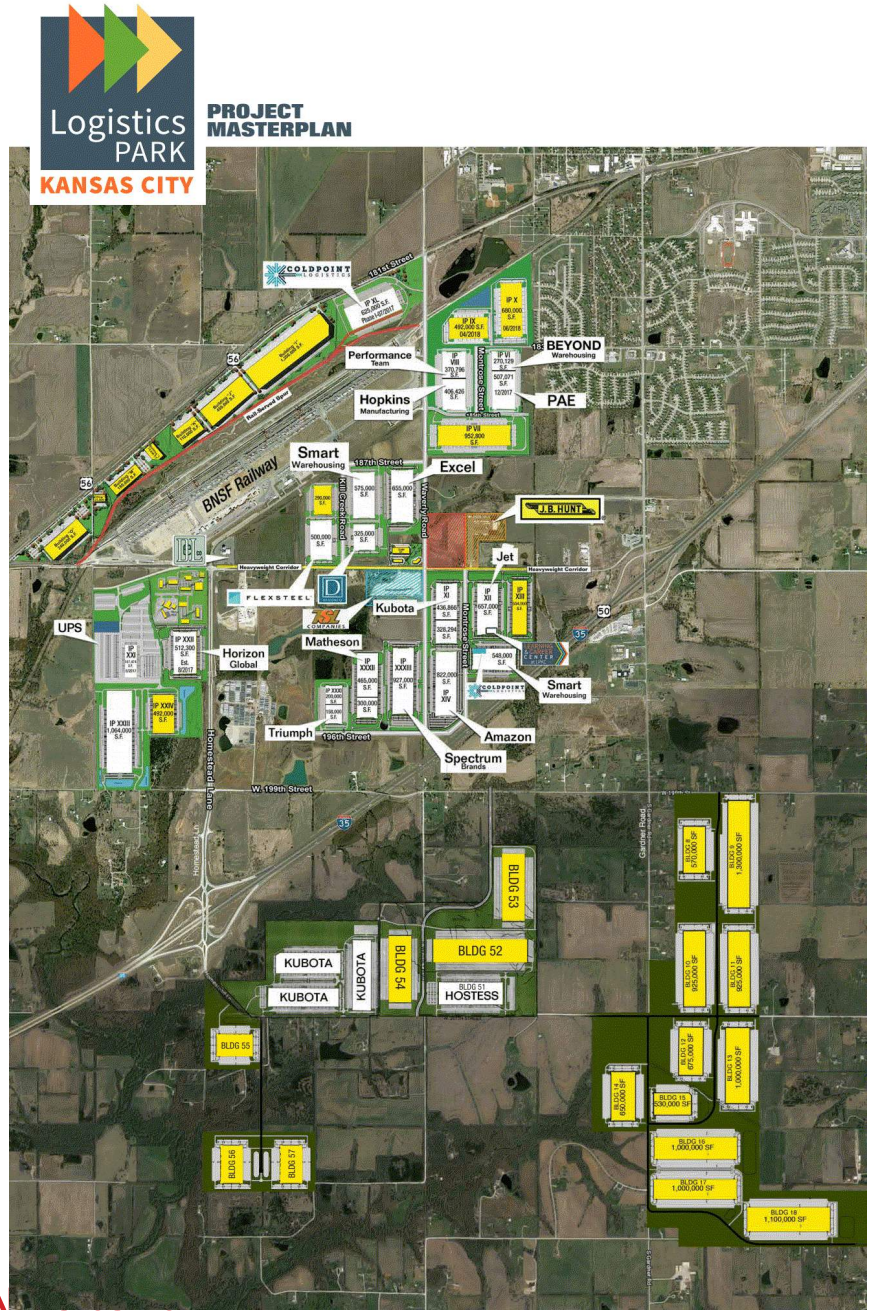
Logistics Park Kansas City

One of Edgerton's most significant community assets that has contributed to the explosive job growth experienced in the community in recent years is the Logistics Park Kansas City (LPKC) located in the northeastern portion of the community. The 2,200+ acre master planned development was designed specifically for distribution, warehouse, and manufacturing tenants. There are 30 million SF of building capacity and the park was designed to accommodate the growing demands of freight rail transportation with convenient access to the Kansas City metro area.

According to their website, the LPKC is the only full-service facility in the western two-thirds of the United States offering the combination of domestic intermodal service, international intermodal service, and direct-rail/carload service. The LPKC Intermodal Facility, owned and operated by BNSF, consists of 443 acres, 750,000+ annual unit capacity, eight wide-span all-electric cranes, 4,300 container stacking spots, 1,810 paved parking spaces and 64,000 feet of track. Surrounding the Intermodal Facility is over 2 million SF of spec space and sites for 3.4 million SF of rail-served buildings. At full buildout, the Intermodal Facility can support 100 million SF of development with roughly a third of that occuring within Edgerton.

The LPKC has completely altered the growth trajectory of Edgerton. Every effort should be made by the city to further promote and advance the continued progress of the business park area. This includes continued investment in infrastructure and roadway improvements. Efforts should continue to be made to limit the negative impact all of the economic activity might have on quality of life for residents – buffering, dedicated truck routes, and adequate street width/capacity will assist with this.

Figure 5.20 - Logistics Park KC Master Plan



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Growth Drivers

ElevateEdgerton!

ElevateEdgerton! is a public-private economic development partnership that serves as the economic development arm for Edgerton. The goal of the organization is to grow Edgerton into a total community by welcoming residential, retail, commercial, and industrial growth. Several key initiatives of ElevateEdgerton! are described below.

Learning & Career Center
The Logistics Park Kansas City (LPKC) has a Learning & Career Center (LCC), a collaborative effort between private industry, educational institutions, community and workforce partners focused on developing a highly trained workforce for the logistics and supply chain industry in and around LPKC.

The Learning & Career Center hosts education, certifications, and other workforce development opportunities offered by the joint efforts of the Johnson County Community College and Workforce Partnership. Services provided are designed to bridge the gap between industry needs and the training of current and future warehouse and distribution workers in the Kansas City region.

Workforce Partnership
Workforce Partnership is an organization dedicated to building a workforce development system that meets the needs of both job seekers and employers throughout the Kansas City area. Workforce Partnership connects local employers with qualified job candidates, as well as job seekers with the training necessary to fill demand occupations in target industries.

Workforce Partnership offers assistance with the following: hiring and recruiting, training, retention and expansion to businesses of all sizes. It also offers career counseling, labor market information, resume and job search assistance, interview preparation, and other services developed to provide job seekers the necessary tools to be successful.

Programs and Grants

ElevateEdgerton! and the City of Edgerton offer two Encouraging Development and Growth in Edgerton (EDGE) Grants for residents, property owners and small business owners within the City of Edgerton. There are two options: The Residential and Commercial Beautification Grant and the Small Business Attraction and Expansion Grant.

Residential & Commercial Beautification Grant
The Residential and Commercial Beautification Grant provides financial assistance to homeowners, renters, small business owners and property owners located anywhere within Edgerton city limits. The reimbursable grants award 50% of the total project cost up to $500 for projects that improve the front exterior of properties in Edgerton. Qualifying projects include landscaping, exterior painting, or façade improvements.

Small Business Attraction and Expansion Grant
The Small Business Attraction and Expansion grants aim to help new businesses offset start-up expenses and to help existing small businesses expand their services. These grants will be available to potential new non-home based business owners (or home based day-care businesses) that are planning to locate within the city limits of Edgerton and any current non-home based small business owner in the City's commercial districts. The small business grants provide a one-time reimbursable award of up to $2,500.

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Panasonic Plant

In late 2022, the Panasonic Group company began construction on a new lithium-ion battery manufacturing facility in De Soto, Kansas. The Kansas Department of Commerce estimates the project will bring 4,000 permanent jobs to the state. This project will help put Kansas on the map as a key player in the domestic electric vehicle (EV) industry.

Edgerton is located in a prime position to accommodate support services for this massive project and could mean large increases in employment and housing opportunities in Edgerton. The city should take advantage of its prime location and position itself for any support industries related to EV manufacturing and logistics. Additionally, Edgerton should try and capture some of the housing sector growth for facility employees looking for an easy commute with a small-town feel and historic charm.

Growth Drivers

Potential Regional roadway + New Interchange

In 2011, the Kansas Department of Transportation (KDOT) identified a potential regional roadway corridor alignment that connected from I-70 north of Eudora southward along the Johnson-Douglas county line to intersect I-35 just west of Edgerton. Another east-west segment of this potential future regional roadway could proceed eastward along the Johnson-Miami County line from I-35 to the Missouri state line. While no specific KDOT planning efforts regarding this regional roadway corridor have occurred since, the under construction Panasonic lithium battery facility and the surrounding Ad Astra business park in nearby De Soto has renewed interest in the major infrastructure improvements that will be needed to support these significant development projects.

Edgerton's proximity to this project puts it in an ideal location for supportive land uses, including the residential housing stock to meet the needs of the significant numbers of employees required by Panasonic and other related businesses, to develop along this potential regionally significant corridor. This new potential regional roadway corridor would represent a significant improvement to the regional traffic network and will offer increased development opportunities for the communities abutting it. An improved corridor would provide Edgerton with additional arterial access from the north, possibly reducing future congestion on its other existing arterial corridors.

Should this regional roadway project be developed, a new interchange at I-35 would be anticipated, which would help provide an economic boost for Edgerton.

Figure 5.21 - Potential Regional RoadwayCorridor

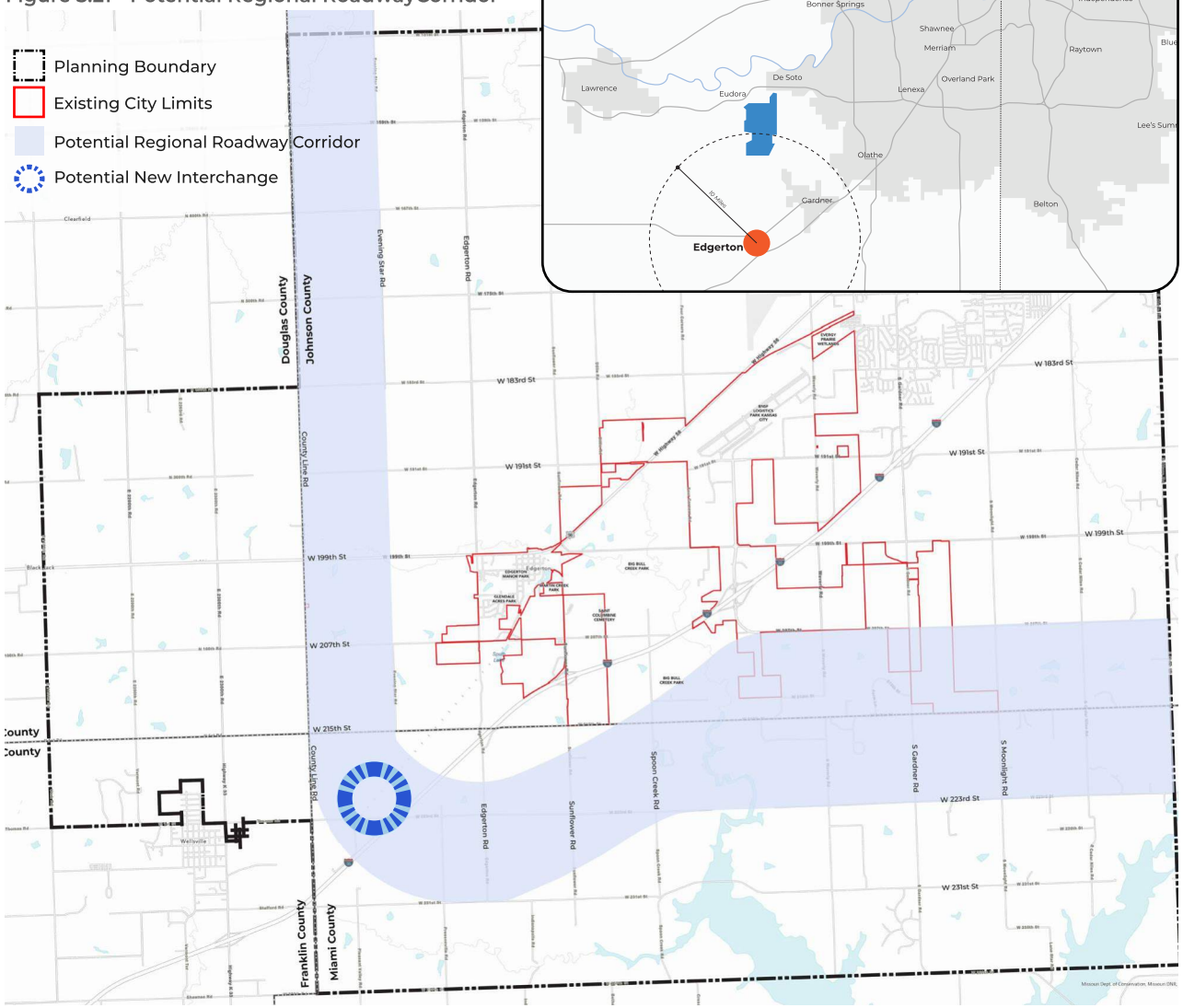


Figure 5.22 - Proximity of Edgerton to Ad Astra Development

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Growth Drivers

Population Growth Estimates

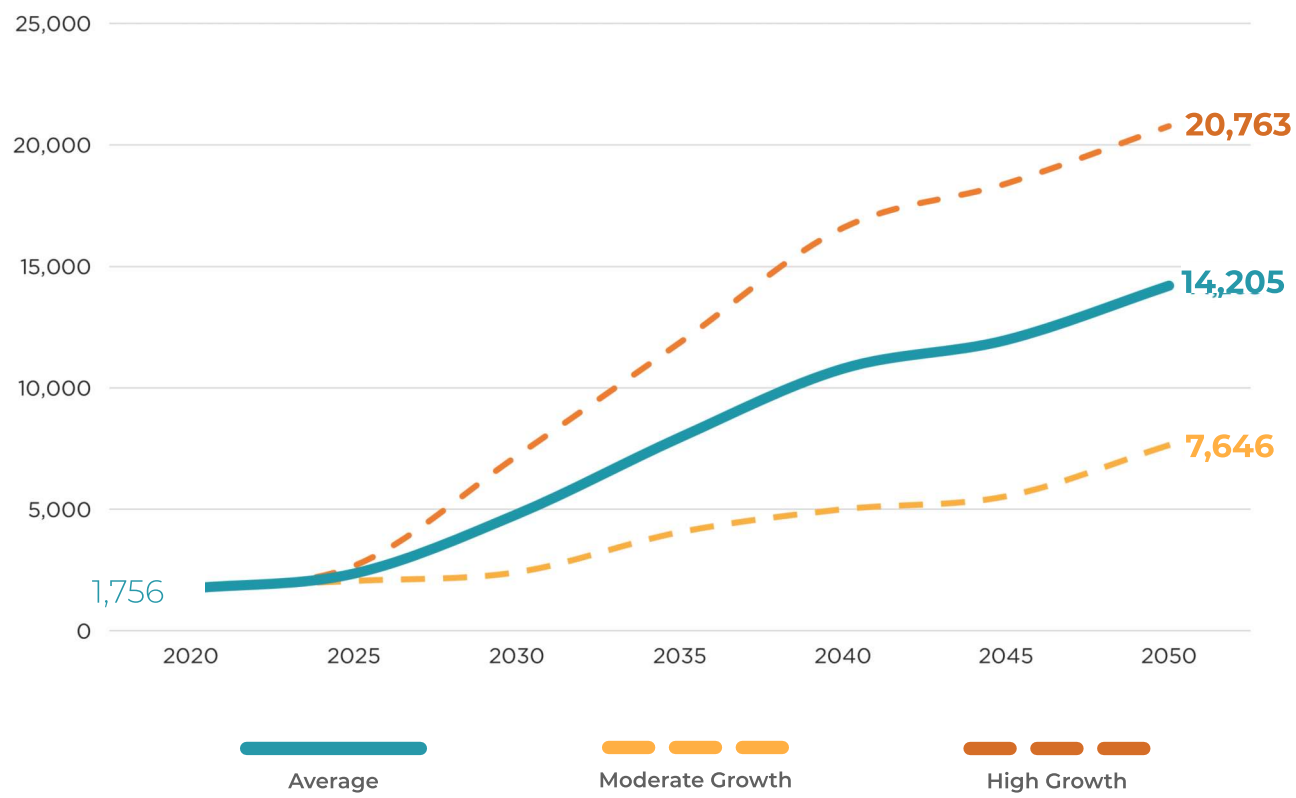
While the number of jobs in Edgerton has grown substantially, population growth has not historically matched its pace. However, all of this economic activity will likely bring continued interest in both working and living in the community. With this momentum in mind, population projections were completed for the Comprehensive Plan that show possible growth for 2020-2050. The type of growth experienced in nearby Gardner and Spring Hill in previous decades is likely to occur in Edgerton and so their growth trajectories were used to guide population growth for Edgerton.

Figure 5.23 shows the possible growth scenarios for Edgerton. The average between Spring Hill and Gardner's growth trajectories was selected as the likely Edgerton population projection. Lower and higher growth scenarios are also shown for reference. The subsequent projections provided throughout the rest of the plan utilize the average growth projection of 14,205 residents by 2050. Roughly, this translated into demand for an additional 4,095 households by 2050, as referenced in the Housing Diversity Chapter.

Impact of Population Growth

Population growth will help to attract new amenities and commercial businesses as desired by residents during Phase 2 - Vision, Input + Direction. New commercial growth should be directed to proposed commercial and mixed-use areas as discussed on the following page.

Figure 5.23 - Edgerton Population Projections 2020-2050



Growth Drivers

Ottawa COOP and Edgerton Quarry

Two other drivers of economic activity in Edgerton are the Ottawa COOP and the Mid-States Materials Edgerton Quarry.

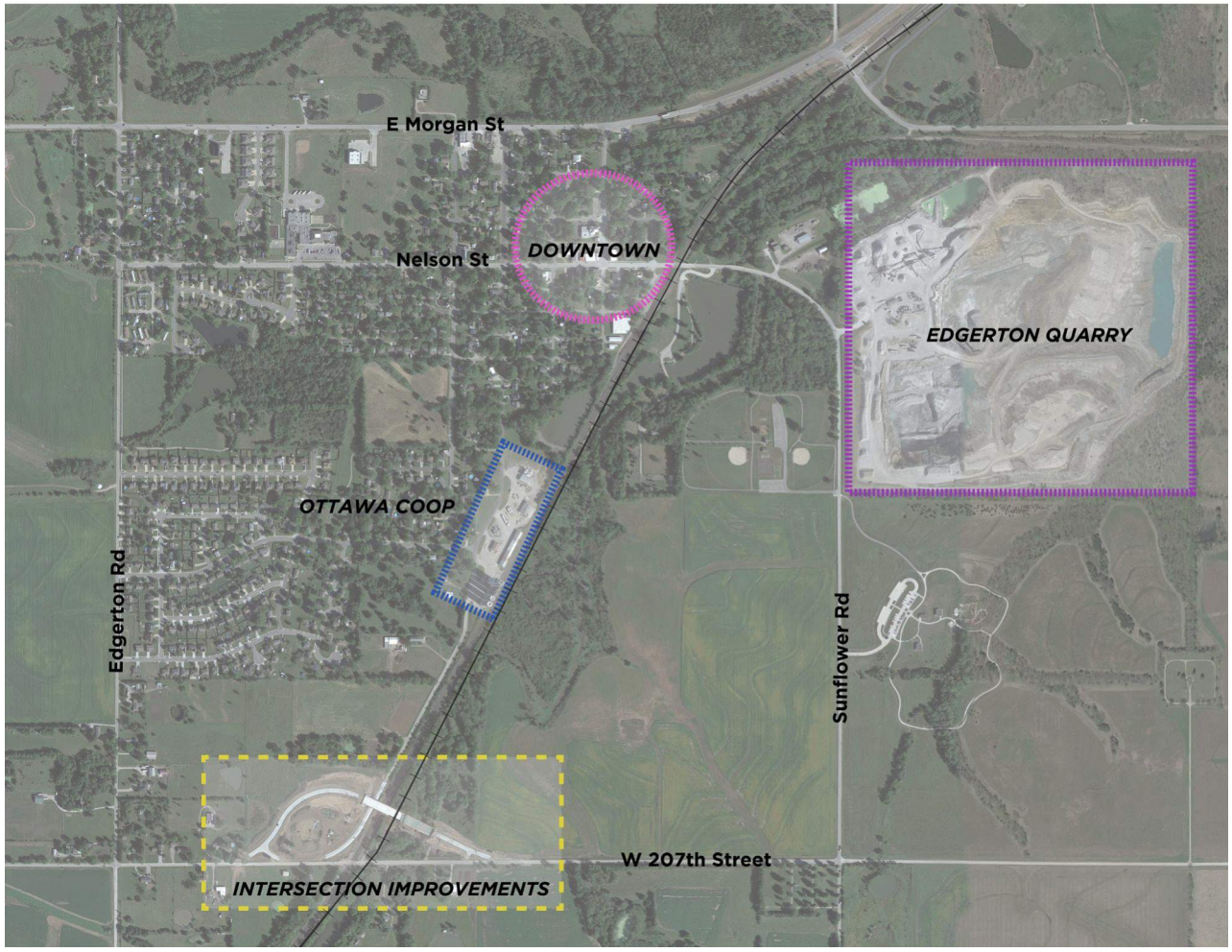
The COOP is located along the BNSF railway south of Downtown Edgerton along E 2nd Street. The COOP facility deals with grain, feed, farm supply, seed, chemicals, fertilizer, and fuel. Like the LPKC, the COOP directly benefits from the nearby railroad. The COOP also brings with it a substantial amount of economic activity including truck traffic. The City has made great strides in handling truck traffic in-town including improvements to the intersection of COOP Rd and W 207th Rd as shown in Figure 5.24. Edgerton should continue to support the ongoing success of this facility as long as it remains economically viable.

The Edgerton Quarry is located east of Downtown Edgerton along Sunflower Rd. The quarry provides crushed limestone and riprap. Quarries are naturally self-depleting, and the lifespan of a quarry can range from 10 years to 50 years depending on the material and site.

Edgerton should support the continued success of both these facilities as long as they remain economically and physically viable. If either site becomes unproductive, the City should begin actively planning for the long-term preferred use of either site. Each site has a prime location near Downtown and/or the railway.

For example, defunct quarries often make unique park and/or reservoir sites because of the physical impact of quarrying on the land's geography.

Figure 5.24 - Ottawa COOP and Edgerton Quarry Location Map



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Growth Drivers

Downtown Edgerton

Downtown Edgerton is the historic and civic core of the community. Edgerton's rich history as a railroad town can be felt in the character of the Downtown area. While small, the impact of the Downtown is strong as a source of community pride, a reminder of the small-town feel of Edgerton, and an important location of community events and activities.

There is plenty of opportunity for Downtown Edgerton to be enhanced and expanded upon. The details of which can be found in greater detail in Chapter 3 - Downtown Edgerton. Edgerton should continue to prioritize the enhancement of Downtown while also working to attract larger-scale commercial development to other areas of the community to provide amenities such as a full-scale grocery. Careful attention should be paid to the health of Downtown amidst new commercial growth to ensure it does not negatively impact Downtown commercial.



New Growth Areas

Future Land Use Plan Connection

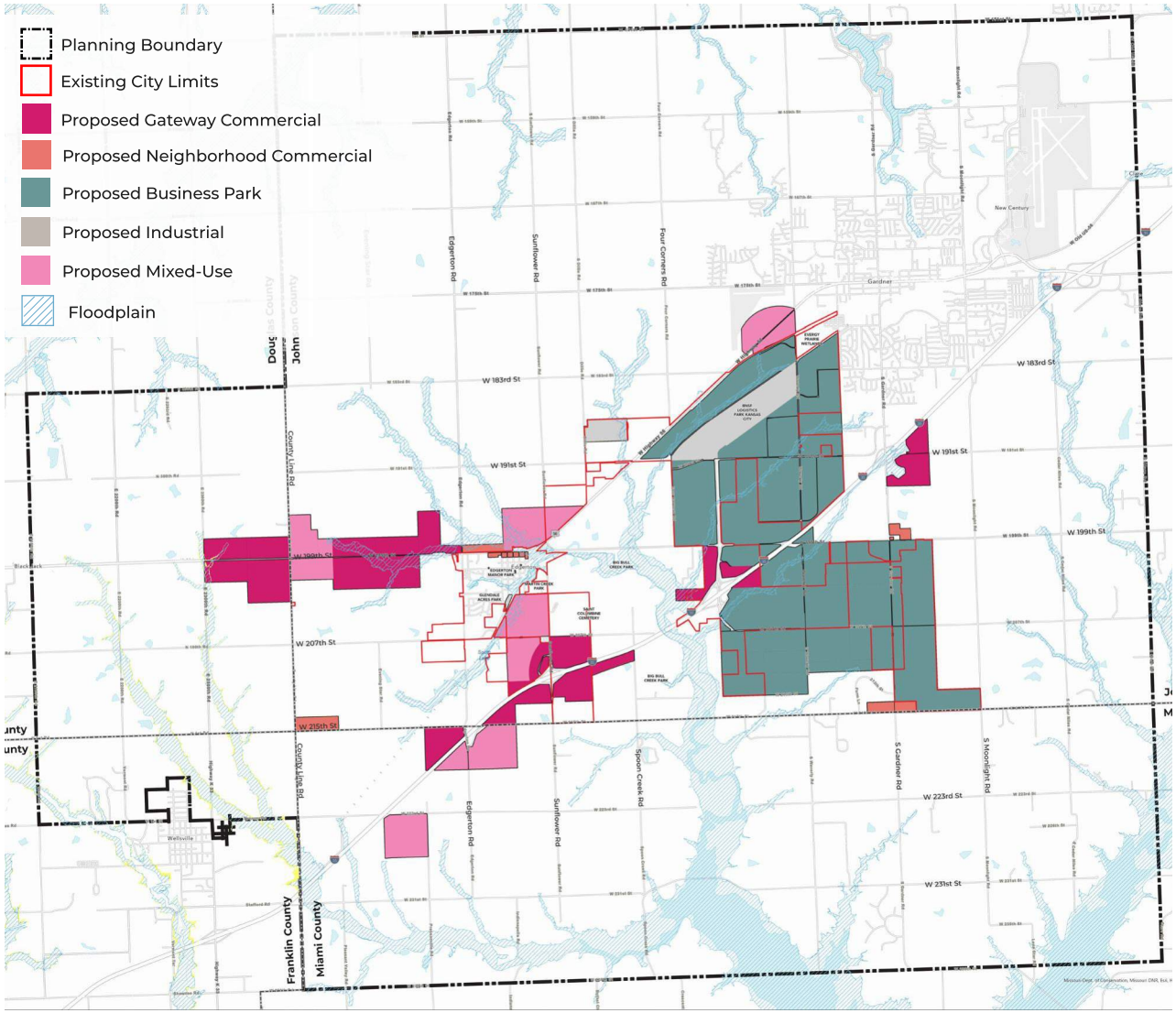
Several new areas of commercial, mixed-use, and Logistics Park development are shown on the Future Land Use Plan (Figure 5.25).

A considerable amount of Business Park land is shown around the Logistics Park KC site. This is a logical location for expanded Logistics Park uses.

New commercial and mixed-use areas are shown along major corridors and nodes along Interstate 35. These locations are well suited for commercial uses because of their access to existing or planned residential areas and/or the interstate.

Whenever possible, Edgerton should preserve these key locations for the highest and best use as shown on the Future Land Use Plan. The Future Land Use Plan should be referenced when re-zoning these areas.

Figure 5.25 - Planned Commercial, Mixed-Use, and Industrial Areas Map



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New Growth Areas

Grocery Store

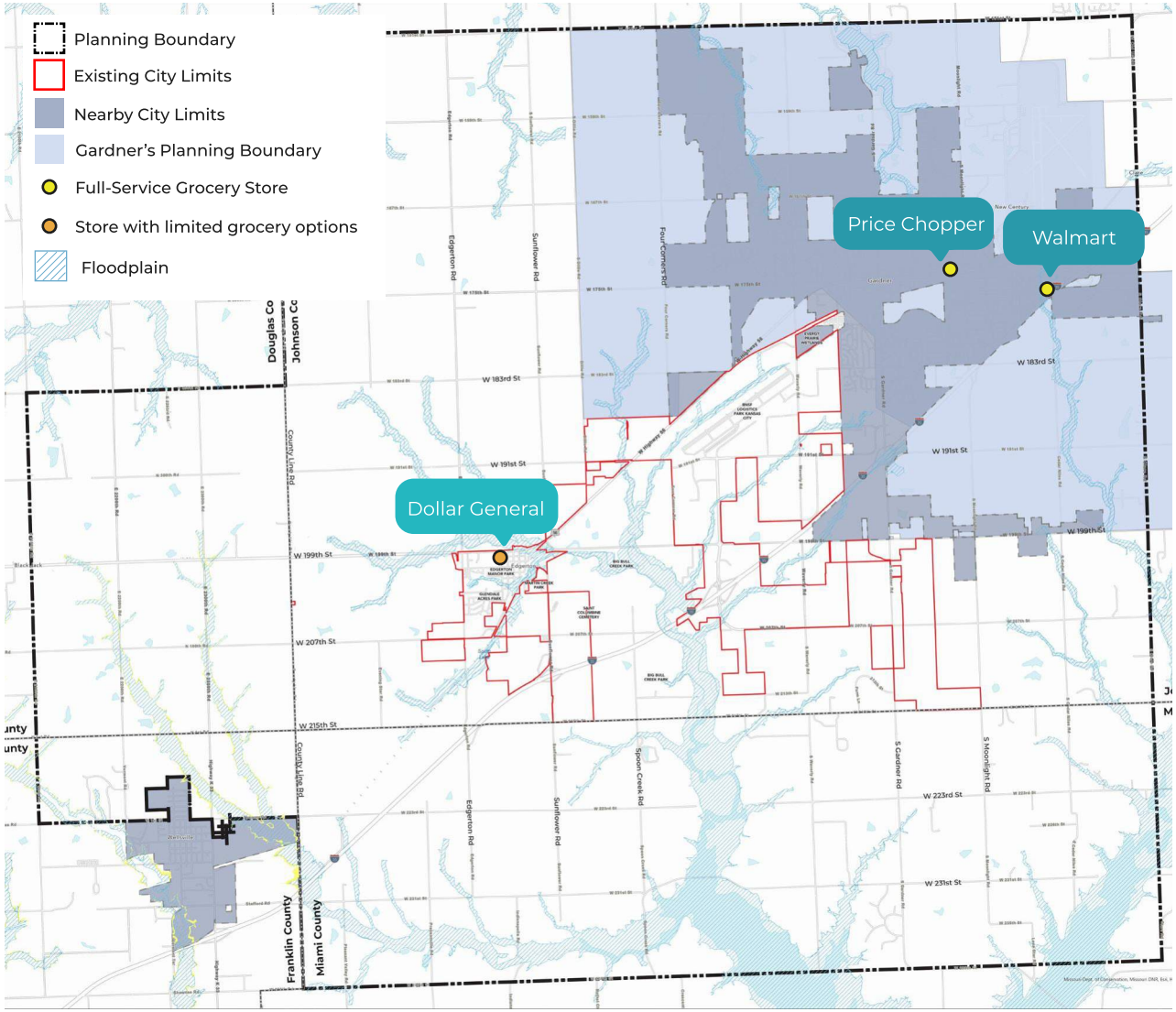
Currently, Edgerton does not have a full-service grocery store. The Dollar General off W Morgan Street provides residents with options for some basic food goods but has a limited selection. The closest full-service grocery stores are in Gardner - an approximately 15 minute drive. There, residents have the option of either a Price Chopper or a Walmart.

The rules of retail are constantly changing, and the impacts of the Covid-19 pandemic have only accelerated these shifts. There is no one size fits all rule for population requirements for retailers such as grocery stores. A common standard is a population of at least 5,000 to support a grocery store, others put a full-service grocery store requirement closer to 15,000.

Grocery stores have been hard hit by consolidation in rural and urban areas and have therefore made factors such as population density, distance to other stores, demographics, and factors such as behavior profiles important components of grocery store planning.

A grocery store was a strong theme in the amenities desired by the public during Phase 2. Edgerton should continue to work to attract a full-service grocery store to the community over the next 5 to 10 years. Adding residential density may help acquire the requisite number of rooftops a retailer may need to justify expansion. Additionally, the community may consider offering incentives to directly attract a grocery store.

Figure 5.26 - Existing Grocery Stores Near Edgerton



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Strategic Opportunities

To help visualize all of the different economic development related opportunities in Edgerton, a strategic opportunities map was created.

Potential Regional Roadway

The potential outer loop ring road is shown surrounding the west/east/southeastern areas of the community. New commercial, mixed-use, and higher density residential is shown along its path to take full advantage of any expanded connectivity within the proposed corridor.

New Commercial/Mixed-Use Areas

New gateway commercial and mixed-use areas are shown in red and pink on the map. A buffer area around each represents the likely hub of activity if each one is constructed. Edgerton should take full advantage of main corridors and key interchanges/ intersections.

Logistics Park Kansas City Expansion

The LPKC has been a huge asset in the growth and development of Edgerton. Additional areas of business park development are shown around the LPKC to take full advantage of this asset.

Potential New Interchange

To help spur new growth areas, attract economic growth to both Edgerton and Wellsville, and improve circulation, a new interchange is possible south of Edgerton along I-35. The location intersects with the potential outer roadway buffer.

Expanded Housing Choice

The existing housing stock in Edgerton is mainly single-family residential detached homes. To help provide more housing choice, including workforce housing to serve the LPKC workforce, expanded housing choice is needed.

New and Existing Roadways

Edgerton should continue to invest in the maintenance of existing and expansion of new roadways to service existing and planned growth of both employment centers and population. Proper circulation will lessen the negative impact of traffic and support mobility. Whenever possible, multi-modal transportation elements should also be considered.

COOP Preservation

The Ottawa COOP should continue to be supported and preserved as an important economic driver for Edgerton. Improvements like the new interchange on W 207th Street should continue to occur to support the viability of the facility.

Edgerton Quarry

As long as the Edgerton Quarry remains economically viable, the City of Edgerton should continue to support and protect the facility. Long-term, the City should work with the owner to develop a long-term vision for the use of the site once it is depleted, possibly for park expansion. Before any changes could be made to the property in the future, annexation would be required.

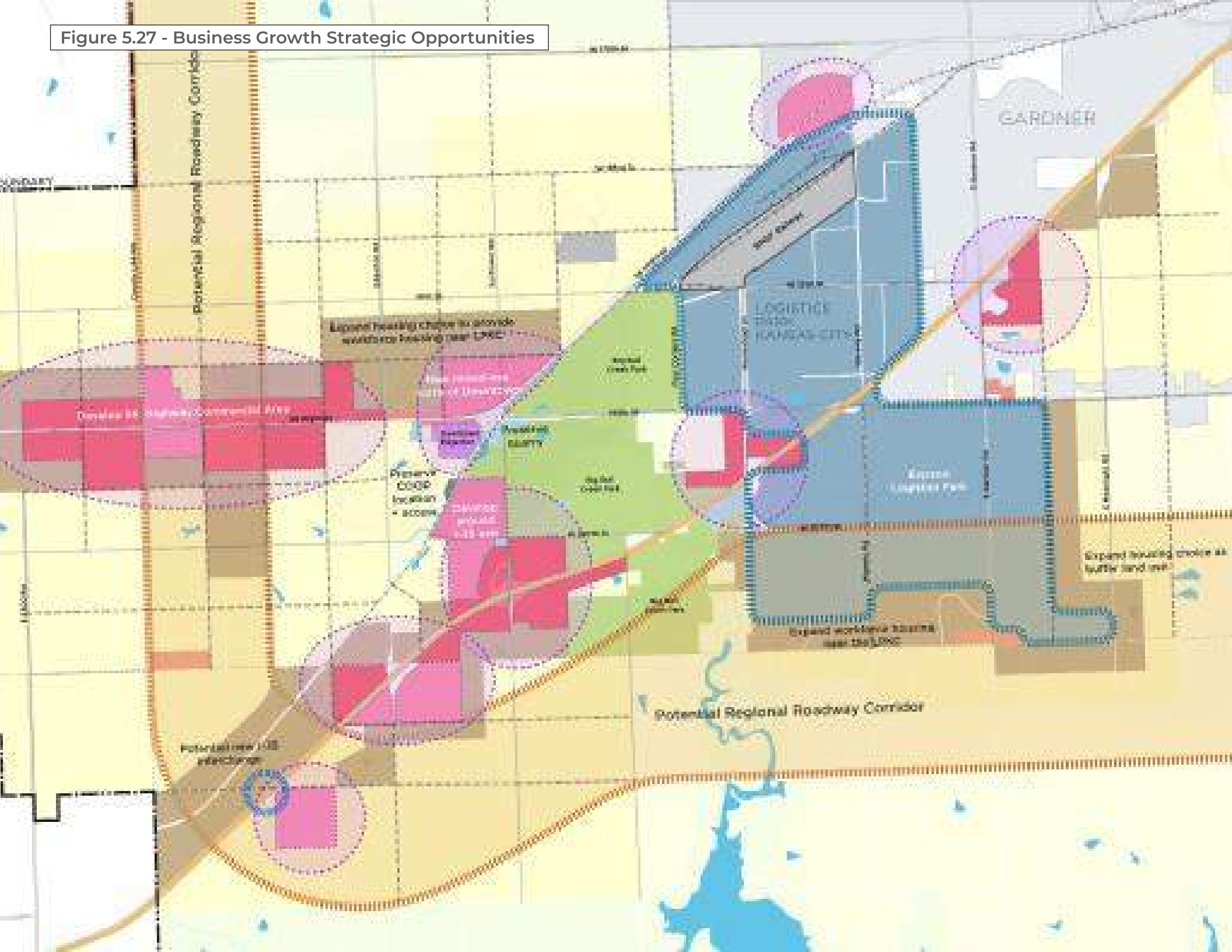
Downtown Development

As discussed in greater detail in Chapter 3 - Downtown Edgerton, Downtown Edgerton should continue to be enhanced and expanded to maintain its role as the civic and historic core of the community.



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Figure 5.27 - Business Growth Strategic Opportunities



goal 5.1

Continue to support Edgerton's specialization in transportation and warehousing while also diversifying its economic base

Policies

5.1.1 Continue to prioritize economic growth in Edgerton through strategic investments in infrastructure, use of incentives, and strategic annexation to ensure the area maintains an adequate supply of developable land.

5.1.2 Continue to attract large logistics, warehousing and wholesale trade businesses to remaining locations within or near the Logistics Park KC.

5.1.3 Continue to support the Ottawa COOP and Edgerton Quarry as economic drivers in the community.

5.1.4 Implement key transportation improvements needed to support new or developing employment areas that promote walking and alternative transportation modes while still supporting vehicular and truck traffic.

Action Items

5.1.1 Review existing zoning code to ensure industrial zoning codes remain flexible to adapt to new uses and technologies.

5.1.2 Maintain and expand infrastructure and roadways near the LPKC to support existing and future expansion and growth.

5.1.3 Identify key parcels to be strategic shovel-ready sites to propel logistics park development adjacent to LPKC and future anticipated logistics growth south of 199th Street.

5.1.4 Identify target industries beyond transportation and logistics to bring to Edgerton to support a more diversified local economy that is more resilient to the ebbs and flows of any one industry.

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goal 5.2

Foster strong partnerships to promote economic growth for Edgerton and the surrounding area

Policies

5.2.1 Continue to work with ElevateEdgerton! to promote economic development interests in the community including maintaining the tools such as the available lot interactive map and the data dashboard to highlight all of Edgerton's potential.

5.2.2 Maintain strong partnerships with organizations like Workforce Partnership and Johnson County Community College to support economic development and job training for Logistics Park KC and beyond.

5.2.3 Continue to promote Edgerton's strategic location for business and high quality of life for residents.

5.2.4 Plan for and promote a second interchange on I-35 south of Edgerton near Wellsville to promote growth and development for both communities that also corresponds with a possible connection with the potential regional roadway.

Action Items

5.2.1 Seek support, funding, and continued planning at the metro and state-level for the potential regional roadway to help support growth and connectivity in southern Johnson County.

5.2.2 Partner with Gardner, Spring Hill, De Soto, other nearby Johnson County communities, and surrounding area to vocalize support for the potential regional roadway

5.2.3 Educate residents and market all of the amenity expansion and community improvements stemming from the economic development occurring within Edgerton to help foster support for continued growth.

5.2.4 Create a corridor plan once a roadway alignment is determined by the Kansas Department of Transportation.

goal 5.3

Become a full-service community with a wide variety of amenities, jobs, and housing types

Policies

5.3.1 Encourage and allow for more residential growth in Edgerton to help support population growth to attain the number of rooftops necessary to support expanded retail opportunities consistent with the Future Land Use Plan

5.3.2 Plan for and encourage new commercial growth in Edgerton as identified on the Future Land Use Plan by preserving land in key corridors and area from uses inconsistent with the Future Land Use Plan that are not the highest and best use of the site long-term.

5.3.3 Encourage a variety of housing types to be constructed in Edgerton to provide diverse housing choice to serve current and future residents.

5.3.4 Encourage the development of walkable and vibrant mixed-use districts throughout Edgerton as identified on the Future Land Use Plan.

5.3.5 Continue to improve and expand Downtown Edgerton to maintain this important historic district to serve as the civic core of Edgerton.

Expand neighborhood-serving retail as the

5.3.6 community grows to better meet the daily needs of residents and workers.

5.3.7 Expand larger scale commercial uses in Edgerton while also supporting small businesses located with Downtown through investments in creating a sense of place and unique, walkable experience within the Downtown.

Action Items

5.3.1 Work to attract a full-service grocery store to Edgerton.

5.3.2 Continue to use tax revenue from the job growth in Edgerton to fund improvements to infrastructure and amenity expansion.

5.3.3 Work to attract workforce housing to serve the local workforce associated with the Logistics Park KC as well as to capture residential growth expected from the new Panasonic facility in De Soto.

5.3.4 Support the creation of detailed master plans for key proposed mixed-use areas identified on the Future Land Use Plan.

5.3.5 Collaborate with the operator of the Quarry to establish and/or review the existing agreement for the long-term operation of the site and how it may transition once retired.

5.3.6 Build high quality bicycle and pedestrian connections from neighborhoods to retail centers to encourage local shopping and to reduce vehicular dependence.

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6

Community Facilities + Infrastructure



Community facilities and infrastructure encompass a wide range of amenities that greatly impact the quality of life residents perceive within their community.

Edgerton is currently very well-served by parkland throughout the community. From small-scale neighborhood parks to lakes and trails, residents are able to access a variety of park spaces. This chapter will further examine the current parks system and potential improvements.

Additionally, analyses of the existing infrastructure system, including the road, sewer, water, and stormwater systems, will be completed to aid in identifying obstacles and prepare for future investments as developments occur.

Overview

Existing Park System 135
Level of Service Analysis 138
Existing Trails Network 143
Proposed Future Trails Network 145
Existing Infrastructure Conditions 146
Potential Sidewalk Network 149
Future Streets Plan 155
Railroad Facilities 163

Previous Planning Work

Overview

The City of Edgerton contracted a consultant team in 2017 to complete a Parks Master Plan. This plan details existing conditions, community comparisons and benchmarking, and provides recommendations on signage and goals for the future of Edgerton's parks system. The community interests identified in the plan highlight four main themes:

- Desires for a more connected trails system
- Interest in a civic center or community building
- Addition of an aquatic facility
- Improved conditions and facilities in existing parks

Since this plan's adoption, the City has begun work on constructing the Greenspace. This development is located along E Nelson St and will serve as a community building. Amenities are set to include multi-use sports courts, meeting spaces and event rooms, a shelter space, fitness center, walking track, and outdoor splash pad. Construction began Summer 2023.

Summary of Benchmarking

To further explore these four main themes, community comparisons and benchmarking was completed. These benchmarks help clarify what areas of focus each of these themes need and are as follows:

- Edgerton far exceeds the recommended acres of parkland per 1,000 residents
- Edgerton has fewer park staff per resident than peer communities
- The City has other priorities beyond an aquatic facility
- While the trail miles per 1,000 residents also exceeds the recommended standard, the network could improve its connectivity rather than being choppy and not well-connected

Funding Opportunities

The plan identifies current and alternative funding sources for the City and the parks system. The alternative funding sources present the recommended funding sources that the City is not currently utilizing. The alternative funding sources include:

- Establish Development Standards and Land Planning concepts
- Establish Partnerships with health and wellness institutions
- Grants

Recommendations

There were three goals provided within the plan to guide the parks system and improvements. These goals included:

1. Design and construct a community center to include a small aquatic feature, such as a splash pad *(underway today)*
2. Develop a linear parks and trails system
3. Continue to improve and maintain existing parks

In addition to these overarching goals, the plan also identified a Proposed Connectivity Plan to help improve connections for pedestrians and bicyclists along the sidewalk and trails network. These recommendations will be considered as the Future Trails Plan is updated to support the Future Land Use Plan.

Public Engagement Summary - Parks, Trails, and Infrastructure

The public input received during Phase 2 of the comprehensive planning process provided feedback on items related to the current conditions of the parks and recreation amenities in Edgerton, as well as what residents would like to see in the future. The following graphics help highlight some of the key feedback.

What We Heard from the Public

- Maintain the existing parks and trails as assets and advantages to the community.
- Consider opportunities for a swimming pool, additional trails and mobility connections, and leverage the parks system as an attraction for young families.
- Be intentional with maintaining high standards for parkland as residential development occurs throughout the community.
- The public workshop and interactive engagement website identified the top desired improvements to be:
    1. Trails
    2. Sport Courts
    3. Playgrounds
- Generally, residents would prioritize trail improvements and extensions throughout the community.

The parks and trails system was a top rated asset and advantage for Edgerton to build upon.



What other opportunities for improvements are there for parks and recreation?

Need more parks and recreation programs

Need more trails/connections

Using the parks and recreation system as an attraction for young families

KEY TAKEAWAY:

As the community grows, it will be important to continue drawing in supportive amenities. Recreational amenities, such as expanding parks and trails as residential development continues will be important.

Edgerton needs more of the following recreational amenities:

1. Trails
2. Sport Courts
3. Playgrounds

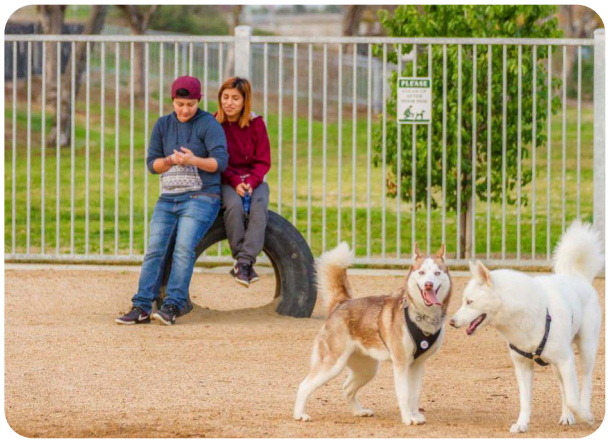












Participants of the image voting activity identify paved trails, more park facilities, public restrooms, an outdoor gym, sport courts, and dog parks as their most preferred recreation amenities.

Existing Parks in Edgerton

Edgerton is served by a wide variety of park spaces in and around the community. There are five city-owned parks and one county-owned park in close proximity that provide a number of amenities to Edgerton residents and visitors. Table 6.1 details each of these parks and their respective size in acres.

In examining Figure 6.1, it could appear that there are under-served areas in the logistics park area of Edgerton's city limits; however, historic residential development has taken place in the western half of the community, where much of the park space exists today. The eastern side of the city limits is home to more business park and logisitics park users.

Existing Parks in Edgerton- Ownership

Parks are currently managed under the Public Works Department but efforts are underway to hire a Parks and Recreation Director to start a new city department. Johnson County Parks and Recreation District (JCPRD) currently operates Big Bull Creek within Edgerton city limits, a park that offers over 2,000 acres of parkland to Edgerton residents.

Figure 6.1 on the following page illustrates the county and city parks to better understand the interconnected nature of these park spaces.

Table 6.1 - Existing Parkland Size, Type, and Operator in Edgerton

Park Name	Acres	Park Type	Park Operator
Martin Creek Park	20.2	Community	City of Edgerton
Edgerton Lake	11.8	Community	City of Edgerton
Bridgewater Park	4.2	Community	City of Edgerton
Glendell Acres Park	2.2	Neighborhood	City of Edgerton
Manor Park	0.2	Neighborhood	City of Edgerton
*Big Bull Creek Park	2,007.1	Regional	Johnson County

**Big Bull Creek Park is a Johnson County Parks and Recreation-owned facility located in Edgerton.*







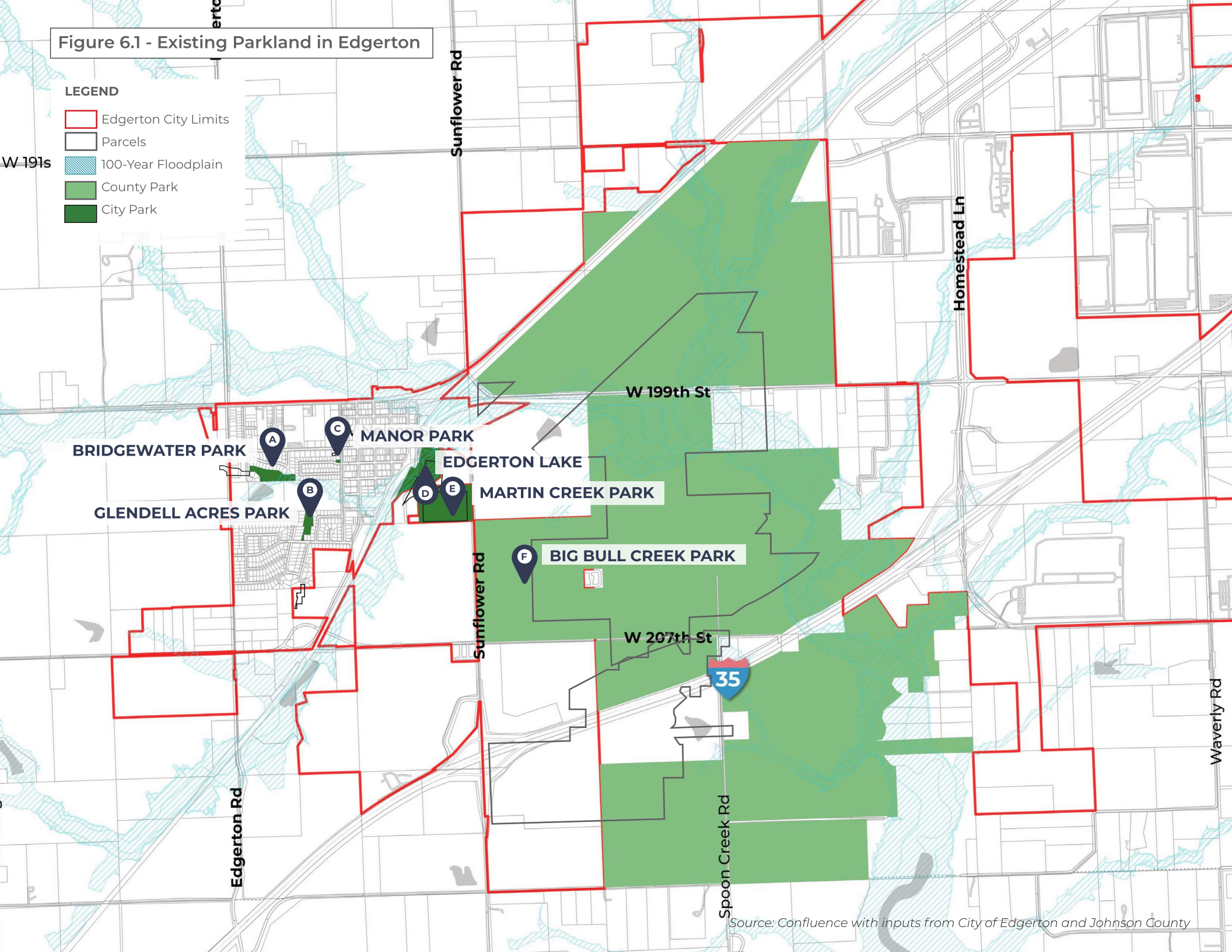






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Figure 6.1 - Existing Parkland in Edgerton



Source: Confluence with inputs from City of Edgerton and Johnson County

Existing Parks in Edgerton- Park Types

Neighborhood Parks

Neighborhood parks are any parks up to 15 acres in size. In some cases, these parks can be smaller or larger than this threshold depending on the community and location of the park. Neighborhood parks help provide immediate access to residential areas for park and social spaces. Edgerton neighborhood parks include:

- Glendell Acres Park
- Manor Park

Community Parks

Community parks are much larger is size as they are intended to service the entire community. These parks range from 16 to 100 acres. On-site amenities may vary from park to park but often have on-site parking. Community parks in Edgerton today include:

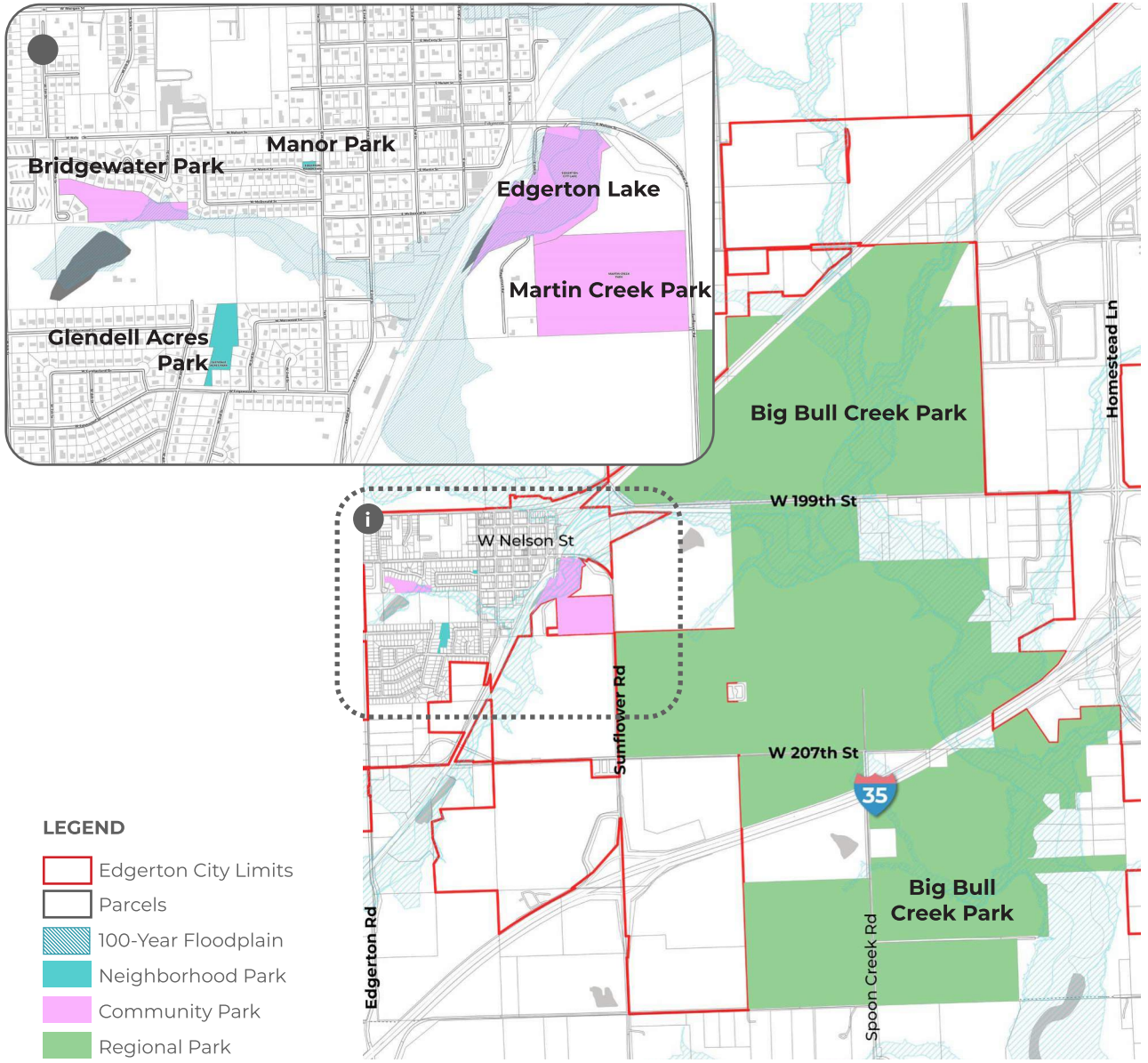
- Martin Creek Park
- Edgerton Lake
- Bridgewater Park

Regional Parks

Regional parks offer unique activities and amenities. These parks can have golf courses, disc golf courses, amphitheaters, lakes, fishing, sports fields, and historic areas. Since the designations are based on use, not size, there are no set acreage ranges for this park type. Special use parks in Edgerton include:

- Big Bull Creek Park (county-owned)

Figure 6.2 - Park Type Map



Source: Confluence with inputs from City of Edgerton and Johnson County

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Recreational Amenities by Park in Edgerton

A factor in assessing Edgerton's parks system is examining the recreational amenities offered at each park. The results of this assessment highlight yet another strong asset to Edgerton's park system: each park offers varying opportunities to be outdoors, whether active or passive. The list presented to the right details each park's amenities.

MANOR PARK

- Playground
- Basketball Court
- Picnic Shelter

GLENDELL ACRES PARK

- Updated Playground
- Open Space
- Skate Park
- Walking Path
- Fitness Area
- Topography

EDGERTON LAKE

- Lake
- Fishing
- Non-Motorized Boats
- Walking Path

MARTIN CREEK PARK

- Basketball Court
- Volleyball Court
- Field
- Walking Path
- Tennis Court
- Picnic Shelter
- Baseball/Softball Fields

BRIDGEWATER PARK

- Lake
- Fishing
- Trail

*BIG BULL CREEK PARK

**County-owned and operated park facility in close proximity to Edgerton residents.*

- Mildale Farm
- Equestrian Trail
- Paved Trail
- Natural Trail
- Disc Golf Course
- Mountain Bike Trail

Level of Service Analysis

There are a variety of methods available to calculate level of service for parkland throughout communities. This section will investigate the parks per 1,000 residents, service areas, and walk-time analysis methods to estimate the serviced and non-serviced areas for parkland in Edgerton.

Parks Acres Per 1,000 Residents

A level of service (LOS) analysis is a common way to calculate how many acres of parkland exists per 1,000 residents. Table 6.2 (to the right)presents the current park space in Edgerton broken down by acreage, park type, and park operator.

Edgerton's current parkland numbers identify a remarkably high level of service for park acres per 1,000 residents. The national standard LOS is recommended to be 10.5 acres per 1,000 residents. When calculating Edgerton's LOS, based only on City-operated parks, the community currently has a LOS of 22.2 acres per 1,000 residents, far exceeding the national recommended standard.

**Note: Johnson County Parks and Recreation District operates a large, regional park in close proximity to Edgerton today: Big Bull Creek Park. When considered in the LOS, this park significantly skews the estimations of parks per 1,000 residents to depict an overwhelmingly large number (as shown in Table 6.3). To maintain data based in reality, the consultant team excluded this park from the parks per 1,000 calculations.*

Table 6.2 - Park Level of Service Analysis // Parks Acres Per 1,000 Residents

Park Name	Acres	Park Type	Park Operator
Bridgewater Park	4.2	Community	City of Edgerton
Edgerton Lake	11.8	Community	City of Edgerton
Glendell Acres Park	2.2	Neighborhood	City of Edgerton
Manor Park	0.2	Neighborhood	City of Edgerton
Martin Creek Park	20.2	Community	City of Edgerton
*Big Bull Creek Park	2,007.1	Regional	Johnson County

Existing Level of Service Calculations		
Existing Population (2021)	1,741	-
Existing Level of Service (City Parks Only)	22.2	-

Level of Service by Type	Acres	Level of Service
Neighborhood Parks	2.4	1.4
Community Parks (City Parks Only)	36.2	20.8
TOTAL	**38.6**	**22.2**

Level of Service (LOS) Recommendations	Recommended LOS	Existing LOS
Neighborhood Parks	1.25 to 2.0	1.4
Community Parks	5.5 to 8.0	20.8
TOTAL	**10.5**	**22.2**

Table 6.3 - Park Level of Service Analysis (City and County Parks) // Parks Acres Per 1,000 Residents

Existing Population (2021)	1,741
*Existing Park Acreage (City and County Parks)	2,045.7
*Level of Service (City and County Parks)	1,175

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Service Areas

An additional method for examining how well a community is served by parkland is through a service area map. Figure 6.3 illustrates the service area map for Edgerton's existing parkland, including both City- and County-operated parks.

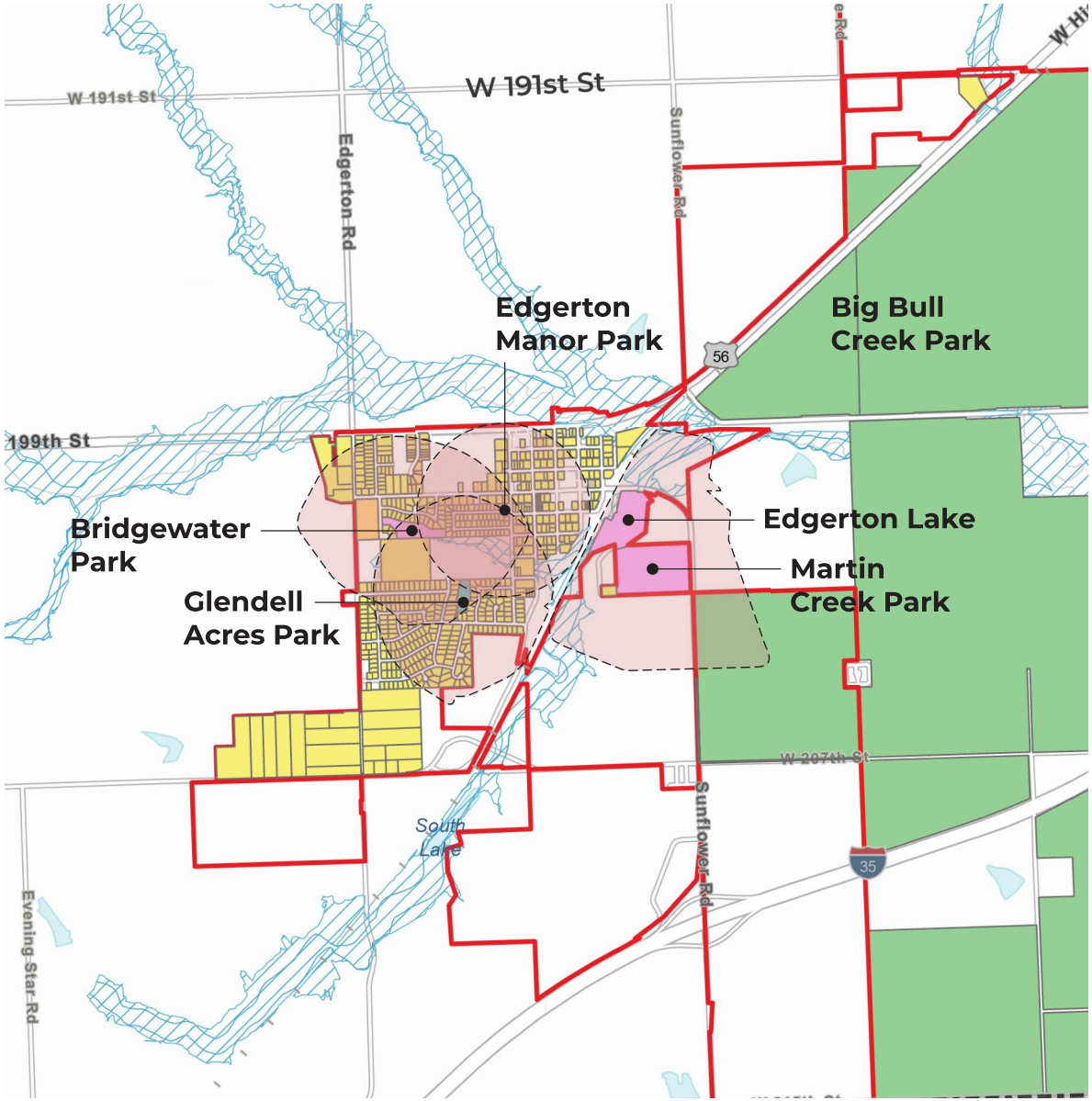
Neighborhood parks have a service area between 1/4 and 1/2 miles, whereas community parks have a larger service area of at least one mile. The radii shown in Figure 6.3 were obtained from the 2017 Edgerton Parks Master Plan. Regional parks do not have a service area associated with them due to the fact that they are attract visitors from far distances because of their unique amenities and scale.

In examining Figure 6.3, it is evident that Edgerton is currently well-served by parkland, especially when considering where the bulk of residential development is within city limits. The areas not within a service area ring are generally Logistics Park Kansas City (LPKC) or industrial land. The varied park types help in providing a mix of amenities to residents as well, which is important for determining future need.

LEGEND

- Edgerton City Limits
- Parcels
- 100-Year Floodplain
- Neighborhood Park
- Community Park
- Regional Park
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Neighborhood and Community Park 1/4-mile buffer

Figure 6.3 - Park Service Area Map



Source: Confluence with inputs from City of Edgerton and Johnson County

Park Demand Estimates

Utilizing the population projection estimates shown in Table 6.4 from 2030-2050, a series of park demand estimates were completed to better understand future park need in Edgerton. These estimations follow Edgerton's current level of service of 22.2 acres per 1,000 residents. This level of service is much higher than the national standard, and is therefore expected by residents and the future parks system should be maintained at this level.

Neighborhood Parks

By 2050, it is estimated that Edgerton will need between 13 to 40 acres of neighborhood parkland.

Community Parks

By 2050, Edgerton will likely need an additional 41 to 146 acres of land for community parks.

Total Parks

By 2050, Edgerton is estimated to need 131 to 422 total acres of parkland to service the projected 14,205 residents.

These projections are based off of the population projections shown in Table 6.4.

Table 6.4 - Population Projection Estimates 2030-2050

Population Scenario	2030	2040	2050
Moderate Growth Scenario	2,412	5,006	7,646
Average Growth Scenario	4,802	10,792	14,205
High Growth Scenario	7,192	16,578	20,763

Table 6.5 - Park Demand Estimates 2030-2050

	Total			
Existing Total Park Level of Service	22.2 acres / 1,000			
Neighborhood Park Level of Service	2.0 acres / 1,000			
Community Park Level of Service	8.0 acres / 1,000			
Neighborhood Park	**Existing Acres**	**Acre Demand 2030**	**Acre Demand 2040**	**Acre Demand 2050**
Moderate Growth Scenario 2050	2.4 acres	5 acres	10 acres	15 acres
Average Growth Scenario 2050	2.4 acres	10 acres	22 acres	28 acres
High Growth Scenario 2050	2.4 acres	14 acres	33 acres	42 acres
Neighborhood Park Needed Acres by 2050	**Between 13 and 40 acres**			
Community Park	**Existing Acres**	**Acre Demand 2030**	**Acre Demand 2040**	**Acre Demand 2050**
Moderate Growth Scenario 2050	20.2 acres	19 acres	40 acres	61 acres
Average Growth Scenario 2050	20.2 acres	38 acres	86 acres	114 acres
High Growth Scenario 2050	20.2 acres	58 acres	133 acres	166 acres
Community Park Needed Acres by 2050	**Between 41 and 146 acres**			
Total Park Acres	**Existing Acres**	**Acre Demand 2030**	**Acre Demand 2040**	**Acre Demand 2050**
Moderate Growth Scenario 2050	38.8 acres	54 acres	111 acres	170 acres
Average Growth Scenario 2050	38.8 acres	107 acres	240 acres	315 acres
High Growth Scenario 2050	38.8 acres	160 acres	368 acres	461 acres
Total Park Needed Acres by 2050	**Between 131 and 422 acres**			

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Mobility

Edgerton's Trail Network

Figure 6.4 highlights the existing trail network in Edgerton today. Martin Creek Park features the only City-owned trail within city limits. Big Bull Creek Park features the remaining trails, ranging from natural paths to shared use paths.

Edgerton is currently undertaking a Trails Master Plan that will identify new trail routes and corridors. The findings of the new master plan should be implemented alongside the comprehensive plan.

Table 6.6 - Trail Types and Lengths

Trail Type	Miles
Paved Trail	2.8
TOTAL MILES IN CITY-OWNED PARKS	**2.8**
Natural Path	3.3
Mountain Bike Path	8.2
Equestrian Path	7.3
Shared Use Path	8.8
TOTAL MILES IN CITY AND COUNTY-OWNED PARKS	**30.4**

Indicates trail amenities located in Big Bull Creek Park - A Johnson County Parks and Recreation-owned park facility.



PAVED TRAIL



NATURAL PATH



MOUNTAIN BIKE PATH



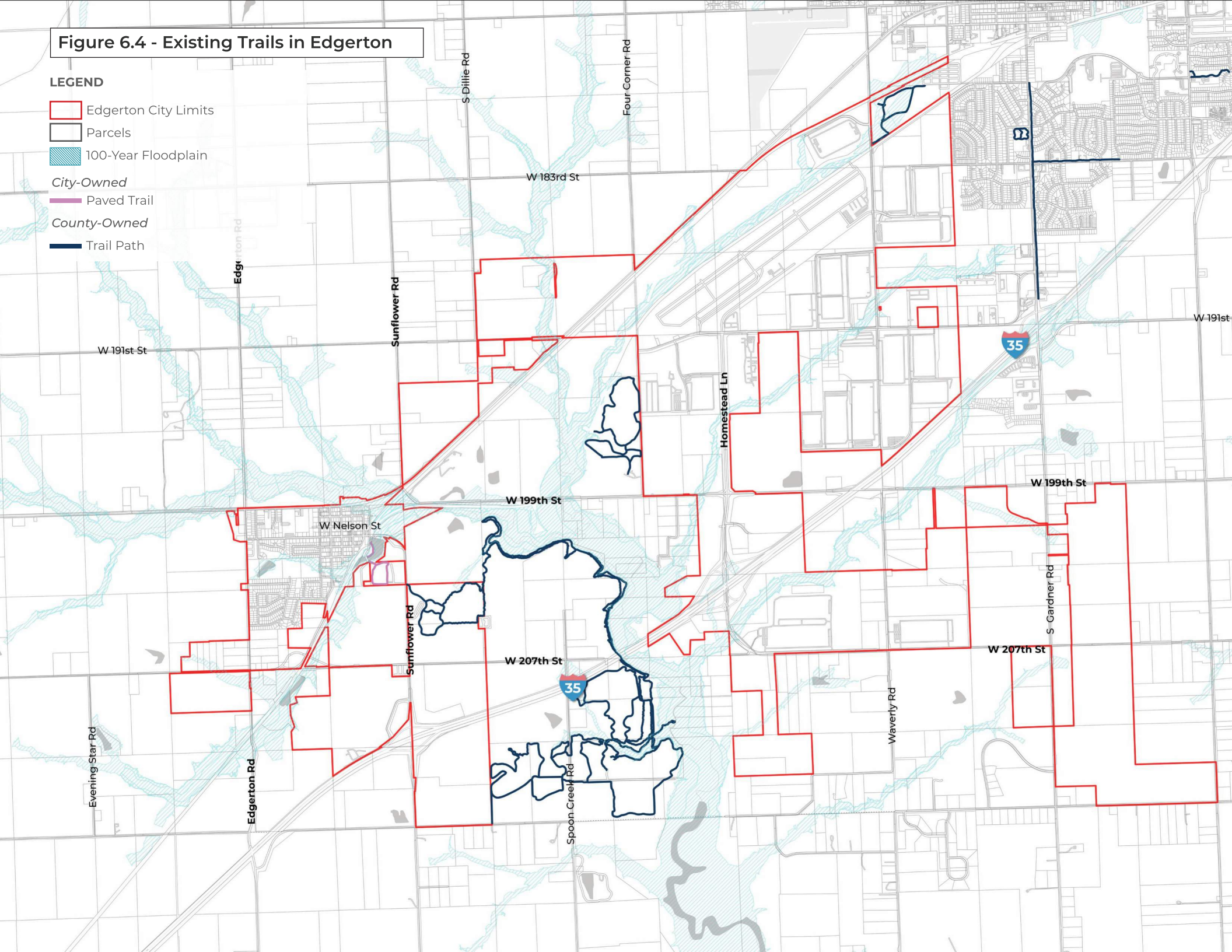
EQUESTRIAN PATH



SHARED USE PATH

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Figure 6.4 - Existing Trails in Edgerton



Mobility

Existing Sidewalk Network

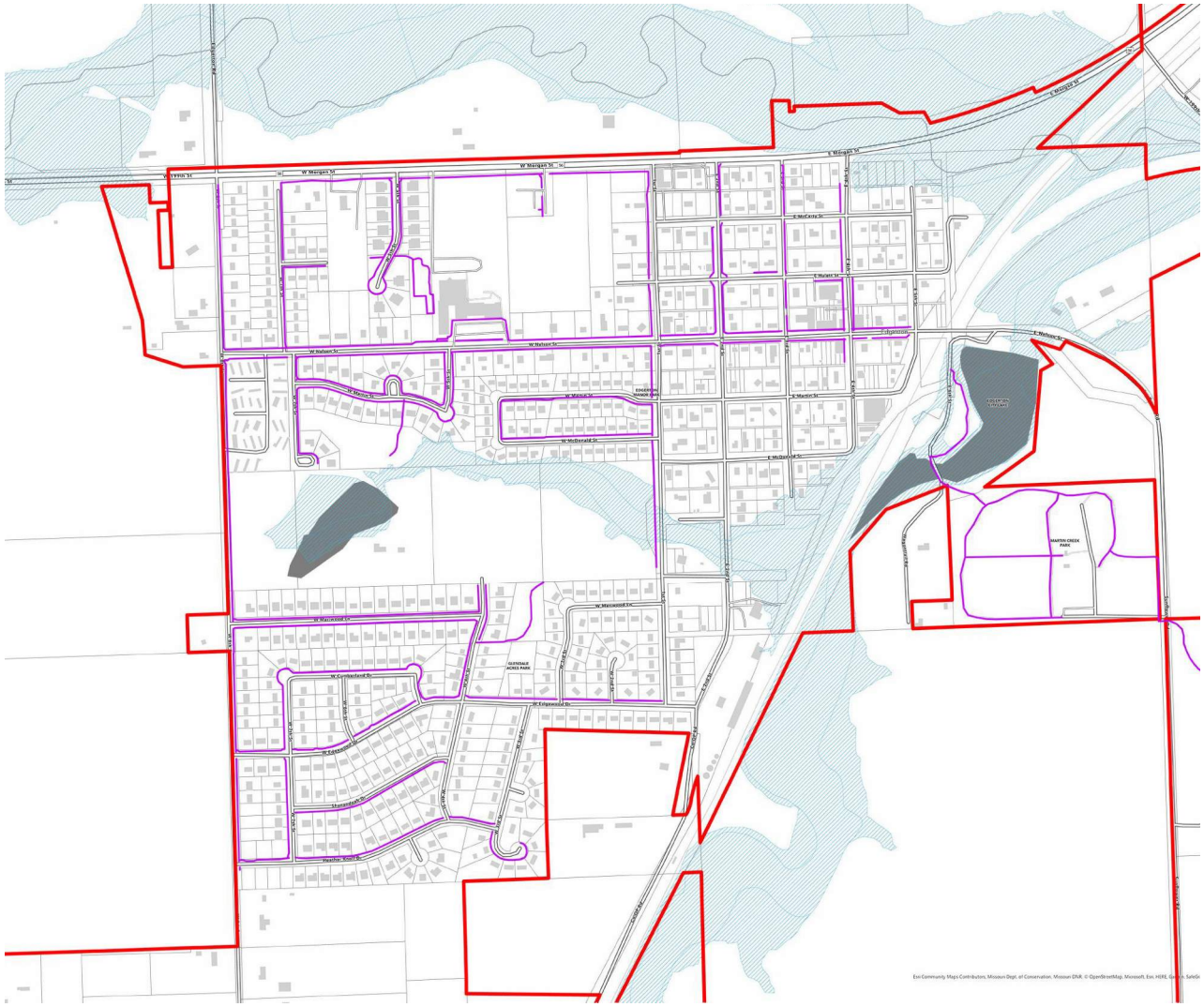
The existing sidewalk network, shown in Figure 6.5, highlights the current pathways servicing the residential neighborhoods of Edgerton today. There are gaps in the network today that limit residents' ability to move throughout the community without a car. This includes everyone from children walking to school and elderly citizens out for an afternoon stroll.

Sidewalk Improvements

Providing sidewalk connections on at least one side of every street would help to improve connectivity and pedestrian safety. Figure 6.6 highlights the historic core of Edgerton near the Downtown that would benefit from sidewalk expansion. The economic development of Downtown Edgerton could be greatly enhanced by continuing to improve the overall pedestrian experience throughout the district. This would become especially important if mixed-use and new commercial areas identified to the north of Downtown Edgerton on the Future Land Use Plan come to fruition. Residents and visitors would be able to easily walk between different commercial areas and to amenities such as Edgerton Lake and Martin Creek Mark.

In new growth areas of Edgerton, developers should be required to provide a sidewalk on at least one side of all streets. This will help avoid future gaps in the sidewalk system.

Figure 6.5 - Existing Sidewalk Network



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Mobility

Bike-Time Analysis

The graphics shown in Figure 6.9 and 6.10 illustrate the 15- and 60-minute bicycle ride-time ranges in Edgerton. Following the 15-minute map, bicyclists are able to go approximately 2-3 miles on the best available routes. For the 60-minute map, bicyclists can go approximately 10-12 miles.

The 2017 Parks Master Plan identified a strong desire for completing connections in the existing network and by doing so, bicyclists are anticipated to be able to explore more of Edgerton and Johnson County. A robust trail network has the capacity to serve as a regional recreation tourism destination and coordination and partnerships should be considered to make this achievable. These factors will be integrated into the recommendations of the forthcoming Trails Master Plan.

Figure 6.9 - 15-Minute Bicycle Ride-Time Analysis

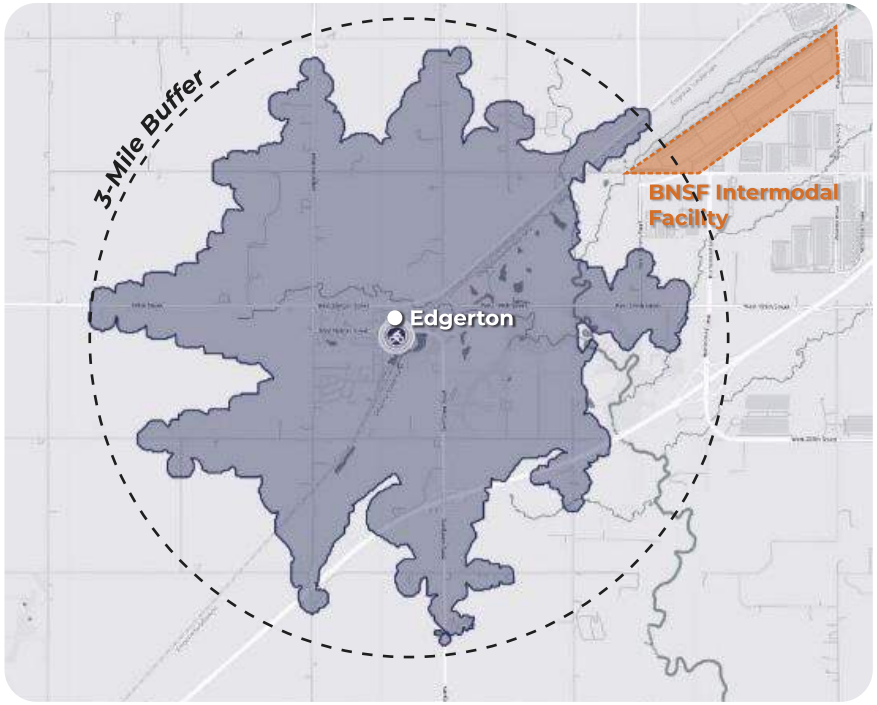
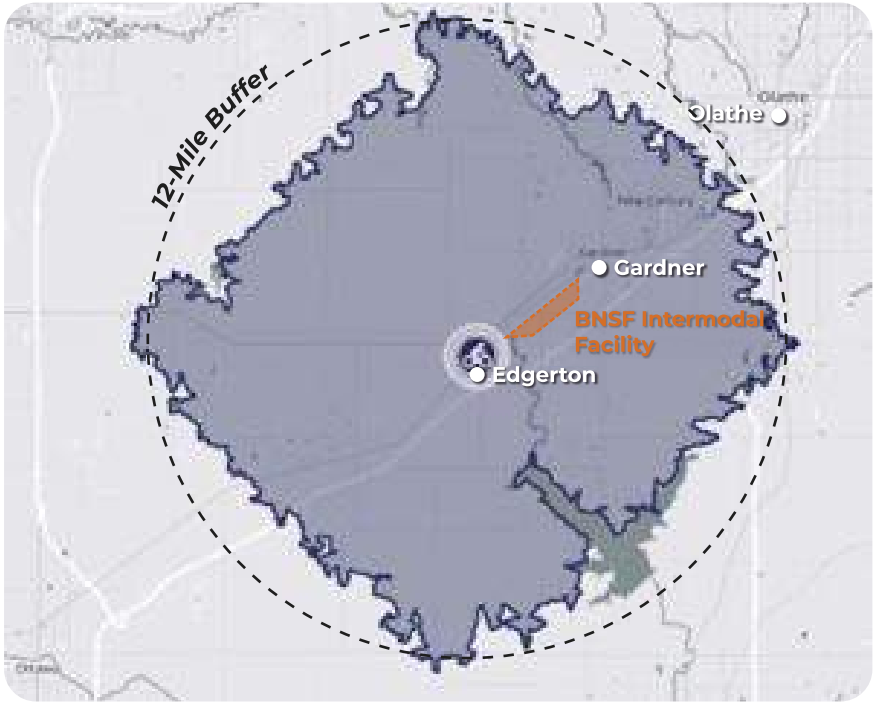


Figure 6.10 - 60-Minute Bicycle Ride-Time Analysis



Source: https://app.traveltime.com

Infrastructure Operations Today

Infrastructure impacts many day-to-day activities for all residents in a community. Everything from a heavy rain to brushing your teeth is accounted for in these necessary city facilities. The primary components to built infrastructure include stormwater, water, sanitary sewer, and roads.

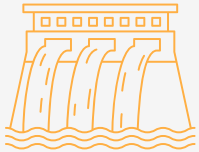
This section of the Community Facilities and Infrastructure Chapter will examine the infrastructure and transportation-specific existing conditions and provide recommendations to ensure the current system is able to meet demand for the projected growth and development in Edgerton.

ROADS



With future development in the city, roadways are still a high priority infrastructure facility as they are the conduit for Edgerton residents and those outside the city to get to work, school, or places of recreation on a daily basis. Investigation of the current network, operations and maintenance, and demand help to create the Future Streets Plan presented within this chapter.

STORMWATER



Stormwater infrastructure works to remove any excess flow from the built environment, including our roads, to allow for continued use of the space. Often times, stormwater detention and retention centers are constructed as both an infrastructure component and recreational facility/amenity.

WATER



Water facilities transport and store our water sources throughout the community to all connected households. Water towers, water mains, and treatment centers are often affiliated features to water facilities.

SANITARY SEWER



Sanitary sewers are an underground system that transports sewage from houses to treatment facilities. Following the cleansing process, the treated water is often returned to waterbodies.

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Public Input Summary- Infrastructure and Transportation

The following graphics highlight some of the key priorities and concerns for infrastructure and transportation in Edgerton.



Infrastructure investment will be key to creating development-ready parcels to support new growth.

In the next 5-10 years, Edgerton will need the following transportation changes/improvements: (Select all that apply)

1. More sidewalks
2. Multi-Use Trails
3. Enhanced and consistent crosswalks
4. Signalized intersections
5. Speed limit reductions
6. Bike lanes (on or off street)

- Edgerton will likely see growth in the coming years; infrastructure will need to expand and be maintained to keep up.
- Concern that residential growth will strain existing infrastructure if it is not improved.
- Extend infrastructure north of 56 Highway to open land up for development.
- New residential growth will help support retail growth.

Edgerton's Existing Roadway Network

Roadway networks are comprised of three main classifications: local, collector, and arterial roadways. Each classification serves a specific purpose, and it is important to keep that in mind as the roadway network expands. The map shown in Figure 6.11 illustrates the existing roadway network serving the community today as shown in the Johnson County's Comprehensive Arterial Roadway Network Plan (CARNP) and the street classification maps for Johnson and Douglas County. This street system was used as the basis for the Preliminary Future Streets Plan discussed on the following pages. Below are high-level street classification definitions for Edgerton. Note, no future local streets have not been identified as they will be determined during the development process.

Local Streets

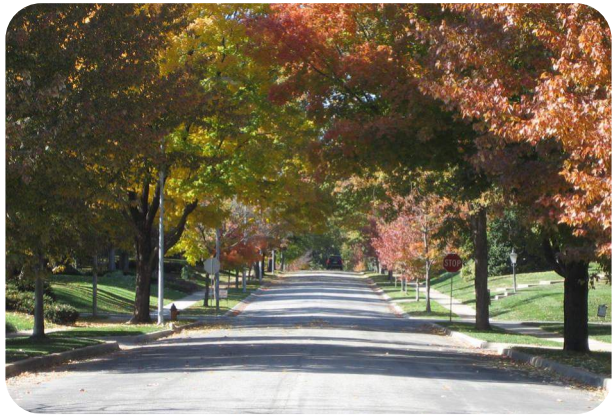
Local streets are the main source of access to residential land uses. With a smaller footprint and slower speeds, local streets provide access from the neighborhoods they serve to the larger roadway network.

Collector Streets

Collector streets serve the purpose of bringing a regional volume of traffic together often in coordination with land uses such as commercial, office, and industrial. Collector streets exist with a larger footprint, reduced access points, and at higher speeds. Collector streets provide the buffer between local roads and arterial roads.

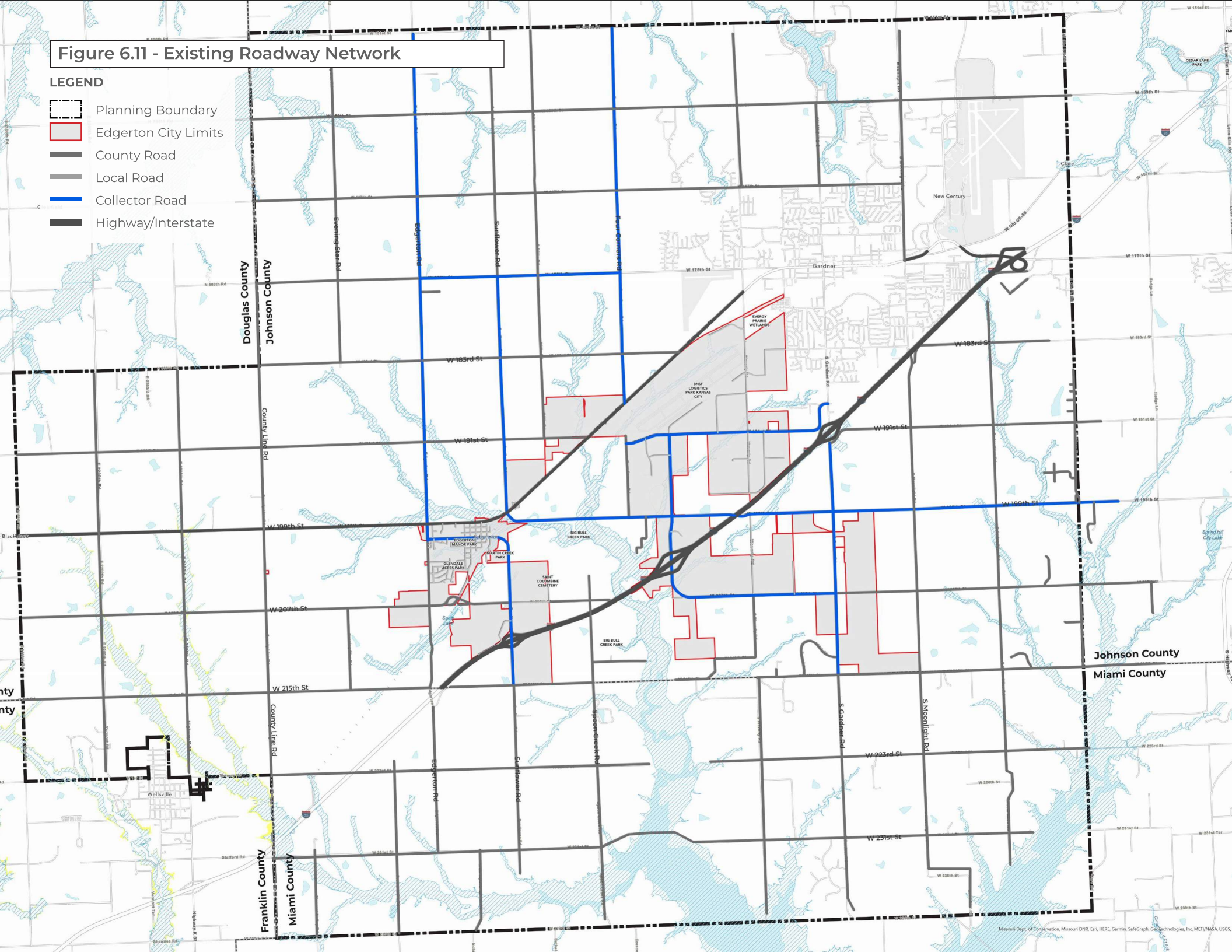
Arterial Roads

Arterial roads provide the means for regional connectivity within the roadway system. These are the main travel routes within the network, and the focus of the arterial roadway is to move traffic from one network to another. Arterial roadways should include the largest footprint, higher speeds, and access is limited to intersections with other arterial roads and collector streets.







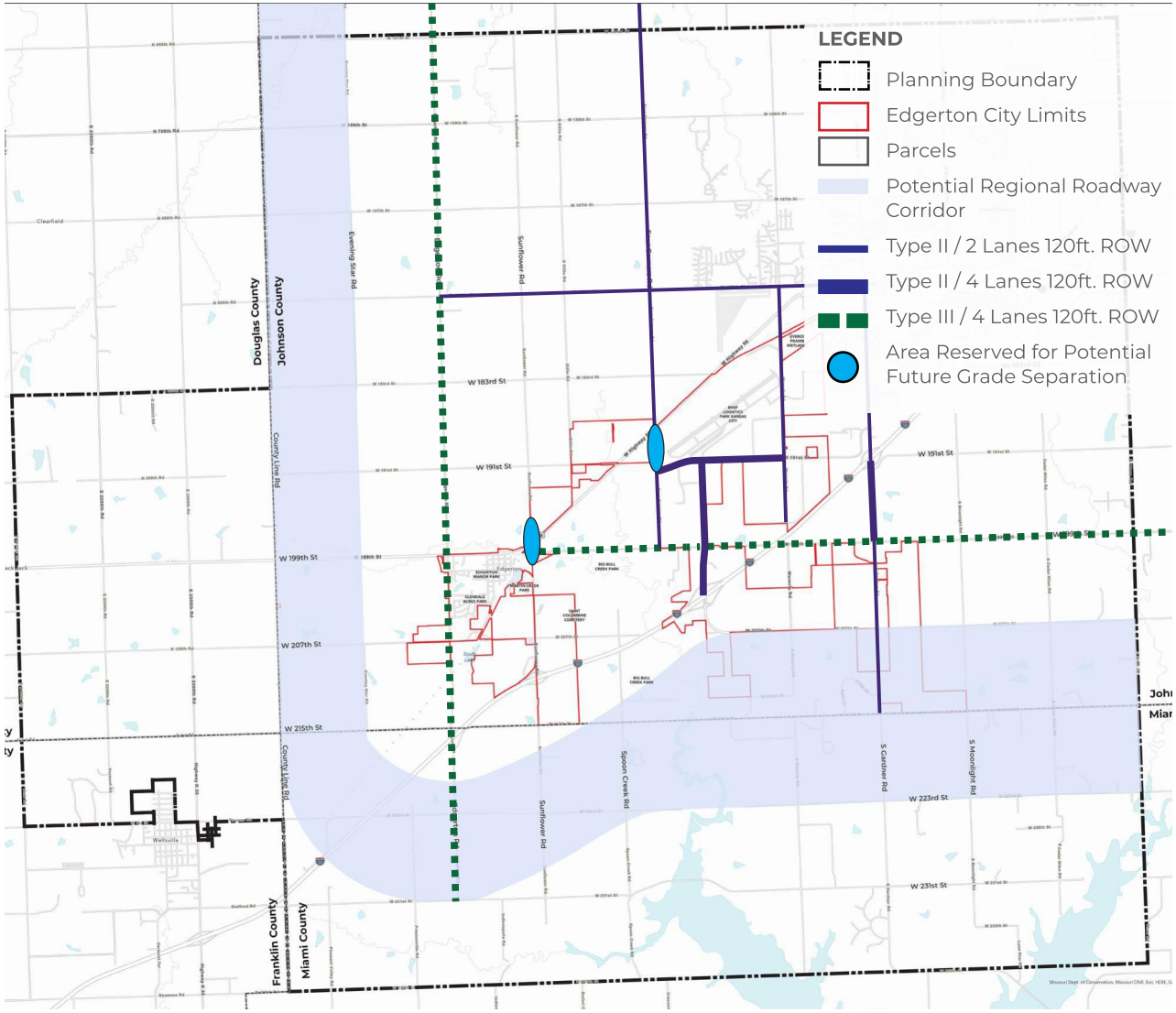

Figure 6.11 - Existing Roadway Network
LEGEND
Planning Boundary
Edgerton City Limits
County Road
Local Road
Collector Road
Highway/Interstate
Douglas County
Johnson County
Franklin County
Miami County
Gardner
New Century
Clare
Wellsville
Blackbob
Evening Star Rd
Edgerton Rd
Sunflower Rd
Four Corners Rd
County Line Rd
Spoon Creek Rd
S Gardner Rd
S Moonlight Rd
W 175th St
W 183rd St
W 191st St
W 199th St
W 207th St
W 215th St
W 223rd St
W 231st St
W Old US-56
EVERGY PRAIRIE WETLANDS
BNSF LOGISTICS PARK KANSAS CITY
EDGERTON MANOR PARK
MARTIN CREEK PARK
GLENDALE ACRES PARK
SAINT COLUMBINE CEMETERY
BIG BULL CREEK PARK
CEDAR LAKE PARK
Stafford Rd
Shawnee Rd

Previous Planning Work Recommendations

The Southwest Johnson County Area Plan completed in 2013 provided a series of Recommended County Arterial Roadway Network Plan (CARNP) Modifications. The map in Figure 6.12 to the right highlights the adjustments to road classification for Edgerton's existing network. Tables 6.10-6.11 on the following page further details the exact roadways where modifications are needed.

KDOT identified a potential new high capacity roadway corridor alignment near the Miami/ Johnson County line. Another east-west segment of this potential future road corridor could proceed eastward along the Johnson-Miami County line from I-35 to the Missouri state line. KDOT and the State of Kansas will lead the planning efforts for this new roadway.

Figure 6.12 - Potential Regional Roadway Corridor and Recommended County Arterial Roadway Network Plan Modifications Map (2013)



Contains information from the Southwest Johnson County Area Plan, 2013

Table 6.10 - North/South Roadways for Future CARNP Modifications

Street	Segment	State Functional Classification	Proposed CARNP Type	Highest 2040 ADT	ROW Width	Future Lanes
Edgerton Road	I-35 to 175th Street	Rural Major Collector	Type III	500	150'-200'	4
Sunflower Road	215th Street to I-35	Rural Major Collector	Type II	5,400	120'	2
Sunflower Road	I-35 to Nelson Street	Urban Collector	Type II	7,500	120'	2
Sunflower Road	U.S. 56 to 175th Street	Local	Type I	5,700	120'	2
Four Corners Road	199th Street to 191st Street	Rural Major Collector	Type II	6,000	120'	2
Four Corners Road	191st Street to U.S. 56	Rural Major Collector	Preserved for Potential Grade Separation	N/A	120'	2
Four Corners Road	U.S. 56 to 175th Street	Rural Major Collector	Type II	1,500	120'	2
Homestead Lane	207th Street to I-35	Local	Type II	500	120'	2
Homestead Lane	I-35 to 191st Street	Minor Arterial	Type III	31,600	150'-200'	4
Waverly Road	207th Street to 199th Street	Local	Local	500	100'	2
Waverly Road	Dead-End S/O 191st Street to U.S. 56	Local	Type II	10,400	100'	2
Waverly Road	U.S. 56 to 175th Street	Urban Collector	Local	500	100'	2
Gardner Road	215th Street to I-35	Rural Major Collector	Type II	10,100	100'	2
Gardner Road	I-35 to 191st Street	Minor Arterial	Type II	20,000	100'	4

Source: Southwest Johnson County Area Plan, 2013

Table 6.11 - East/West Roadways for Future CARNP Modifications

Street	Segment	State Functional Classification	Proposed CARNP Type	Highest 2040 ADT	ROW Width	Future Lanes
175th Street	Sunflower Road to Waverly Road	Major Rural Collector	Type II	6,800	120'	2
183rd Street	Sunflower Road to U.S. 56	Local	Local	500	100'	2
183rd Street	Waverly Road to 1/2 mile east	Local	Local	10,900	100'	2
191st Street	Sunflower Road to U.S. 56	Local	Local	500	100'	2
191st Street	Waverly Road to Gardner Road	Local	Local	6,300	100'	4
U.S. 56 Highway	Sunflower Road to Waverly Road	Minor Arterial	N/A	5,100	100'	3
199th Street	U.S. 56 to Homestead Lane	Rural Major Collector	Type II	11,700	120'-200'	2 or 4
199th Street	Homestead Lane to 1/2 mile east to Gardner Road	Rural Major Collector	Type III	11,100	150'-200'	4
Nelson Street	BNSF to Sunflower Road	Urban Collector	N/A	7,500	100'	2
207th Street	Edgerton Road to Sunflower Road	Local	Type II	500	120'	2
207th Street	Homestead Lane to 1/2 mile east to Gardner Road	Local	Local	500	100'	2
215th Street	1/2 mile west of Sunflower Road to 1/2 mile east of Gardner Road	Local	Local	500	100'	2

Source: Southwest Johnson County Area Plan, 2013

Preliminary Future Streets Plan

A balanced roadway network needs both arterial and collector roadways to serve their proper functions. The City of Edgerton should prioritize parallel collector corridors for these arterial streets to provide relief in periods of high demand, and to provide access to the Local Streets. Collector streets should be planned at a ¼ mile to ½ mile spacing to provide local street connectivity and intersections should be adequately spaced where the collector streets connect to the minor arterial corridors. Where feasible, existing local street connections to the two arterial streets should be removed and relocated to a functional collector street. As redevelopment occurs along the identified arterial and collector corridors driveways should be removed from the corridors as much as possible. This will allow for less friction within the system which will provide safer roadways with less delay.

Figure 6.12 (on the next page) shows the preliminary Future Streets Plan for Edgerton. The Future Streets Plan was created using the existing roadway network and Future Land Use Plan as its base. It is composed of a series of proposed new collector and arterial roadways with an overall goal of providing multiple north-south and east-west connections for high capacity roadways throughout the planning boundary.

Figure 6.12 on the following page shows a potential additional high capacity road corridor that would be a major connector for regional economic services. This corridor is currently identified along the Johnson-Douglas county line to the west of Edgerton and along the Johnson-Miami county line to the south/east of the city. This corridor generally corresponds to a road corridor identified by the 5-County Regional Transportation Study completed by the Kansas Department of Transportation (KDOT) in 2011.

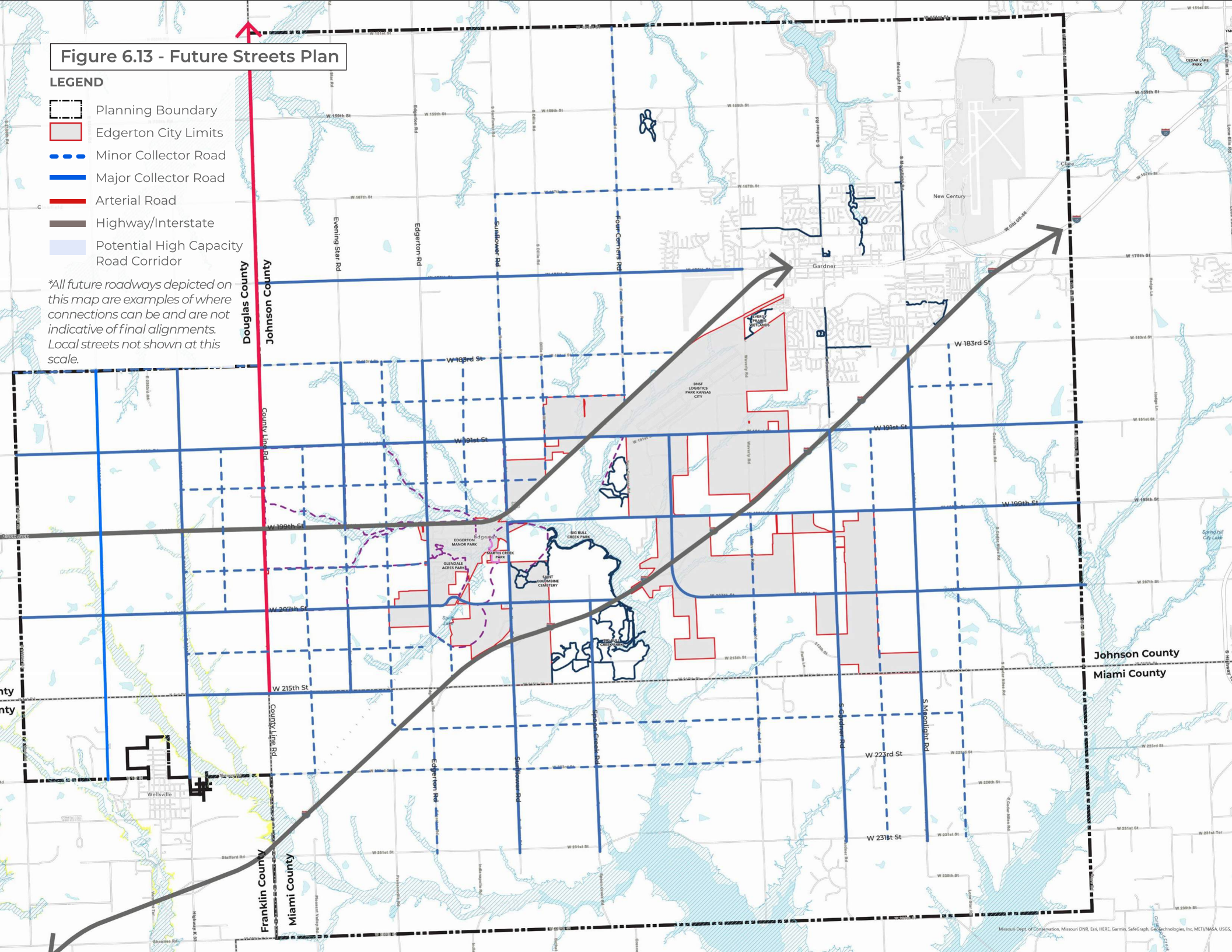
The Future Streets Plan also identifies potential for an interchange with Interstate-35, located approximately halfway between the existing Sunflower Road interchange and the K-33 Highway interchange in nearby Wellsville. All potential transportation projects would be enormous economic development catalysts for Edgerton but will require substantial planning, public input, and partnerships at the State, County, and local levels.

The Future Streets Plan is preliminary and subject to change pending new development, amendments to Future Land Use Plan, and various other factors.



Aerial View of Edgerton, looking northeast towards the BNSF Intermodal Facility

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Figure 6.13 - Future Streets Plan
LEGEND
Planning Boundary
Edgerton City Limits
Minor Collector Road
Major Collector Road
Arterial Road
Highway/Interstate
Potential High Capacity Road Corridor
*All future roadways depicted on this map are examples of where connections can be and are not indicative of final alignments. Local streets not shown at this scale.
Douglas County
Johnson County
Franklin County
Miami County
Evening Star Rd
Edgerton Rd
Sunflower Rd
Four Corners Rd
County Line Rd
W 159th St
W 167th St
W 175th St
W 183rd St
W 191st St
W 199th St
W 207th St
W 215th St
W 223rd St
W 231st St
Gardner
New Century
Edgerton
Wellsville
BNSF LOGISTICS PARK KANSAS CITY
EDGERTON MANOR PARK
MARTIN CREEK PARK
GLENDALE ACRES PARK
SAINT COLUMBINE CEMETERY
BIG BULL CREEK PARK
Johnson County
Miami County

Corridor Design Strategies

When providing access for all modes of transportation within the corridor, safety needs to be held as a top priority. Speeds and level of comfort varies across the different means of travel, so it is important to consider the goals of each user in design corridor cross sections. Arterial streets provide for a higher speed of travel for motorists, and therefore pose risk and discomfort for cyclists and pedestrians. Arterial street corridors should consider off-street trails and sidewalks. Separation of pedestrians and cyclists should be taken into consideration also based on the overall trail system and cycling routes. Collector corridors promote slightly lower speeds for motorists, so on-street bike lanes may be considered within these routes and serve as a way to buffer the differing modes of transportation.

Table 6.12 - Planning-Level Lane Configuration by AADT

Planning-Level Lane Configuration byy Average Annual Daily Traffic (AADT)*	
The following traffic volumes provide planning-level guidance for the needed lane configuration based on AADT:	
Lane Type	**AADT**
3-Lane Section	10,000-18,000
4-Lane Section	18,000-27,000
5-Lane Section	27,000-36,000

**Planning-level volumes only based on Highway Capacity Manual for Level of Service D. Actual capacity will depend on access points, desires level of service, speed, etc.*

When considering the design of arterial and collector streets, the City of Edgerton should consider implementing design features of Complete Streets. Complete Streets is a philosophy that seeks to design public street corridors to accommodate all mobility users efficiently and comfortably. The City should commission a study to determine which specific corridors could be designed with a Complete Streets design approach and what that approach might look like for Edgerton and its unique circumstances.









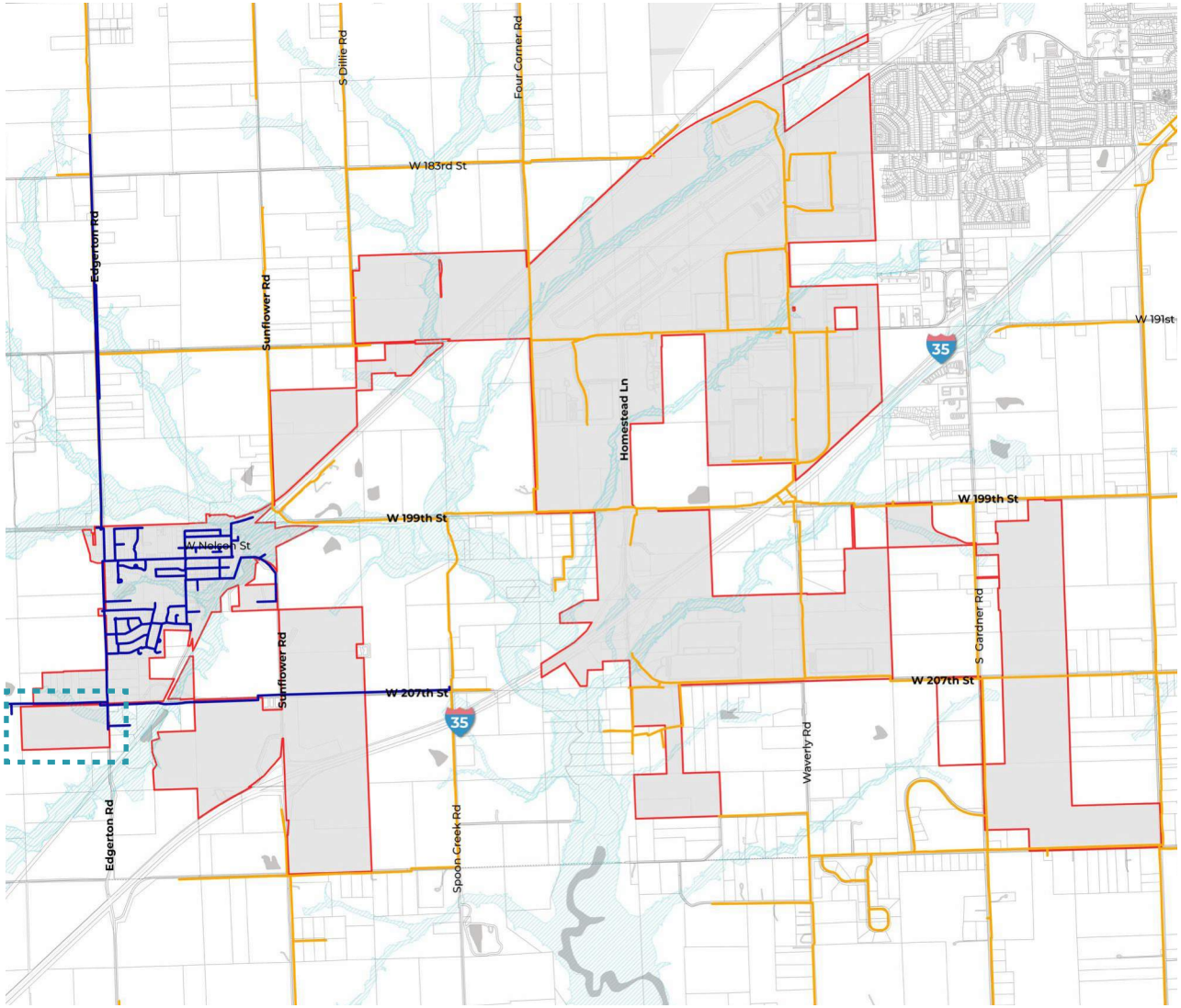
Examples of Complete Streets

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Water Capacity

Existing water service within the city is currently provided by the City west of Big Bull Creek and Water District 7 east of Big Bull Creek. Additionally, Edgerton purchases some water capacity from Baldwin City. As the community continues to grow, additional infrastructure will be required to serve the city with domestic water and fire protection service. In addition, older pipes will require maintenance to keep serving existing residents. The City should continue to monitor maintenance efforts and evaluate capacity as the community continues to grow.

Figure 6.14 - Water Main Map



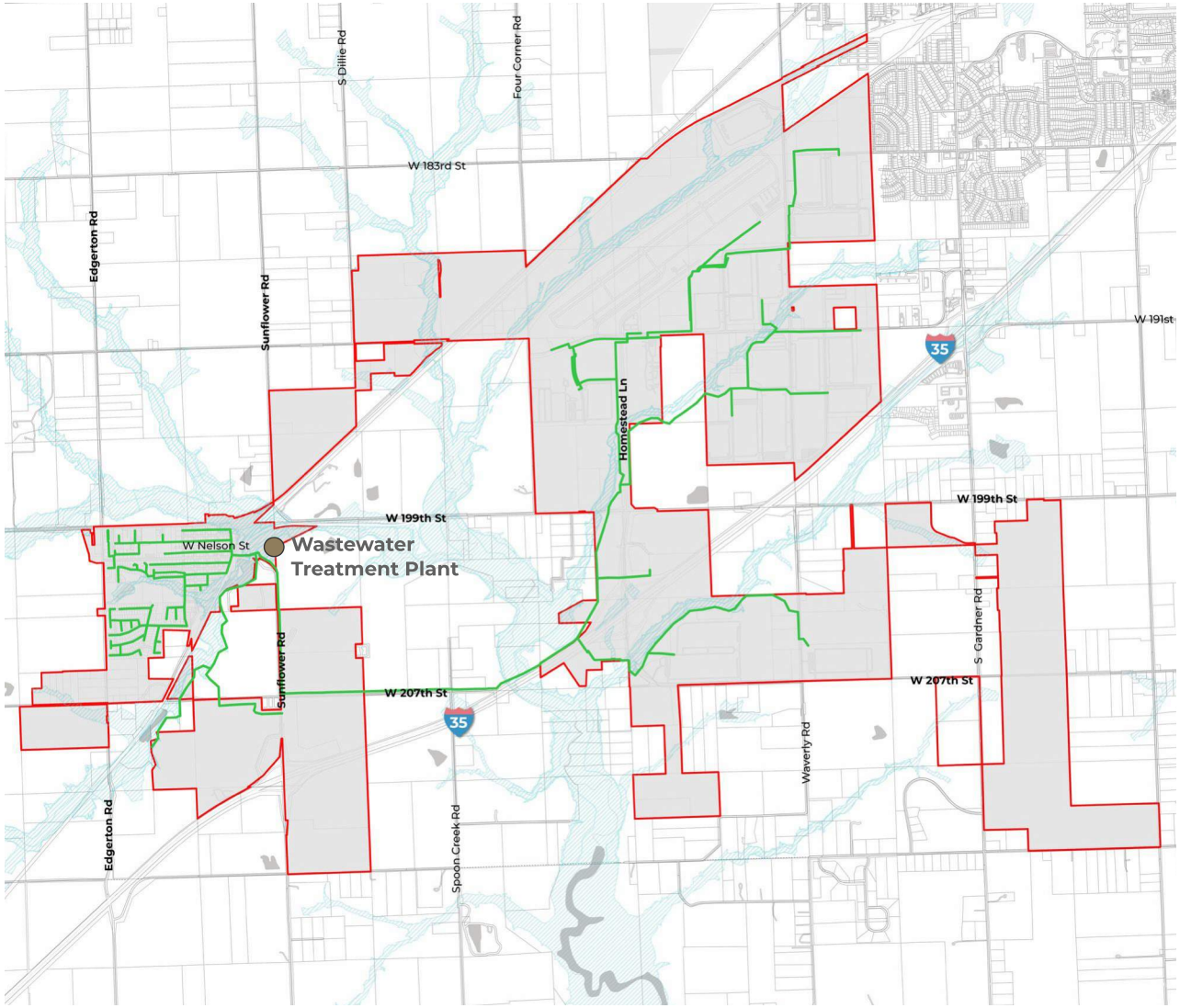
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Sanitary Sewer

The City provides all of the sanitary sewer in the City limits with a city-owned water treatment facility located just south of I-35, west of Homestead Lane. The existing sewer system will require both extensions and capacity improvements to serve the growth anticipated with this plan. The City may potentially need another treatment facility as the City grows possibly south of I-35.

The City has recently completed a Wastewater Master Plan, which includes capacities, recommended improvements for the existing system, and improvements to serve development as growth occurs in the City. This plan will be an excellent tool to inform the wastewater infrastructure required to serve growth.

Figure 6.15 - Sanitary Sewer Map



LEGEND

- Planning Boundary
- Edgerton City Limits
- Parcels
- City of Edgerton Sanitary Sewer Lines
- Wastewater Treatment Plant

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Stormwater Infrastructure

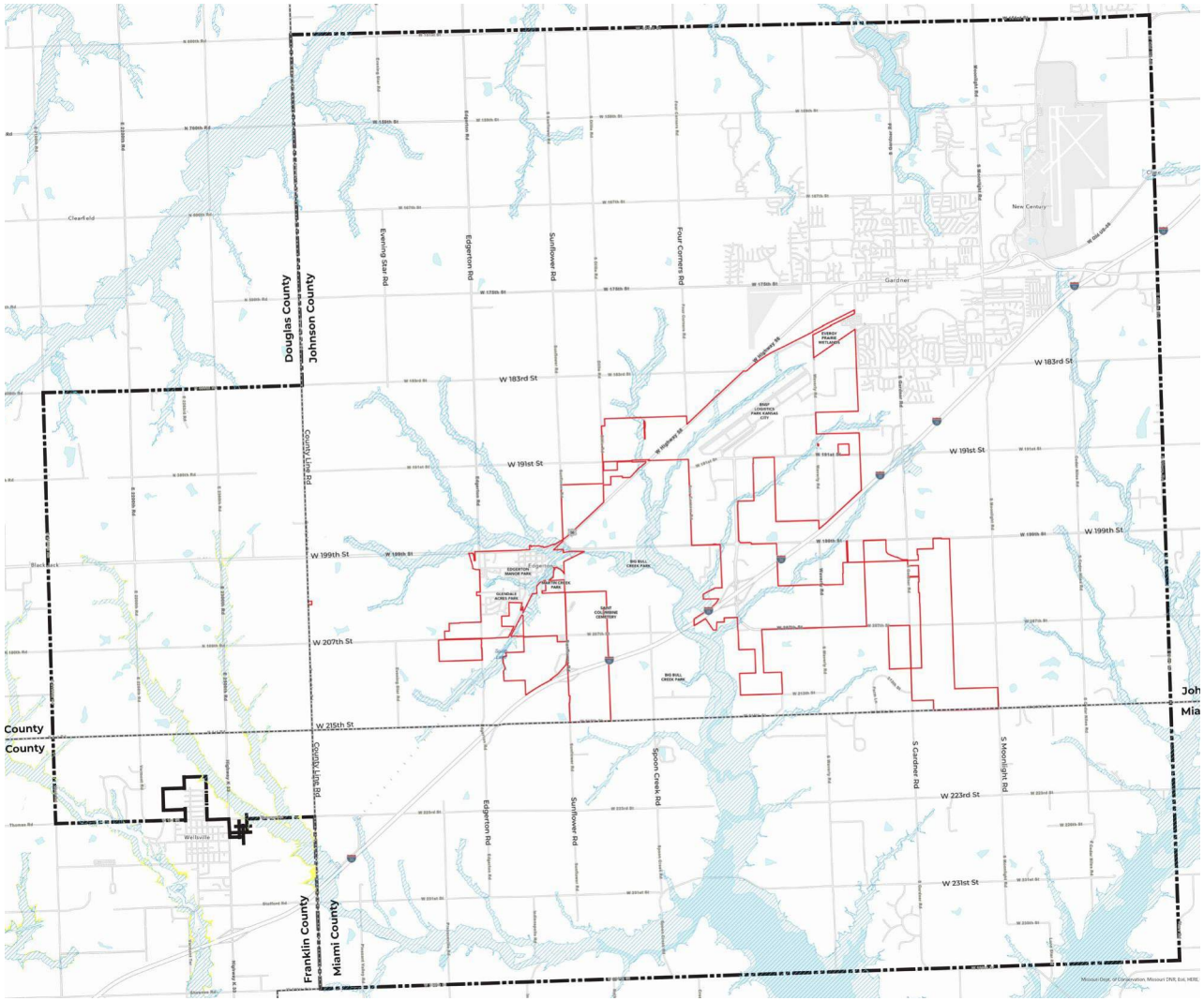
The City of Edgerton currently adheres to American Public Works Association (APWA) requirements for stormwater detention, which helps to limit downstream impacts of development.

It is recommended that the City continue to enforce APWA stormwater conveyance and detention requirements for development, and to consider adopting a stormwater quality policy.

As shown in Figure 6.16, a considerable amount of land within the city and surrounding area lies in FEMA regulated floodplain. The City should generally avoid development within the floodplains, and instead preserve these areas as natural greenbelts throughout Edgerton. Should development or infrastructure projects require the encroachment into these floodplains, strict adherence to FEMA guidelines should be enforced.

The City is in the final stages of developing a stormwater master plan that primarily focuses on the downtown with the goal of assisting the City with planning, budgeting, and maintaining its stormwater system.

Figure 6.16 - Floodplain Map



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Stormwater Improvement Types

There are several structural and non-structural stormwater types for the City of Edgerton to pick from when planning for improvements. Structural stormwater improvements are facilities that are constructed to provide control of stormwater. Non-structural stormwater improvements focus on prevention of stormwater generation and reducing volume as a means of improving stormwater flooding risks. Some examples of these are shown below, but there are other types of stormwater improvement that the City can require in developments to achieve these goals.

STRUCTURAL STORMWATER IMPROVEMENTS



Green Infrastructure



Pervious Pavement



Runoff Capture and Reuse



Landscape Restoration

NON-STRUCTURAL STORMWATER IMPROVEMENTS



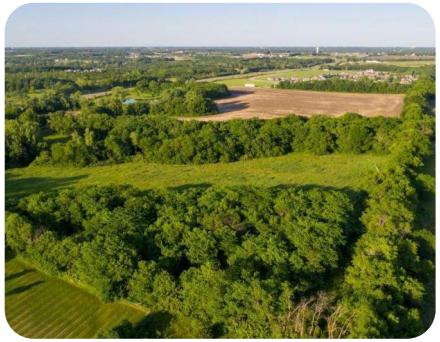
Riparian Buffers



Smart Growth



Re-vegetation + Reforestation



Natural Pathways

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Source: Southwestern Pennsylvania Commission Water Resource Center, 2020

Railroad Facilities in Edgerton

A double-tracked Class 1 rail line currently runs through the city limits of Edgerton, plus a single-rail siding facility that is utilized by the Edgerton Co-op for its existing grain loading/unloading operations. This existing Class 1 rail line is owned by the Burlington Northern Santa Fe Railroad (BNSF). However, trackage rights for the use of this rail line are also granted by BNSF to the Union Pacific Railroad (UPRR).

A new railroad overpass bridge and single-quadrant interchange was recently constructed in Edgerton at the intersection of 207th Street with Co-op Road, which has dramatically decreased the need for vehicles to wait for trains to clear the roadway crossings in that vicinity. This overpass/interchange improvement project has been opened since December 2021.

Other railroad crossings of the roadways in the vicinity of the city of Edgerton are all at-grade facilities, including those at:

- Edgerton Road;
- Nelson Street/Sunflower Road;
- 199th Street; and
- Waverly Road.

There have also been previous discussions with KDOT of another potential grade-separated intersection at US-56 Highway with 199th Street, located on the north side of the city's Downtown core, but nothing has been designed at this time. As the City continues to grow, considerations for intersection improvements should be made at that location.

Figure 6.17 - Rail Line Operations Map in Edgerton



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goal 6.1

Maintain the parks system as a major community asset

Policies

6.1.1 Continue to improve and maintain existing park and recreation facilities.

6.1.2 Continue to follow the recommendations outlined in the 2017 Parks Master Plan.

6.1.3 Consider alternative funding opportunities to preserve and expand the parks system as noted in the 2017 Parks Master Plan.

Action Items

6.1.1 Evaluate City-owned parks annually and make the appropriate improvements and upgrades.

6.1.2 Consider updating the Parks Master Plan periodically to ensure the latest residential developments are adequately serviced by parks and trails.

6.1.3 Consider adopting a policy to require developers to include park space within new developments.

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goal 6.2

Conintue to plan for the future of Edgerton's parks and recreation system

Policies

6.2.1 Coordinate efforts with the Johnson County Parks Department to expand, connect, and maintain trails.

6.2.2 Continue to maintain a high level of service for parks and trails serving the community and region.

6.2.3 Consider areas and opportunities to construct an inclusive playground in the community.

Action Items

6.2.1 Annually review parks and recreation needs to establish short-term goals.

6.2.2 Link neighborhood parks with shared use paths or trails to create a localized, well-connected system.

6.2.3 Celebrate successful projects, such as The Greenspace, as an achievement of community input and implementation.

6.2.4 Consider adopting a parkland dedication ordinance or improvement requirement for new residential developments.

goal 6.3

Improve infrastructure connections of all kinds in Edgerton

Policies

6.3.1 Continue to meet or exceed all Federal and State drinking water standards.

6.3.2 Continue to operate and maintain the water system to ensure its long-term function.

6.3.3 Consider stormwater infrastructure improvements as a method of mitigating development impact.

6.3.4 Continue to follow the APWA requirements for stormwater detention and development.

6.3.5 Explore opportunities for structural and non-structural stormwater improvements.

6.3.6 Continue to encourage best management practices on agricultural land whenever possible.

6.3.7 Limit development in the floodplain and instead use these areas as natural greenbelts throughout Edgerton.

6.3.8 Investigate opportunities and funding to improve the internet availability and speed in Edgerton.

6.3.9 Improve roadway network to allow safe travel on all types of roadways.

Action Items

6.3.1 Design and construct water system improvements that meet demand for fire protection and adequate pressures for current and future growth areas.

6.3.2 Establish a timeline for maintenance and water pipe upgrades within the existing service area to be able to serve future growth areas.

6.3.3 Conduct a study in collaboration with Water District No. 7 to evaluate capacity of the existing service area and improvement needs for future developments.

6.3.4 Consider adopting the Mid-America Regional Council's best management practices manual for new development to help improve stormwater quality.

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goal 6.4

Improve pedestrian and bicyclist mobility throughout Edgerton

Policies

6.4.1 Implement sidewalk and trail improvements to encourage alternative modes of travel that are safe and comfortable for all users.

6.4.2 Follow Public-Right-of-Way Accessibility Guidelines (PROWAG) to ensure the existing and future sidewalk system complies.

Action Items

6.4.1 Continue to support sidewalk improvements in Edgerton to help improve mobility and support economic development of the Downtown district.

6.4.2 Adopt a Trails Master Plan to assess connectivity opportunities to City trails as well as trails owned by nearby counties.

6.4.3 Based on the results of the ongoing lighting study, implement any necessary improvements to street lighting to improve safety and comfort for pedestrians.

6.4.4 Consider implementing design priniples of Complete Streets in specific corridors.

goal 6.5

Provide a robust transportation network based on the Future Streets Plan

Policies

6.5.1 Use the Future Streets Plan and Future Land Use Plan as a guide for determining street capacity and type.

6.5.2 Discourage direct driveway access on collector and arterial roads.

6.5.3 Discourage culs-de-sac in development.

6.5.4 Continue to require developers to dedicate the necessary right-of-way for the identified ultimate cross section of all collector and arterial corridors.

Action Items

6.5.1 Evaluate crossings of major roads, such as Nelson Street, 56 Highway, and Interstate-35, and determine necessary improvements for safe passage.

6.5.2 Combine efforts with local, county, and State organizations to plan for and implement the Propovsed Roadway Corridor, as well as any other future regional access improvements along the I-35 and US-56 Highway corridors.

6.5.3 Coordinate with Johnson County Public Works to implement the previously identified modifications to the County Arterial Roadway Network Plan (CARNP) to improve roadway connectivity and increase network capacity as development occurs within the City and planning boundary.

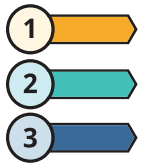
6.5.4 Conduct a study to identify road alignment and classifications in a Comprehensive Future Streets Plan

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7

Implementation



The implementation chapter provides a summary of the recommendations identified for Edgerton in the previous chapters. The recommendations have been added to an implementation matrix, which includes all goals, policies, and action items. Policies and action items have each been assigned a priority ranking, and action items received a time frame.

The priority of each policy or action item was determined based upon a review of the overall public input and existing conditions analysis completing during the plan. Time frames for each action item were identified by City staff based upon variables such as budget, planned projects or improvements, and staffing availability.

The implementation matrix is a tool to be used to reference and keep track of the progress made on each goal. This section should be reviewed annually to keep track of accomplishments and identify possible updates needed to the matrix and overall plan.

Overview

Future Land Use 174
Downtown Edgerton 178
Housing Diversity 182
Business Growth 184
Community Facilities + Infrastructure 187


1906
OF KNOWLEDGE

Goals, Policies, and Action Items

To help implement the Future Land Use Plan and further promote the guiding principles, a series of goals, policies, and action items have been created.

Goal
Goals are objectives or aims which may be broad or specific.

Example: *Edgerton will attract high-quality development for housing, commercial, and business park uses.*

Policies
Policies represent on-going principles by which the City should adhere to when approving new development or planning future investments.

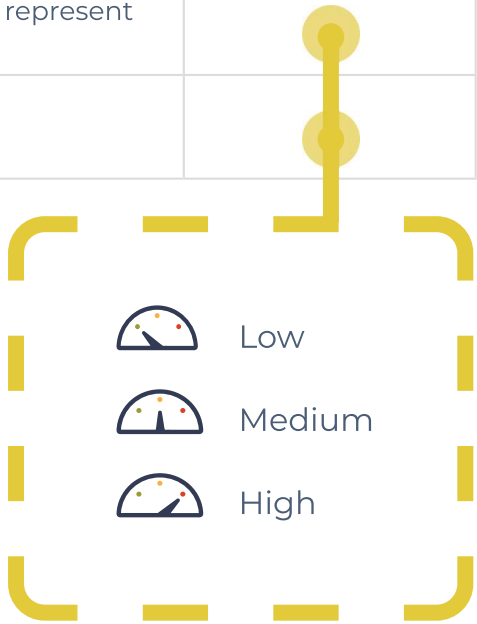
Example: *New development in Edgerton should adhere to the land use layout identified in the Future Land Use Plan.*

Action Items
Action items are specific steps and activities the city should take.

Example: *Update the zoning regulations to allow for smaller minimum lot size.*

Figure 7.1 - Example Implementation Table

No.	Goal/Policy/Action Item	Priority
G 1.1	**Goal X: Goals are objectives or aims which may be broad or specific**	
P 1.1.1	Policies should be used when approving new development or planning future developments that represent ongoing principles by which the City should reference.	
A 1.1.1	Action items are specific steps the City should take.	





No.	Goal/Policy/Action Item	Priority
G 2.1	**Promote a balanced mix of land uses that supports growth and development**	
P 2.1.1	Preserve sensitive environmental areas such as floodplain, wetlands, areas adjacent to streams, and areas with significant tree cover.	
P 2.1.2	Support the development of a mix of all housing typologies with opportunities for expanded medium and higher-density residential uses where appropriate.	
P 2.1.3	Attract new and expanded commercial and retail users along key corridors and intersections by updating the zoning where required.	
P 2.1.4	Continue to attract business parks and industrial growth through zoning and infrastructure expansion in accordance with the Future Land Use Plan.	
P 2.1.5	Encourage mixed use development in accordance with the Future Land Use Plan.	
A 2.1.1	Update the zoning and subdivision regulations to support the Future Land Use Plan and any goals, policies, or action items included in the plan.	
A 2.1.2	Consider adopting a new mixed-use zoning district that helps to streamline the development of this flexible land use category.	
A 2.1.3	Utilize previous planning efforts in conjunction with the Future Land Use Plan to identify long-range transportation and infrastructure investments.	
A 2.1.4	Promote flexibility in zoning to encourage a mix of residential development.	
A 2.1.5	Leverage the Future Land Use Plan to identify key nodes to encourage the growth of commercial and retail uses within the planning boundary.	
A 2.1.6	Update the comprehensive plan periodically and perform an annual review to present to the Planning Commission and City Council.	

No.	Goal/Policy/Action Item	Priority
G 2.2	**Grow in an efficient and sustainable manner that considers the needs and impacts of expanding services**	
P 2.2.1	Discourage island annexation and development, and prioritize growth in areas adjacent to existing city limits whenever possible to promote the efficient expansion of infrastructure and services.	
P 2.2.2	Require all new developments to identify and dedicate the necessary street right-of-way and utility easements serving the property.	
P 2.2.3	Ensure new development in Edgerton is served by adequate public infrastructure.	
P 2.2.4	Require any proposed development to connect to sewer and/or water.	
P 2.2.5	Require buffers between incompatible land uses such as business park and residential land.	
P 2.2.6	Encourage transitional land uses between developments of different densities such as medium-density residential between commercial and lower density residential uses.	
A 2.2.1	Prioritize higher densities of residential developments to minimize impact on City infrastructure.	
A 2.2.2	Actively pursue infill development opportunities to increase efficiency of land development.	
A 2.2.3	Continue to coordinate with other governmental planning organizations to avoid duplication of infrastructure expansion and improvements.	

No.	Goal/Policy/Action Item	Priority
G 2.3	**Promote quality new development and infill redevelopment to ensure all areas of Edgerton continue to thrive**	
P 2.3.1	Encourage infill development and contiguous growth to help preserve Edgerton's sense of place.	
P 2.3.2	Within proposed commercial and mixed-use districts, ensure that zoning designations support, maintain, and encourage walkable, mixed-use infill development.	
P 2.3.3	As the community attracts more density in residential or mixed-use developments, ensure green space is incorporated to provide community open space and gathering places.	
P 2.3.4	Promote infill and housing rehabilitation of existing properties and vacant lots.	
P 2.3.5	Leverage existing infrastructure to increase density and growth around LPKC.	
A 2.3.1	Preserve street facing parcels along major streets for commercial and mixed-use development to support the viability of in-town retail.	
A 2.3.2	Develop a protocol for creating small area plans to support quality growth and density around key commercial corridors and areas identified for mixed-use on the Future Land Use Plan.	
A 2.3.3	Consider creating a flexible package of financial incentives to assist in attracting infill development around key commercial corridors and mixed-use development sites as identified on the Future Land use Plan.	
A 2.3.4	Review Edgerton's zoning code for requirements that may be discouraging new development and redevelopment for infill projects.	

No.	Goal/Policy/Action Item	Priority
G 2.4	**Coordinate land use planning with transportation and other public investments**	
P 2.4.1	Limit the use of cul-de-sacs and dead-end streets to promote connectivity when approving new development.	
P 2.4.2	Promote new development to include collector streets to help with circulation within and into the site.	
P 2.4.3	Preserve right-of-way and easement corridors for future major streets and utilities, including the proposed major ring road identified on the Future Streets Plan.	
P 2.4.4	Promote sidewalks or trails on all new developments to limit the need for future sidewalk infill projects and to promote a cohesive community character.	
A 2.4.1	Consider the likely traffic generation associated with proposed land uses and development to avoid exceeding the capacity of nearby roadways.	
A 2.4.2	Consider the impacts to nearby neighborhoods when planning new or upgrading existing roadways.	
A 2.4.3	Expand sidewalk or trail connections in key areas where missing segments exist in the system.	
A 2.4.4	Consider the regional impact of new roadways in the growth area to coordinate efforts.	

No.	Goal/Policy/Action Item	Priority
G 3.1	**Continue to improve and expand Downtown Edgerton and make it a destination for residents and visitors**	
P 3.1.1	Continue to implement the recommendations outlined in the Downtown Edgerton Plan.	
P 3.1.2	Routinely review the Downtown Edgerton Plan to evaluate the status of implementation and to determine if updates are needed.	
P 3.1.3	Actively utilize gathering and event spaces created through The Greenspace development to expand Downtown-based community events/things to do.	
P 3.1.4	Encourage the conversion or redevelopment of incompatible land uses within the downtown core.	
P 3.1.5	Expand development in Downtown along the 4th Street Corridor.	
P 3.1.6	Encourage neighborhood commercial expansion along the frontage of U.S. Highway 56.	
P 3.1.7	Explore opportunities for a small business incubator space.	
A 3.1.1	Expand Downtown Commercial District (C-D) zoning to the identified downtown core.	
A 3.1.2	Create a Downtown Transitional Mixed-Use zoning classification in alignment with the Future Land Use Plan.	
A 3.1.3	Create a City-organized land bank for critical property acquisition.	
A 3.1.4	Re-purpose City-owned properties for commercial development along E Nelson Street where appropriate.	
A 3.1.5	Maintain an active role in organizing community events Downtown and explore partnerships to support other local events and initiatives	
A 3.1.6	Work to attract a signature restaurant to be an anchor tenant Downtown.	

No.	Goal/Policy/Action Item	Priority
G 3.2	**Continue to make Downtown Edgerton a beautiful, engaging, and fun place to visit, work, and live**	
P 3.2.1	Implement stormwater management best management practices such as rain gardens throughout the Downtown to serve as a beautification piece, educational tool, and stormwater management method.	
P 3.2.2	Continue to organize community events Downtown.	
P 3.2.3	Coordinate food trucks and live event dates to maximize event opportunities Downtown.	
P 3.2.4	Strengthen and update the design guidelines for Downtown to make adoption and adherence of design guidelines more enforceable.	
P 3.2.5	Work to attract more diverse housing options in and around Downtown.	
P 3.2.6	Consider offering City-operated financial incentives to encourage preservation, long-term maintenance of existing buildings Downtown, and new development that fits desired character of Downtown.	
A 3.2.1	Relocate overhead utilities in the downtown core.	
A 3.2.2	Maintain efforts to improve lighting, street trees, planters, and other streetscaping elements in Downtown Edgerton.	
A 3.2.3	Identify a location for regular food truck parking within Downtown.	
A 3.2.4	Allow for multi-family residential in and around Downtown through code updates that encourage higher density residential.	
A 3.2.5	Create a unique Downtown brand that incorporates both the City of Edgerton's branding, as well as The Greenspace development.	
A 3.2.6	Create and deploy a wayfinding and placemaking master plan throughout Downtown.	
A 3.2.7	Market available funding mechanisms, such as grants offered through ElevateEdgerton!, to local property owners and businessowners.	
A 3.2.8	Identify a location for future structured parking to accommodate needs for future downtown growth.	

No.	Goal/Policy/Action Item	Priority
G 3.3	**Enhance mobility and connectivity to and within Downtown Edgerton**	
P 3.3.1	Continue to prioritize reducing truck traffic in Downtown Edgerton.	
P 3.3.2	Consider developing a walkability and bikeability master plan for Downtown to establish a vision and timeline for improvements.	
P 3.3.3	Continue to conduct regular reviews of sidewalk curb cuts and crosswalks to maintain conditions.	
P 3.3.4	Prioritize pedestrian enhancements along E Nelson Street and 4th Street to provide trail and multi-use path connections to nearby existing and proposed amenities and major mixed-use developments.	
P 3.3.5	Ensure improvements to circulation and mobility improvements are made to connect Downtown to any new or planned mixed-use or commercial activity centers.	
P 3.3.6	Incorporate creative placemaking elements within all walkability and bikeability strategies (ex: artistic crosswalks or sculptural bike racks).	
P 3.3.7	Coordinate efforts with property owners to develop solutions for accessibility issues.	
A 3.3.1	Improve the pedestrian experience at the railroad crossing and to the City Lake.	
A 3.3.2	Follow the proposed realignment of the W 3rd Street extension to connect E Hulett Street at 1st Street.	
A 3.3.3	Add trails to the natural, undeveloped areas near Martin and McDonald Streets.	

No.	Goal/Policy/Action Item	Priority
G 3.3	**Enhance mobility and connectivity to and within Downtown Edgerton**	
A 3.3.4	Ensure there are connections from Downtown to any new or planned mixed-use or commercial activity centers.	
A 3.3.5	Explore opportunities for the floodplain around Martin Creek to become an activated public space.	
A 3.3.6	Adopt a Complete Streets Policy for strategic corridors, especially E Nelson Street and 4th Street.	
A 3.3.7	Create traffic calming measures at the intersection of Nelson and 4th Street to dissuade truck traffic from using this route.	
A 3.3.8	Install truck route signs encouraging the use of 207th Street to 2nd Street using grade separation.	
G 3.4	**Expand commercial and mixed-use activity outside of Downtown Edgerton**	
P 3.4.1	Maintain distinct character in each activity center to reduce any negative impacts to other commercial or mixed-use areas.	
P 3.4.2	Support distinct and unique services in each activity center.	
A 3.4.1	Create master plans for the two mixed-use areas and greenbelt areas to the north and south of Downtown.	
A 3.4.2	Complete a corridor plan for 4th Street.	
A 3.4.3	Connect each new commercial or mixed-use activity center via streets and trails to the Downtown utilizing the greenbelt overlay area whenever possible.	



No.	Goal/Policy/Action Item	Priority
G 4.1	**Increase housing diversity in Edgerton**	
P 4.1.1	Utilize the Future Land Use Plan for any proposed residential development discussions.	
P 4.1.2	Allow for accessory dwelling units (ADUs) and other alternative residential developments, such as cluster homes, to increase housing opportunities in Edgerton.	
P 4.1.3	Provide workforce housing to support local and regional economic growth.	
P 4.1.4	Explore partnerships to incentivize prospective residents to move to Edgerton.	
P 4.1.5	Locate dense residential developments, such as townhomes or apartments, near LPKC to establish greater opportunities for workforce housing.	
P 4.1.6	Support high-density developments in the community to help provide greater variety in housing choice.	
A 4.1.1	Update zoning regulations to promote flexibility in residential development types.	
A 4.1.2	Create zoning regulations to allow for and promote accessory dwelling units (ADUs) as a method for aging in place.	
A 4.1.3	Explore residential housing regulations, such as a Rental Housing Inspection Program, once Edgerton becomes a Class [1] city.	
A 4.1.4	Actively work with developers to bring desired housing types, as identified in this chapter, to the community.	
A 4.1.5	Establish zoning districts permitting high-density and mixed-use development without having to create a PUD.	
A 4.1.6	Create a program to support higher density development, such as a density bonus.	
G 4.2	**Promote best practices for all proposed residential development**	
P 4.2.1	Promote organic growth and limit leapfrog development.	
P 4.2.2	Limit culs-de-sac to allow for greater thru connection in the roadway network.	
P 4.2.3	Plan for appropriate infrastructure to support development.	

No.	Goal/Policy/Action Item	Priority
G 4.2	**Promote best practices for all proposed residential development**	
P 4.2.4	Promote pedestrian-focused design in residential blocks via appropriate street widths, short block lengths, and planting strips large enough to accommodate street trees.	
A 4.2.1	Integrate a parkland dedication ordinance into the zoning code to ensure all residents have access to greenspace.	
A 4.2.2	Adopt residential design guidelines for multi-family developments that consider setbacks, scale, pedestrian-orientation, parking, and aesthetic value.	
A 4.2.3	Continue to support the EDGE Grant and consider opportunities to expand the program.	
A 4.2.4	Re-survey homes in the community every five years following the 2022 Windshield Survey to monitor housing condition throughout Edgerton.	
G 4.3	**Consider development impacts to adjacent lands and mitigate negative effects to the environment**	
P 4.3.1	Encourage preservation of natural resources.	
P 4.3.2	Explore opportunities to integrate stormwater retention and detention systems as recreational amenities for neighborhoods.	
P 4.3.3	Leverage the location of the greenbelt overlay in proposed residential developments as a natural asset.	
P 4.3.4	Encourage residential developments to retain and integrate environmental features into their ultimate design.	
P 4.3.5	Maintain best management practices in residential areas as it related to the floodplain.	
P 4.3.6	Preserve the areas under the greenbelt overlay whenever possible.	
A 4.3.1	Adopt requirements for plantings and greenscapes in the residential design guidelines.	
A 4.3.2	Update City regulations to require the replacement of existing trees removed for development.	
A 4.3.3	Create a tree preservation ordinance.	



No.	Goal/Policy/Action Item	Priority
G 5.1	**Continue to support Edgerton's specialization in transportation and warehousing while also diversifying its economic base**	
P 5.1.1	Continue to prioritize economic growth in Edgerton through strategic investments in infrastructure, use of incentives, and strategic annexation to ensure the area maintains an adequate supply of developable land.	
P 5.1.2	Continue to attract large logistics, warehousing and wholesale trade businesses to remaining locations within or near the Logistics Park KC.	
P 5.1.3	Continue to support the Ottawa COOP and Edgerton Quarry as economic drivers in the community.	
P 5.1.4	Implement key transportation improvements needed to support new or developing employment areas that promote walking and alternative transportation modes while still supporting vehicular and truck traffic.	
A 5.1.1	Review existing zoning code to ensure industrial zoning codes remain flexible to adapt to new uses and technologies.	
A 5.1.2	Maintain and expand infrastructure and roadways near the LPKC to support existing and future expansion and growth.	
A 5.1.3	Identify key parcels to be strategic shovel-ready sites to propel logistics park development adjacent to LPKC and future anticipated logistics growth south of 199th Street.	
A 5.1.4	Identify target industries beyond transportation and logistics to bring to Edgerton to support a more diversified local economy that is more resilient to the ebbs and flows of any one industry.	

No.	Goal/Policy/Action Item	Priority
G 5.2	**Foster strong partnerships to promote economic growth for Edgerton and the surrounding area**	
P 5.2.1	Continue to work with ElevateEdgerton! to promote economic development interests in the community including maintaining the tools such as the available lot interactive map and the data dashboard to highlight all of Edgerton's potential.	
P 5.2.2	Maintain strong partnerships with organizations like Workforce Partnership and Johnson County Community College to support economic development and job training for Logistics Park KC and beyond.	
P 5.2.3	Continue to promote Edgerton's strategic location for business and high quality of life for residents.	
P 5.2.4	Plan for and promote a second interchange on I-35 south of Edgerton near Wellsville to promote growth and development for both communities that also corresponds with a possible connection with the proposed regional roadway	
A 5.2.1	Seek support, funding, and continued planning at the metro and state-level for the regional roadway to help support growth and connectivity in southern Johnson County.	
A 5.2.2	Partner with Gardner, Spring Hill, De Soto and other nearby Johnson County communities to vocalize support for the regional roadway	
A 5.2.3	Educate residents and market all of the amenity expansion and community improvements stemming from the economic development occurring within Edgerton to help foster support for continued growth.	
A 5.2.4	Create a corridor plan once a roadway alignment is determined by the Kansas Department of Transportation.	

No.	Goal/Policy/Action Item	Priority
G 5.3	**Become a full-service community with a wide variety of amenities, jobs, and housing types**	
P 5.3.1	Encourage and allow for more residential growth in Edgerton to help support population growth to attain the number of rooftops necessary to support expanded retail opportunities consistent with the Future Land Use Plan.	
P 5.3.2	Plan for and encourage new commercial growth in Edgerton as identified on the Future Land Use Plan by preserving land in key corridors and area from uses inconsistent with the Future Land Use Plan that are not the highest and best use of the site long-term.	
P 5.3.3	Encourage a variety of housing types to be constructed in Edgerton to provide diverse housing choice to serve current and future residents.	
P 5.3.4	Encourage the development of walkable and vibrant mixed-use districts throughout Edgerton as identified on the Future Land Use Plan.	
P 5.3.5	Continue to improve and expand Downtown Edgerton to maintain this important historic district to serve as the civic core of Edgerton.	
P 5.3.6	Expand neighborhood-serving retail as the community grows to better meet the daily needs of residents and workers.	
P 5.3.7	Expand larger scale commercial uses in Edgerton while also supporting small businesses located with Downtown through investments in creating a sense of place and unique, walkable experience within the Downtown.	
A 5.3.1	Work to attract a full-service grocery store to Edgerton.	
A 5.3.2	Continue to use tax revenue from the job growth in Edgerton to fund improvements to infrastructure and amenity expansion.	
A 5.3.3	Work to attract workforce housing to serve the local workforce associated with the Logistics Park KC as well as to capture residential growth expected from the new Panasonic facility in De Soto.	
A 5.3.4	Support the creation of detailed master plans for key proposed mixed-use areas identified on the Future Land Use Plan.	
A 5.3.5	Create a long-term reuse plan for the Edgerton Quarry site to take full advantage of the site's advantageous location near Downtown Edgerton.	
A 5.3.6	Build high quality bicycle and pedestrian connections from neighborhoods to retail centers to encourage local shopping and to reduce vehicular dependence.	

No.	Goal/Policy/Action Item	Priority
G 6.1	**Maintain the parks system as a major community asset**	
P 6.1.1	Continue to improve and maintain existing park and recreation facilities.	
P 6.1.2	Continue to follow the recommendations outlined in the 2017 Parks Master Plan.	
P 6.1.3	Consider alternative funding opportunities to preserve and expand the parks system as noted in the 2017 Parks Master Plan.	
A 6.1.1	Evaluate City-owned parks annually and make the necessary improvements and upgrades.	
A 6.1.2	Consider updating the Parks Master Plan periodically to ensure the latest residential developments are adequately serviced by parks and trails.	
A 6.1.3	Consider adopting a policy to require developers to include park space within new developments.	
G 6.2	**Conintue to plan for the future of Edgerton's parks and recreation system**	
P 6.2.1	Coordinate efforts with the Johnson County Parks Department to expand, connect, and maintain trails.	
P 6.2.2	Continue to maintain a high level of service for parks and trails serving the community and region.	
P 6.2.3	Consider areas and opportunities to construct an inclusive playground in the community.	
A 6.2.1	Annually review parks and recreation needs to establish short-term goals.	
A 6.2.2	Link neighborhood parks with shared use paths or trails to create a localized, well-connected system.	
A 6.2.3	Celebrate successful projects, such as The Greenspace, as an achievement of community input and implementation.	
A 6.2.4	Consider adopting a parkland dedication ordinance or improvement requirement for new residential developments.	



No.	Goal/Policy/Action Item	Priority
G 6.3	**Improve infrastructure connections of all kinds in Edgerton**	
P 6.3.1	Continue to meet or exceed all Federal and State water drinking standards.	
P 6.3.2	Continue to operate and maintain the water system to ensure its long-term function.	
P 6.3.3	Consider stormwater infrastructure improvements as a method of mitigating development impact.	
P 6.3.4	Continue to follow the APWA requirements for stormwater detention and development.	
P 6.3.5	Explore opportunities for structural and non-structural stormwater improvements.	
P 6.3.6	Continue to encourage best management practices on agricultural land whenever possible.	
P 6.3.7	Limit development in the floodplain and instead use these areas as natural greenbelts throughout Edgerton.	
P 6.3.8	Investigate opportunities and funding to improve the internet availability and speed in Edgerton.	
P 6.3.9	Improve roadway network to allow safe travel on all types of roadways.	
A 6.3.1	Design and construct water system improvements that meet demand for fire protection and adequate pressures for current and future growth areas.	
A 6.3.2	Establish a timeline for maintenance and water pipe upgrades within the existing service area to be able to serve future growth areas.	
A 6.3.3	Conduct a study in collaboration with Water District No. 7 to evaluate capacity of the existing service area and improvement needs for future developments.	
A 6.3.4	Consider adopting the Mid-America Regional Council's best management practices manual for new development to help improve stormwater quality.	

No.	Goal/Policy/Action Item	Priority
G 6.4	**Improve pedestrian and bicyclist mobility throughout Edgerton**	
P 6.4.1	Implement sidewalk and trail improvements to encourage alternative modes of travel that are safe and comfortable for all users.	
P 6.4.2	Follow Public-Right-of-Way Accessibility Guidelines (PROWAG) to ensure the existing and future sidewalk system complies.	
A 6.4.1	Continue to support sidewalk improvements in Edgerton to help improve mobility and support economic development of the Downtown district.	
A 6.4.2	Adopt a Trails Master Plan to assess connectivity opportunities to City trails as well as trails owned by nearby counties.	
A 6.4.3	Based on the results of the ongoing lighting study, implement any necessary improvements to street lighting to improve safety and comfort for pedestrians.	
A 6.4.4	Consider implementing design principles of Complete Streets in specific corridors.	
G 6.5	**Provide a robust transportation network based on the Future Streets Plan**	
P 6.5.1	Use the Future Streets Plan and Future Land Use Plan as a guide for determining street capacity and type.	
P 6.5.2	Discourage direct driveway access on collector and arterial roads.	
P 6.5.3	Discourage culs-de-sac in development.	
P 6.5.4	Continue to require developers to dedicate the necessary right-of-way for the identified ultimate cross section of all collector and arterial corridors.	
A 6.5.1	Evaluate crossings of major roads, such as Nelson Street, 56 Highway, and Interstate-35, and determine necessary improvements for safe passage.	
A 6.5.2	Combine efforts with local, county, and State organizations to plan for and implement the Proposed Roadway Corridor, as well as any other future regional access improvements along the I-35 and US-56 Highway corridors.	
A 6.5.3	Coordinate with Johnson County Public Works to implement the previously identified modifications to the County Arterial Roadway Network Plan (CARNP) to improve roadway connectivity and increase network capacity as development occurs within the City and planning boundary.	
A 6.5.4	Conduct a study to identify road alignment and classifications in a Comprehensive Future Streets Plan.	

envision EDGERTON

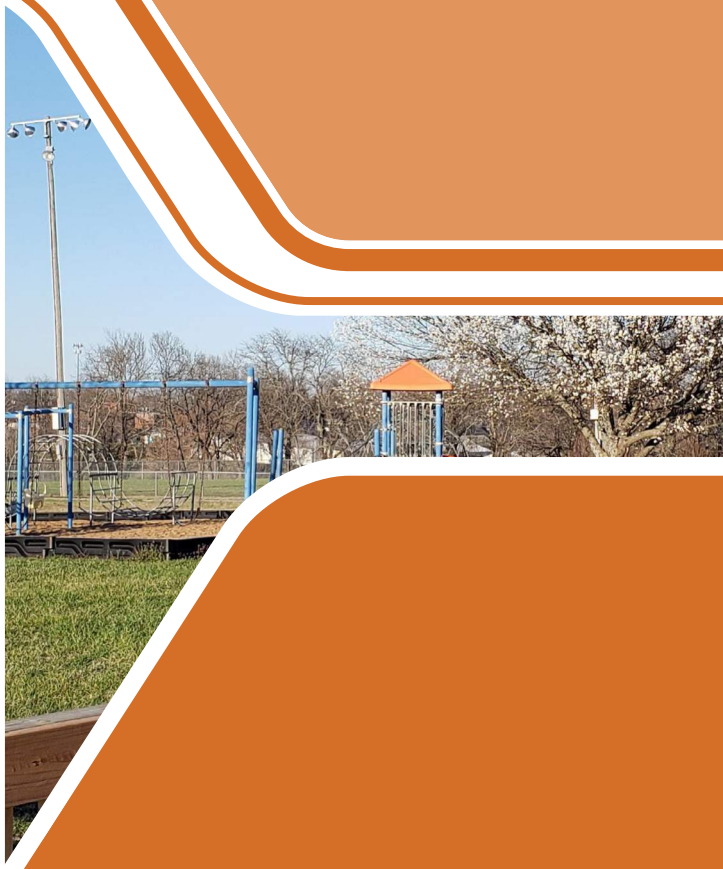
global routes. local roots. comprehensive plan.

2050 Comprehensive Plan









DRAFT 3-05-2024

CITY OF EDGERTON, KANSAS
NOTICE OF HEARING FOR COMPREHENSIVE PLAN

Notice is hereby given that the Planning Commission of the City of Edgerton, Kansas, will hold a Public Hearing at their regular scheduled meeting on Tuesday, March 12, 2024 at the Edgerton City Hall, 404 E. Nelson Street, Edgerton, Kansas at 7:00 p.m. at which time and place the public may be heard in regards to the proposed new Comprehensive Plan for the City of Edgerton, Johnson County, Kansas.

Dated this 21st day of February, 2024.

John Daley, Chairperson
Edgerton Planning Commission

City of Edgerton, P.O. Box 255, 404 E. Nelson St., Edgerton, KS 66021

Column

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CITY OF EDGERTON, KANSAS
NOTICE OF HEARING FOR COMPREHENSIVE PLAN

Pursuant to the provisions of K.S.A. 12-747 and 12-744, notice is hereby given that the Planning Commission of the City of Edgerton, Kansas, will hold a Public Hearing at their regular scheduled meeting on Tuesday, March 12, 2024 at the Edgerton City Hall, 404 E. Nelson Street, Edgerton, Kansas at 7:00 p.m. at which time and place the public may be heard in regards to the proposed new Envision Edgerton Comprehensive Plan for the City of Edgerton, Johnson County, Kansas.

Dated this 21 st day of February, 2024.

John Daley, Chairperson
Edgerton Planning Commission

City of Edgerton, P.O. Box 255, 404 E. Nelson St., Edgerton, KS 66021
Published in Gardner News February 21, 2024.

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