GARDNER MAIN STREET CORRIDOR PLAN

ADOPTED APRIL 16, 2018
ORDINANCE NO. 2574

GARDNER
KANSAS

FOREWORD

The City of Gardner, Kansas, is located at the historic junction of three great western frontier trails; the Santa Fe, the Oregon, and the California Trails. During this country's westward expansion, as many as 200,000 emigrants passed through this gateway to start a new life.

Today, Gardner is no longer a pass-through to another life. The City is part of a southern gateway to an expanding Kansas City Metro region in an area that serves as a central hub for rail, air and highway transportation "trails" linking suppliers and end users all over the country. Its location at the fringe of regional development makes Gardner the next frontier for major commerce and industry. The community is valued for affordable housing, a charming traditional Downtown, adjacent County Fairgrounds, family-centered activities and easy access to KC regional culture. These assets provide the foundation for employment, commerce, housing and recreation that is transforming the community into an attractive and modern place to invest.

The US-56/Main Street Corridor has faithfully served the City of Gardner and the southwest Johnson County area as an important east-west vehicular transportation thoroughfare. This Corridor also plays an important role in Gardner's Downtown area with its connection to community-oriented services and civic identity. This project offers the City of Gardner an exciting opportunity to redefine and clearly illustrate the possibilities of the Main Street Corridor to vibrantly serve a diversity of residents and visitors and address all modes of transportation.

This plan builds on the abundance of prior planning studies within the City of Gardner, in coordination with the Kansas Department of Transportation (KDOT), the Johnson County Fair Board, the Gardner-Edgerton Chamber of Commerce, local Citizen Advisory Committees, developers, lifelong residents, and many business and property owners. The recommendations contained herein are based on a foundation of active community engagement, focused on involving local citizens (business, civic, and/or neighborhood-oriented) in shaping the future vision for this Corridor.

The entire community - the City of Gardner, business owners, property owners, churches, KDOT, Fairgrounds and the neighborhood residents - must play a role together in implementing the recommendations outlined in this document. With proper care and attention, the Gardner Main Street Corridor will be a welcoming gateway into the evolving Subareas along the corridor, and attract high-quality development, redevelopment and revitalization opportunities.

MARC
Mid-America Regional Council
Planning Sustainable Places

This project was supported by a grant from the Mid-America Regional Council's (MARC) Planning Sustainable Places Initiative - a regional program funded by the state-allocated Surface Transportation Program (Livable Communities Pilot) and intended to assist communities to explore transportation network improvements that enhance the quality of life and support long-term community growth.

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1 PROJECT UNDERSTANDING

OVERALL RELATIONSHIP TO REGION

The City of Gardner, Kansas is located on the southwest edge of the Kansas City metropolitan area, see Figure 1.01. The community has primarily been a rural community for many years. In recent years the dynamic of the community has started to change as metropolitan Kansas City has grown to its edges. Major industry has started to locate within this area, including the Logistics Park Kansas City Intermodal Facility, Century Link, and Spectrum, to name a few. With this recent growth over the past decade, the City of Gardner is being proactive by establishing a vision for a major component of their City – the Main Street Corridor.

The Main Street Corridor is a Kansas Department of Transportation (KDOT) route, US Highway 56, that serves as a major east and west connection through Downtown Gardner and across Kansas. Gardner's convenience to the Kansas City metropolitan area and its multi-modal (rail, air, trucking) opportunities make it an appealing location for business and industry. The Main Street Corridor has played an important role over the years, and will continue to serve as a workhorse for the overall region, while trying to maintain the original character and small-town charm of Gardner.

RELEVANCE OF STUDY / MARC FUNDING

The Planning Sustainable Places (PSP) program continues the work of the Creating Sustainable Places initiative and the region's Metropolitan Transportation Plan, *Transportation Outlook 2040*, to promote concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers-and-corridors planning framework.

The City of Gardner's proposal for the *Main Street Corridor Plan* was selected in December of 2016 as one of the 19 projects that will focus on vibrant place-making, connected multi-modal transportation, and sustainable redevelopment.

The City of Gardner, with assistance from the Mid-America Regional Council (MARC), has undertaken a community-driven planning exercise to create a strategic redevelopment plan with actionable items to ensure the future prominence, vibrancy and function of the Main Street Corridor. Key priorities were identified as follows:

- Enhance economic competitiveness and provide a catalyst for growth through a market feasibility analysis and targeted stakeholder outreach
- Activate a cohesive vision to enhance quality of life and a sense of place through an engaged and informed public process
- Identify transportation infrastructure improvements that will enhance corridor function and vitality
- Plan for an environmentally-responsible, integrated stormwater management system that anticipates climate impacts, enhances mobility, and serves as a recreational amenity

The purpose of this plan is to develop an implementation strategy that informs the conversation for change along the Corridor. The plan provides strategies and guidance to accomplish the community's vision for the Main Street Corridor. It is a high-level plan that addresses key issues in a connected way, but does not provide detailed design or construction specifics. The recommendations in this plan contain both short-term and long-term strategies that have been developed with the help of the community to: reestablish the identity of the Corridor and connect surrounding neighborhoods; re-energize economic development; protect existing Downtown business assets; improve walkability and the pedestrian environment; and reinforce the Corridor as a destination for the surrounding neighborhoods and community.

STUDY AREA

The study area includes the Main Street Corridor from the west boundary at Waverly Road continuing eastward along US-56/Main Street to the I-35 Interchange. The Corridor's context was also considered during the study and includes areas extending north approximately to East Madison Street and south to the railroad tracks, see Figure 1.02

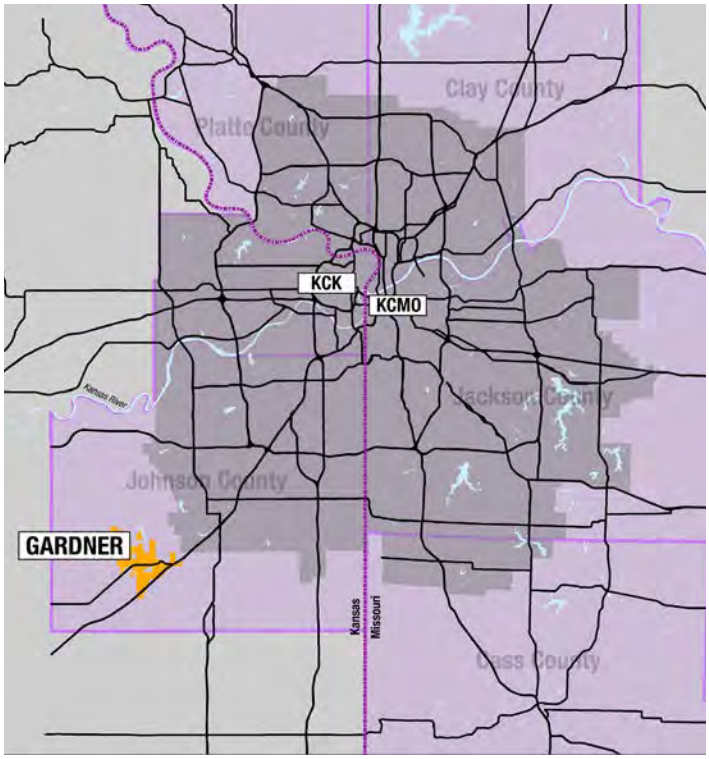


Figure 1.01 *- Regional location of Gardner, Kansas*

PLAN ORGANIZATION

The plan is organized into seven chapters, including an Appendix.

01.Project Understanding

Provides an overall background of the plan and its relevance.

02.The Vision Plan

Illustrates the overall goals and outcomes created as a result of this plan.

03.Research and Analysis

Studies the physical, environmental, economic and social aspects of Gardner.

04.Public Engagement

Adds to the research and analysis of the planning process and is a critical component of this plan.

05.Initial Ideas

Documents the first proposed ideas and concepts along the Corridor and explains how these initial options helped the planning team gather input from the community to help influence the plan recommendations.

06.Recommendations

Outlines a set of recommendations that relate to the project goals.

07.Implementation

Provides an implementation matrix to help execute the plan recommendations.

An Appendix is included at the end of this plan to provide additional and supporting resources and images that were gathered during the entirety of the process. They are labeled in reference to the section of the plan to which they are applicable.

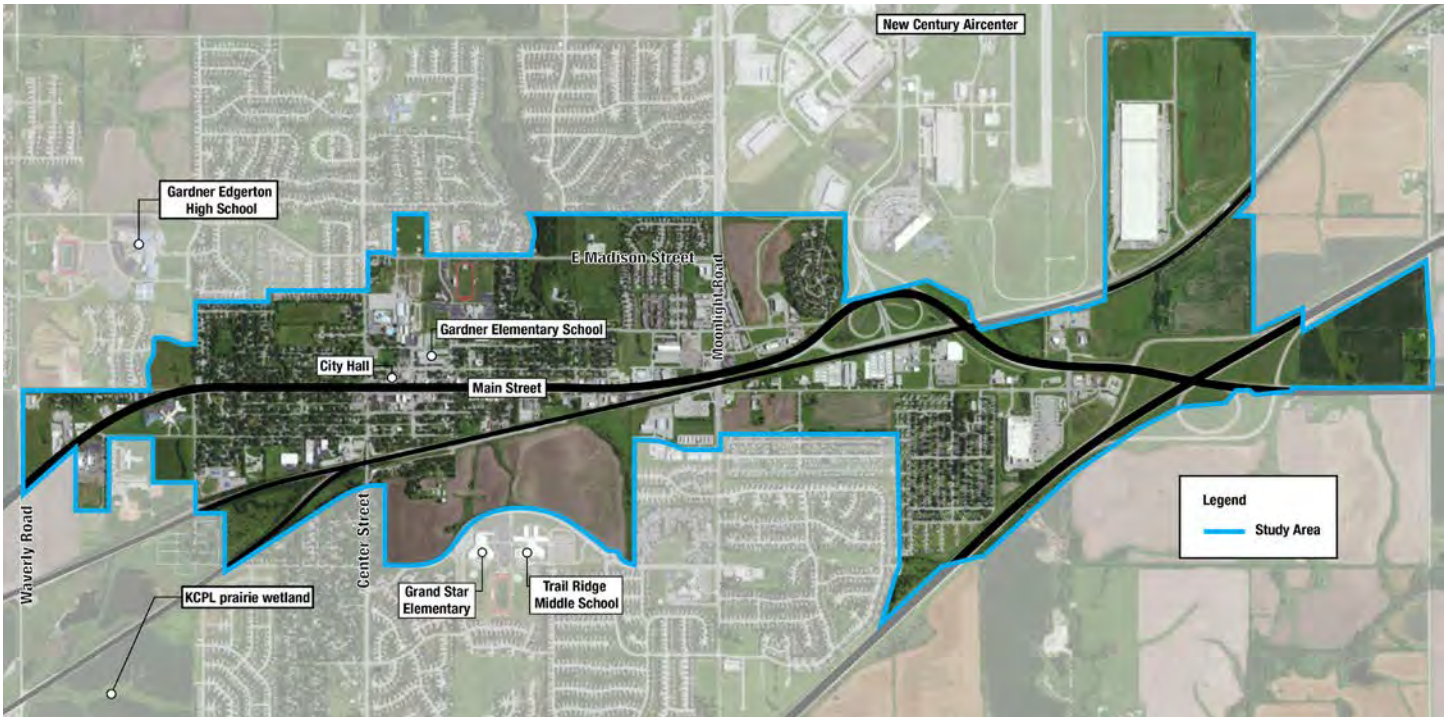


Figure 1.02 - Gardner Main Street Corridor Area

2 THE VISION PLAN

THE VISION PLAN

Through an extensive collaborative process, community leaders, citizens, design professionals and economic specialists worked together to fully understand the opportunities and constraints currently present along the Main Street Corridor in the City of Gardner. While this Corridor serves as a major thoroughfare for established highway traffic, it also must serve the community and citizens of Gardner, and this plan expresses their desires for a vibrant, connected Corridor. Through creating a more welcoming experience while also increasing the multi-modal activity along Main Street, this Corridor can become even more attractive for redevelopment and revitalization efforts and can play a significant role in improving the quality of life for those that live and work in the Gardner community.

To achieve these outcomes, a set of goals were developed, see Figure 2.01.

Currently the Main Street Corridor serves as a major arterial highway through the heart of Gardner and is the common thread that connects several typologies of development. With that understanding, and building off the *Gardner Comprehensive Plan*, a series of Subareas were identified along the Main Street Corridor to help better focus efforts and strategies for the range of existing conditions. Those Subareas are shown in Figure 2.02 and are as follows:

West Gateway Subarea
Serves as the entry into Gardner from the west.

Main Street Residential Subarea
A section of Main Street west of Center Street comprised of traditional, single-family homes.

Downtown Core Subarea
This Subarea is the heart of Gardner. Here, Main Street is flanked by connected buildings expressing the typical character of small towns.

Main Street Mixed-Use Subarea
A section of Main Street east of Downtown that contains a wide variety of transitioning development ranging from commercial, residential and industrial uses on smaller lots with a fragmented pedestrian network.

East Gateway Subarea
Serves as the entry into Gardner from the eastern I-35 interchange. Defined by more typical suburban development patterns.

Recommendations pertaining to transportation and corridor function, economic development, quality of life, and green solutions are presented for all Subareas in Chapters 6 and 7. However, the final results of a series of community-driven design exercises (summarized in Chapter 4) focusing on prime opportunity areas in the Downtown Core and Main Street Mixed-Use Subareas are presented in this Chapter, see Figure 2.03. For a more comprehensive look at these two Subareas, see Figure 2.04. Because positive changes to these two Subareas have the greatest potential to drive further revitalization throughout the Corridor, these Subareas were the primary focus of the plan.

GOALS

IMPROVE CORRIDOR FUNCTION AND CONNECTIVITY

Identify transportation infrastructure improvements to fill gaps in connectivity and accommodate current and future growth along and adjacent to the Corridor.

ENHANCE ECONOMIC COMPETITIVENESS

Identify the feasibility of specific growth opportunities that encourage mixed-use infill development, address affordable housing, fulfill civic needs, and promote a robust retail community.

ENHANCE QUALITY OF LIFE / SENSE OF PLACE

Strengthen the role of the Corridor as the center of the community by promoting solutions that create a more pedestrian-oriented environment, provide opportunities for public gathering spaces, and utilize gateways as an opportunity to reinforce the identity of the City of Gardner.

PROMOTE ENVIRONMENTAL RESPONSIBILITY

Plan for environmentally-responsible, integrated solutions that promote the long-term sustainability of the community.

Figure 2.01 *- Study Goals*

Figure 2.02 - *Subareas along Main Street Corridor*

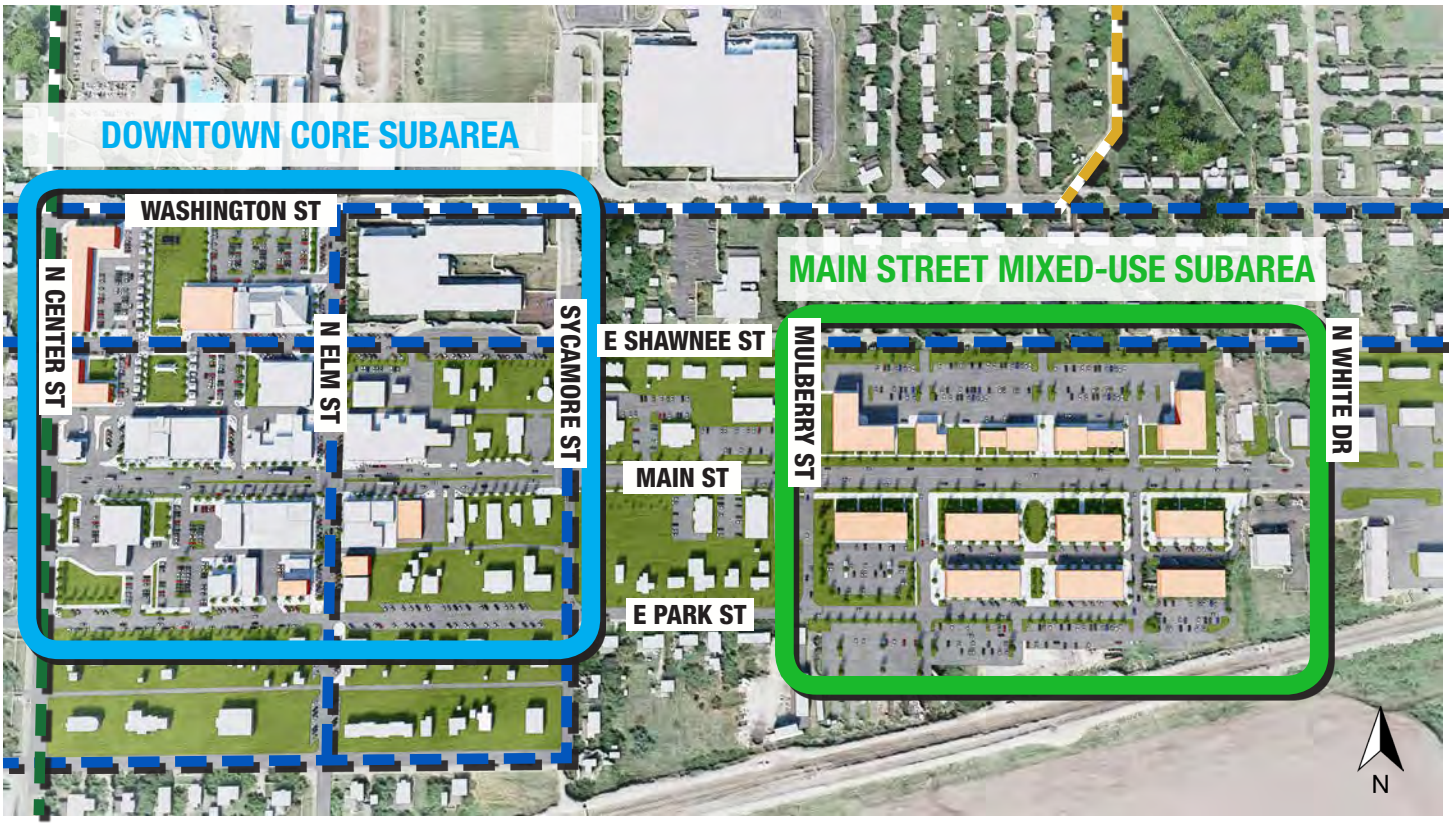


Figure 2.03 - *Primary Focus Subareas*

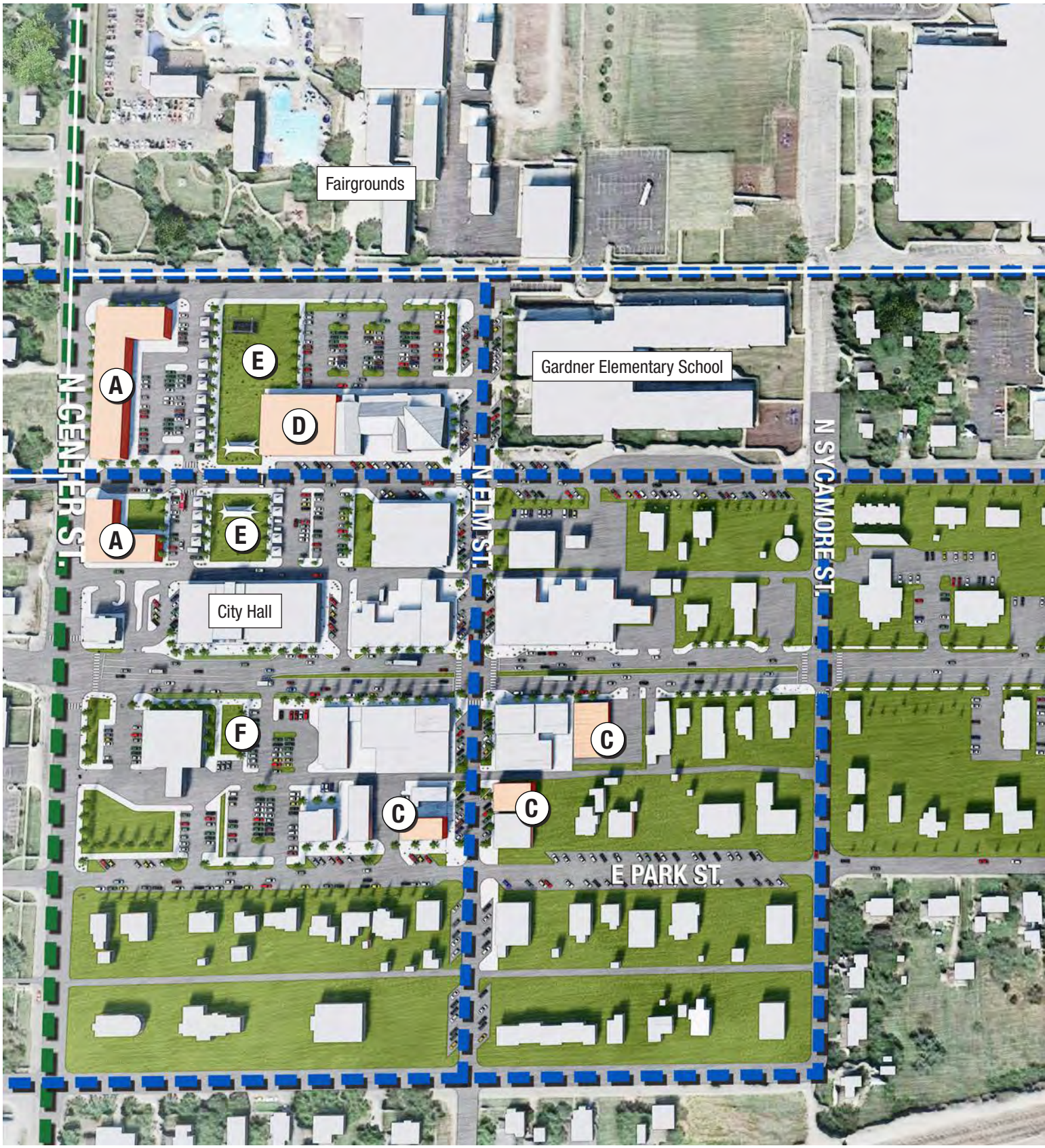


Figure 2.04 - Main Street Corridor Vision Plan

LEGEND
Bike Boulevard
Off-Street Path
National Historic Trail (NHT) Draft
Bike Boulevard and NHT
Off-Street Path and NHT
A Mixed-Use Building
B Commercial/ Retail
C In-Fill Building
D Church Expansion
E Green Space North of City Hall
F Green Space South of City Hall
E SHAWNEE ST.
N MULBERRY ST.
N WHITE DR.
Dairy Queen
O'Reilly Auto Parts
N

DOWNTOWN CORE SUBAREA

Through the public engagement exercises, the community expressed a desire for the Downtown Core to be a memorable place that instills pride and encourages people to spend time. Several underutilized or vacant parcels in the heart of the Downtown Core, on both the south and north sides of Main Street, present an opportunity for a large central community green space, see Figure 2.07. North of City Hall, a proposed festival green will be the central feature of concentrated redevelopment efforts, see Figures 2.05 and 2.09. New multi-use developments will be adjacent to this large flexible space that provides ample opportunities for large community events such as a farmer's market or concerts. Adjacent businesses will benefit from the increased pedestrian activity but still have ample parking to suit their vehicular needs. This space also serves as an improved connection to the Johnson County Fairgrounds.

Across from City Hall, on the south side of Main Street, underutilized parcels are transformed into a second and smaller green space with the idea that this would serve as a central square in the heart of Gardner, see Figures 2.06 and 2.08. Again, nearby businesses will benefit from the formal green space and continue to have access to ample parking. Completing the vision is a redesigned Main Street (from Center Street to Sycamore Street) that focuses on reducing vehicular speed and increasing pedestrian safety. Elements include the addition of more on-street parking, a vegetated median, public art, narrower traffic lanes and an enhanced streetscape. Similar changes will be made to Elm Street which is viewed as the major north/south pedestrian connection through the Downtown Core. Future transit stops with amenities should also be explored within the Downtown Core area. This area is a mix of Activity and Neighborhood street types appropriate for several frontage types to include Enhanced Streetscape, Plaza, Courtyard, Terrace and Neighborhood Yard, along with civic spaces including Greens, Squares and Plazas per the Gardner Land Development Code.

Figure 2.05 - Downtown Core: Green Space North of City Hall

Figure 2.06 - Downtown Core: Green Space South of City Hall

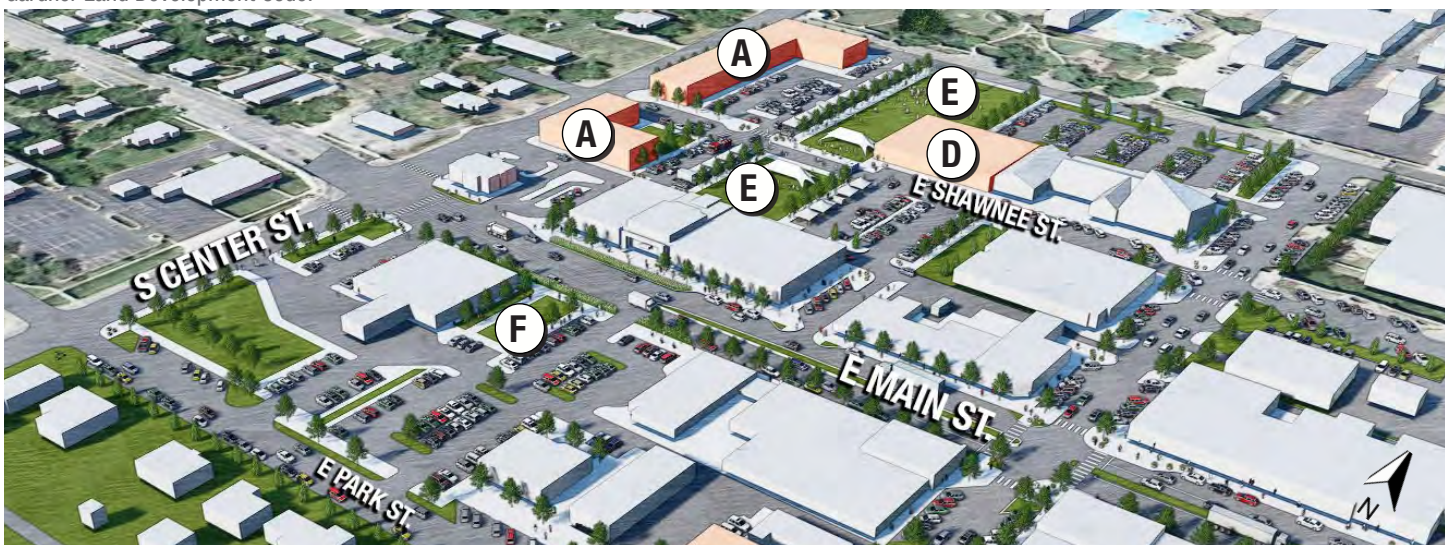


Figure 2.07 - View of Overall Downtown Core Subarea Proposed Vision

Figure 2.08 - *View of the Main Street Corridor through the Downtown Core Subarea looking East*

Figure 2.09 - *Downtown Core: Green Space North of City Hall*

MAIN STREET MIXED-USE SUBAREA

East of the Downtown Core is the Main Street Mixed-Use Subarea, see Figure 2.12. This area focuses on creating new opportunity for a large number of underutilized (soft) parcels which were identified during the first phases of the project (as detailed in Chapter 3). The design proposes to transition the current disconnected and suburban-like development to a denser pattern of commercial and residential development which supports pedestrian access as redevelopment occurs. Storefronts and businesses are encouraged to face Main Street with parking in the rear. This strategy enhances the physical environment of Main Street by screening the view of parking lots with buildings and providing aesthetically pleasing facades and streetscapes to users of the Corridor. Future transit stops with amenities should also be explored within the Main Street Mixed-Use area.

On the north side of Main Street, in-line commercial and residential developments are shown utilizing property between Shawnee Street and Main Street to create a diversity of future development opportunities, see Figures 2.10 and 2.13.

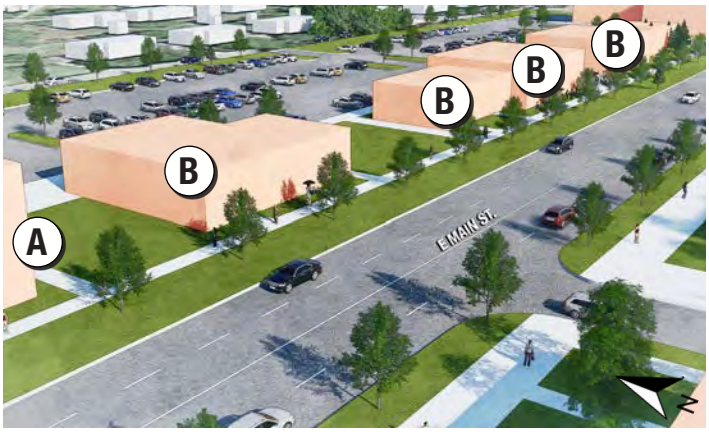


Figure 2.10 - Main Street Mixed-Use Subarea: North of Main Street

Figure 2.11 - Main Street Mixed-Use Subarea: South of Main Street

Figure 2.12 - Main Street Mixed-Use Subarea: Overall Vision Plan

On the south side of Main Street, an extension of Park Street supports a mix of development with streets lined with shops, businesses and residences, see Figures 2.11 and 2.13. This development offers the opportunity for several gathering spaces used and shared by the mix of uses, see Figure 2.14. This entire Subarea seeks to extend the feeling of the Downtown Core east, and thus help bridge the disparity of development along the Main Street Corridor. It is assumed that the property between Sycamore Street and Mulberry Street will redevelop in a pattern that complements the Downtown Core and the Mixed-Use Subareas. This area is characterized by many neighborhood street types appropriate for Terrace, Courtyard, Plaza and Enhanced Streetscape frontage types and civic spaces to include Greens, Squares, Plazas and Parks per the Gardner Land Development Code.

Figure 2.13 - Main Street Mixed-Use Subarea: Looking West Towards Downtown Core Subarea

Figure 2.14 - Main Street Mixed-Use Subarea: South of Main Street

3 RESEARCH AND ANALYSIS

EXISTING CONDITIONS

The vision for the plan is established on a foundation of data-based research and inventory. The planning team performed the following research and analysis to understand the strengths, weakness and opportunities along and around the Main Street Corridor.

CORRIDOR INVENTORY

The planning team analyzed existing conditions by collecting multiple layers of data and information, see Figure 3.01. This information, in conjunction with input from citizens, City staff, and key stakeholders, drives future plan recommendations that position the Corridor for success. These inventories, listed below and further explained in the next section, include both Corridor specific and community at-large analysis and review.

Community Review

- Review of existing plans relevant to Gardner;
- Demographic and economic trends within Gardner and SW Johnson County;
- Gardner's position in the residential and commercial markets;
- Character and identity of Gardner.

Corridor Review

- Existing subareas along the corridor;
- Photographic documentation;
- Business inventory;
- Soft parcel analysis;
- Transportation and infrastructure.

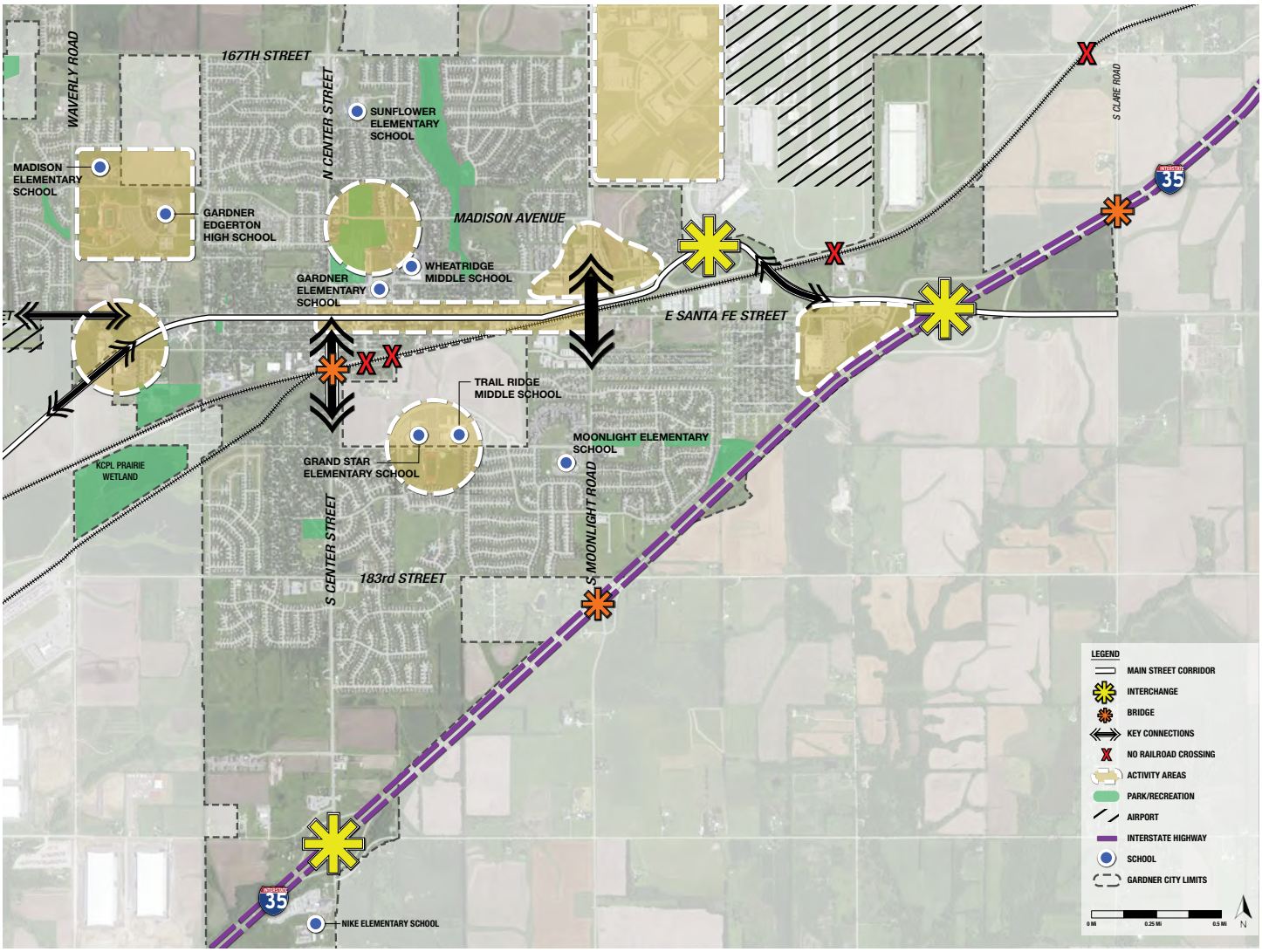


Figure 3.01 - Initial Main Street Corridor Analysis

Topic 1: ***New Community Center***

Community members and leaders understand the need for a Community Center as outlined in the 2001 *Main Street Corridor Plan* to act as a central gathering spot for people of all ages.

Locations that have been mentioned include the Fairgrounds or any of the community park sites.

Topic 2: ***Fairgrounds***

Early plans discuss strengthening and enhancing existing Fairgrounds but later plans advocate for the Fairgrounds to move to a new location to ensure that the fair continues to be a great asset for Gardner.

Main concern is that the Fairgrounds site is large and minimally used throughout the year.

The Comprehensive Plan discusses what should be done to enhance current Fairgrounds but also states that if those actions cannot be taken, relocation should be seen as a viable alternative.

Topic 3: ***Visitors + Residents***

The areas just outside the Gardner border experience a large daily influx of people who come for employment. At the same time, most Gardner residents leave the community for work. Gardner would like to take advantage of those coming into the area by having infrastructure and amenities that can serve them.

Gardner would like to accommodate a variety of housing types with differing levels of density and see a higher number of people who both live and work in Gardner.

Topic 4: ***Historic Trails and Identity***

Earlier plans discuss physical elements that could be implemented throughout the Gardner area that speak to the history of the pioneer trails that once went through the community.

Later plans abandon those physical elements and focus more on a branding and identity campaign which also highlights the business friendly / quality of life emphasis in Gardner.

The Comprehensive Plan mentions forming a branding package that speaks to those coming near Gardner for work to encourage them to come into the community.

Topic 5: ***Economic Development***

Analysis shows that there is a retail gap in many categories including furniture stores, food & beverage stores, sporting goods, etc. These retail options can be found in adjacent communities such as Olathe.

Gardner would like to provide strategic options to help attract retail found in nearby communities.

Topic 6: ***Downtown Parking***

Officials recognize the importance and need for parking along the Main Street Corridor but also understand that it has the potential to be a detrimental component to Corridor enhancement projects, specifically those involving bicycle and pedestrian facilities.

The Comprehensive Plan encourages parking to be located in the rear of buildings where possible in the Downtown commercial core and accessed by side streets. Parking adjacent to Main Street should be screened, and on-street parking should be encouraged where possible.

Figure 3.02 *- Common Topics from Gardner and Regional Plans*

REVIEW OF EXISTING PLANS

Over the past several years, many different studies and plans have been conducted that will help guide the future of Gardner. An important part of this process was to understand the visions, ideas, and strategies that have been proposed in these various plans. The planning team reviewed these documents to avoid duplicating earlier efforts with redundant conversations and to build from the already strong ideas and vision laid out by Gardner citizens, staff and elected officials. The planning team reviewed the following plans.

Gardner Plans and Regulations

- *2009 Gardner Park System Master Plan*
- *2009 Gardner Transportation Master Plan*
- *2012 Gardner Access Management Code*
- *2014 Gardner Comprehensive Plan*
- *2014 Gardner Economic Development Strategy*
- *2015 Gardner Economic Development Incentive Policy*
- *2015 Gardner Growth Management Strategy*
- *2016 Gardner Land Development Code (LDC)*

Regional Plans

- *2010 US-56 Corridor Management Plan*
- *2013 Southwest Johnson County Area Plan*
- *2015 Johnson County Park and Recreation District Legacy Plan*
- *Current Historic Trail Retracement project (Mid-America Regional Council)*
- *MARC's Complete Streets Policy and Handbook*
- *APWA/MARC Manual of Best Management Practices for Stormwater Quality*

After reviewing existing plans relevant to the Main Street Corridor, the planning team identified a series of common topics that formed the basis for initial dialog with the community and eventually informed many of the recommendations contained in this plan. The common topics are listed below with their summary in Figure 3.02. A full review of the common topics can be found within the Appendix.

- Community Center
- Fairgrounds
- Visitors + Residents
- Historic Trails and Identity
- Economic Development
- Downtown Parking

DEMOGRAPHIC AND ECONOMIC TRENDS

A market analysis was completed to gain a better understanding of market forces impacting growth in Gardner. This section summarizes key findings from this analysis, including an overview of demographics and residential trends as well as employment and commercial development trends. This information helped inform population forecasts, residential demand estimates, and a retail gap study.

The analysis is based on a variety of data sources including U.S. Census demographic data, U.S. Census Longitudinal Employer-Household Dynamics (LEHD), CoStar real estate database, and permit information from the City and U.S. Census C40. More information can be found in the *Gardner Main Street Corridor Market Analysis Report*.

Demographic Trends - Population and Households

From 2000 to 2010, Gardner saw significant population growth. Over this time, the City grew at an average rate of 7.4 percent a year, compared to a 1.9 percent growth rate at the county level, and, in this decade, the City more than doubled in size from 9,396 people to 20,868 people (growth rates and percentages calculated are the average annual compound growth rate). Young families looking for more affordable home ownership options compared to the region drove much of this growth.

Growth in Gardner slowed considerably after the Great Recession with average annual rate of growth in population dropping to 1.7 percent from 2010 to 2015; although, the City continued to grow at a faster rate of growth than Johnson County, which grew at an average annual rate of 1.2 percent per year, see Figure 3.03. The City still plays a similar role in the region by providing more affordable housing options for young families. In fact, children and adults younger than 44 years old account for 77 percent of the population in Gardner; this compares to Johnson County where 61 percent of the population is less than 44 years of age.

Demographic Trends - Housing

One significant difference since the Great Recession is that a higher percentage of households and families are renting instead of buying, see Figures 3.04 and 3.05. From 2010 to 2015, the number of owner-occupied housing units dropped from a high of 72 percent to 64 percent and, as a corollary, the number of renter-occupied units increased from 21 percent to 30 percent. The rate of growth in renter-occupied housing has been faster in the City than Johnson County. For example, since 2000, the number of renter-occupied housing units in Gardner has increased at an average annual rate of 6.0 percent, compared to Johnson County where renter-occupied units have increased by an average annual rate of 2.2 percent.

IMPORTANT FINDINGS

Although the rate of growth in Gardner has slowed since 2008, the rate of growth continues to exceed that of Johnson County.

Gardner is characterized by young families and affordable housing.

Although most housing units are owner-occupied, the percentage of renter-occupied housing is increasing.

				2000-2010			2010-2015		
DESCRIPTION	2000	2010	2015	TOTAL	AVG. ANNUAL #	AVG. ANNUAL %	TOTAL	AVG. ANNUAL #	AVG. ANNUAL %
CITY OF GARDNER									
Population	9,396	19,191	20,868	9,795	980	7.4%	1,677	335	1.7%
Households	3,307	6,644	6,966	3,337	334	7.2%	322	64	1.0%
JOHNSON COUNTY									
Population	451,086	545,789	580,159	94,703	9,470	1.9%	34,370	6,874	1.2%
Households	174,570	212,882	219,735	38,312	3,831	2.0%	6,853	1,371	0.6%

Figure 3.03 *- Population and Household Trends, 2000-2015 Source: U.S. Census; Economic & Planning Systems*

HOUSING UNITS	2000	2010	2015	2000-2015		
				TOTAL	AVG. ANNUAL #	AVG. ANNUAL %
CITY OF GARDNER						
Owner-Occupied	2,389	4,749	4,779	2,390	159	4.7%
Renter-Occupied	918	1,411	2,187	1,269	85	6.0%
Vacant	226	439	445	219	15	4.6%
Total	**3,533**	**6,599**	**7,411**	**3,878**	**259**	**5.1%**
JOHNSON COUNTY						
Owner-Occupied	126,190	150,722	152,762	26,572	1,771	1.3%
Renter-Occupied	48,380	62,160	66,973	18,593	1,240	2.2%
Vacant	7,042	13,689	11,294	4,252	283	3.2%
Total	**181,612**	**226,571**	**231,029**	**49,417**	**3,294**	**1.6%**

Figure 3.04 *- Occupied and Vacant Housing Trends 2000-2015 Source: U.S. Census; Economic & Planning Systems; U.S. Decennial Census 2000-2010; U.S. Census ACS 2015;*

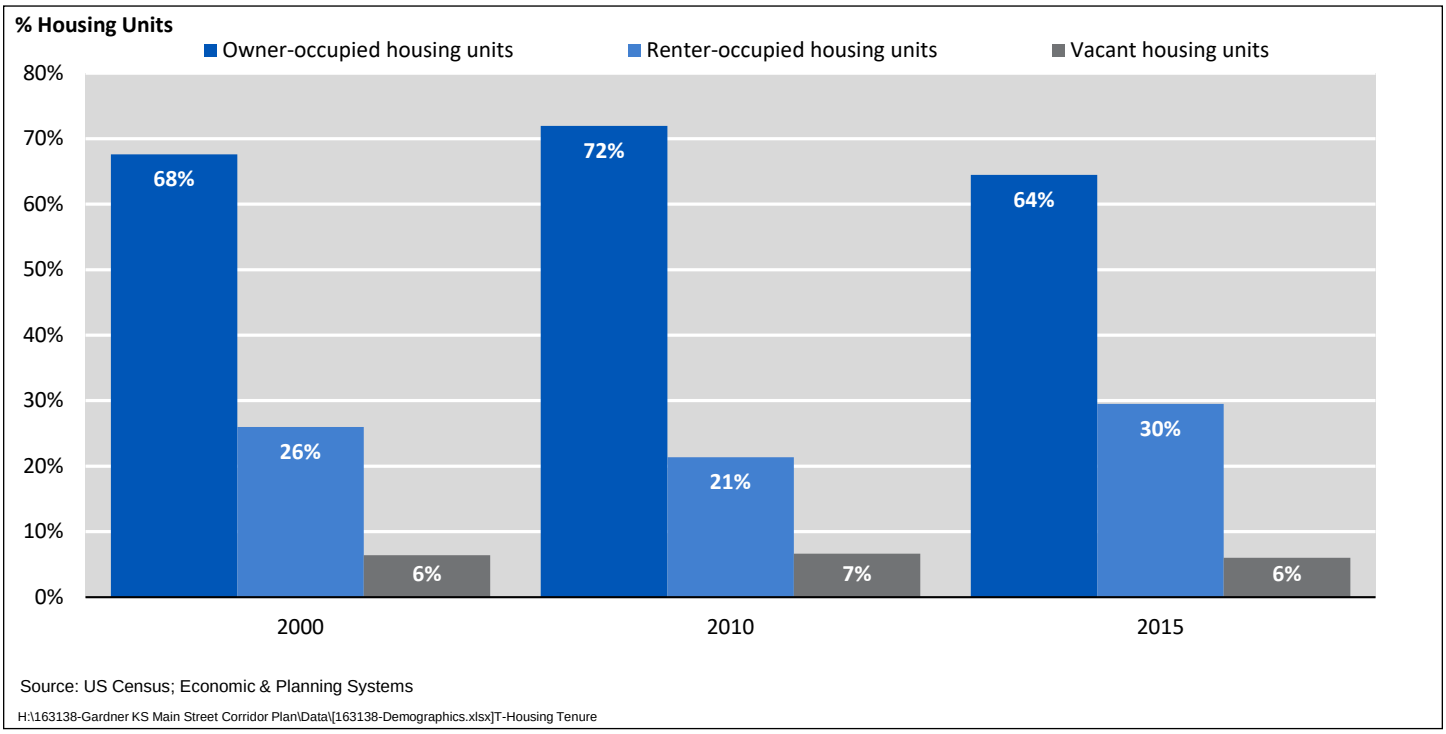


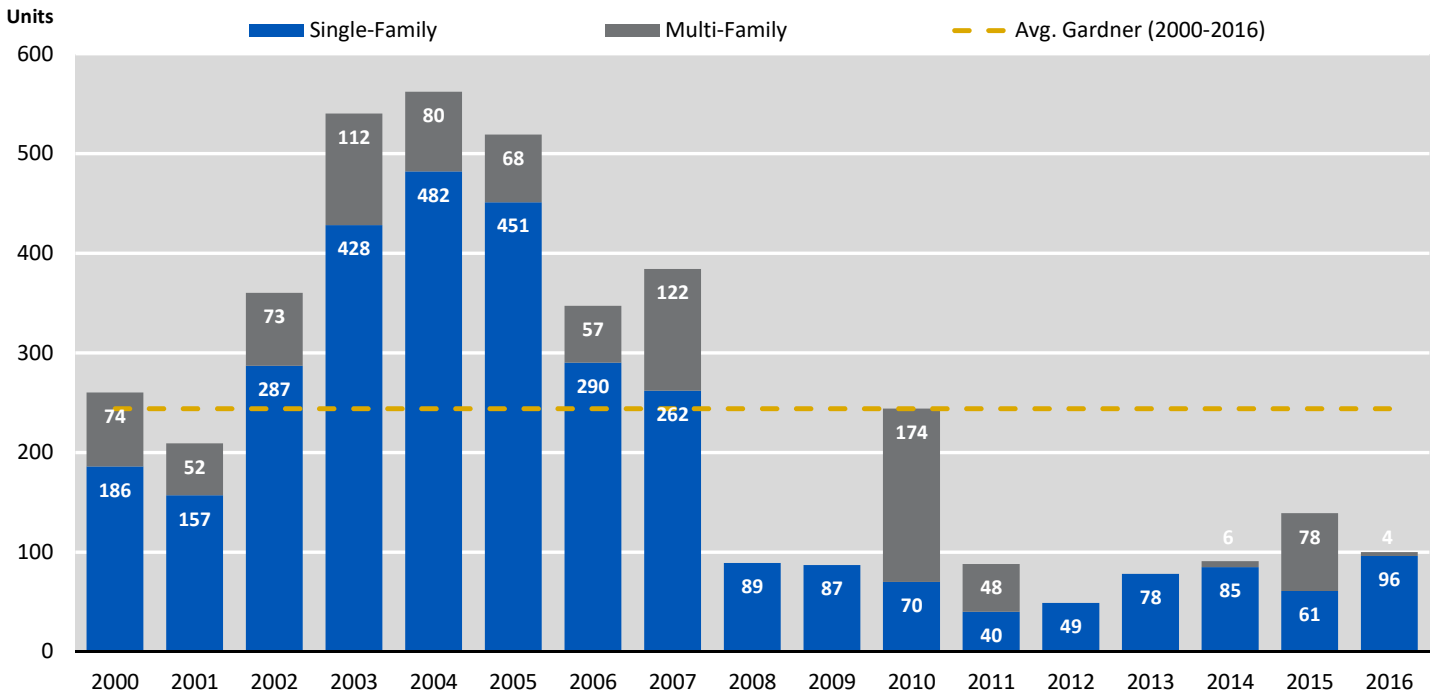
Figure 3.05 *- Change in Occupied and Vacant Housing Unit Percentages*

Residential Development Trends

Residential development in Gardner has largely mirrored its demographics trends, with the City issuing 77 percent of the building permits over the last 15 years before the Great Recession, corresponding to the rapid increase in population during that time. Single-family permits made up 80 percent of these issuances, with multi-family permits making up the remaining 20 percent.

Since 2008, the number of building permits issued by the City for new housing units has decreased dramatically, see Figure 3.06. From 2008 to 2016, the City averaged approximately 107 units per year, compared to approximately 398 units per year in the previous eight years. For the nine years from 2008 to 2016, permits for 2,016 housing units were issued compared to 3,181 housing units for the previous eight years. During this time, the percentage of single-family permits issued has dropped to 68 percent, with multi-family permits rising to 32 percent. An increase in the percentage of multi-family permits and, as a corollary, an increase in the percent of renters is a trend that planners and housing experts have identified throughout the nation, and seems to hold true in Gardner as well.

There has been no residential development in the Main Street Corridor over this period, see Figure 3.07. Instead, residential development has occurred in areas to the south and north of the Corridor. Single-family permits have been spread more uniformly in locations and subdivisions throughout the City, while duplex and, in particular, multi-family permits are clustered in a handful of locations.



Source: US Census C40; Economic & Planning Systems

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Figure 3.06 *- Gardner Residential Construction Trends by Product Type*

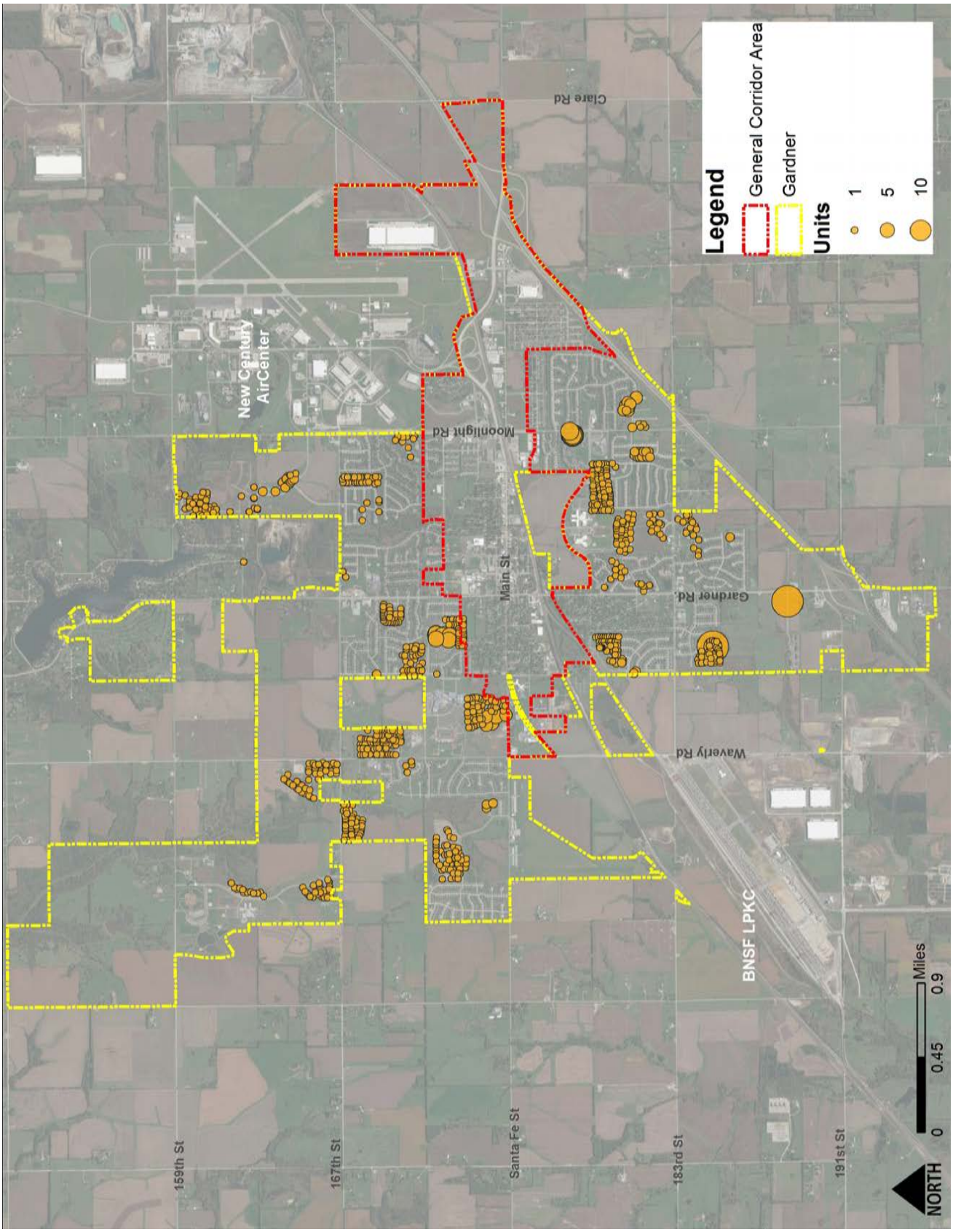


Figure 3.07 - Gardner Housing Permits by Number of Units, 2007-2016

Employment Trends

Employment in Gardner and the Gardner Market Area (see Figure 3.08 for boundary) has grown at a faster rate than Johnson County, see Figure 3.09. From 2002 to 2014, Gardner grew by 1,358 jobs or an average of 133 jobs per year. This represents an average annual rate of increase of 3.8 percent, a faster rate of growth than the County which grew at an average annual rate of 0.9 percent.

Much of this growth has occurred in secondary or service industries, which generally locate near and support residential centers, and growth is strongly correlated to Gardner's growth in population in the 2000s. The fastest growing sectors include educational services, retail trade, hotels/restaurants, and health care. Combined, these sectors accounted for 1,000 new jobs in the City, or approximately 75 percent of its employment growth.

One sector outside of these residential service industries that has seen rapid growth is transport and warehousing, which grew from 23 jobs in 2005 to 286 jobs in 2014, see Figure 3.10. This represents an average annual rate of growth of 23.4 percent, the fastest rate of any economic sectors. In recent years, this sector has continued its strong growth with New Century AirCenter and Logistics Park Kansas City (LPKC) expanding and adding jobs.

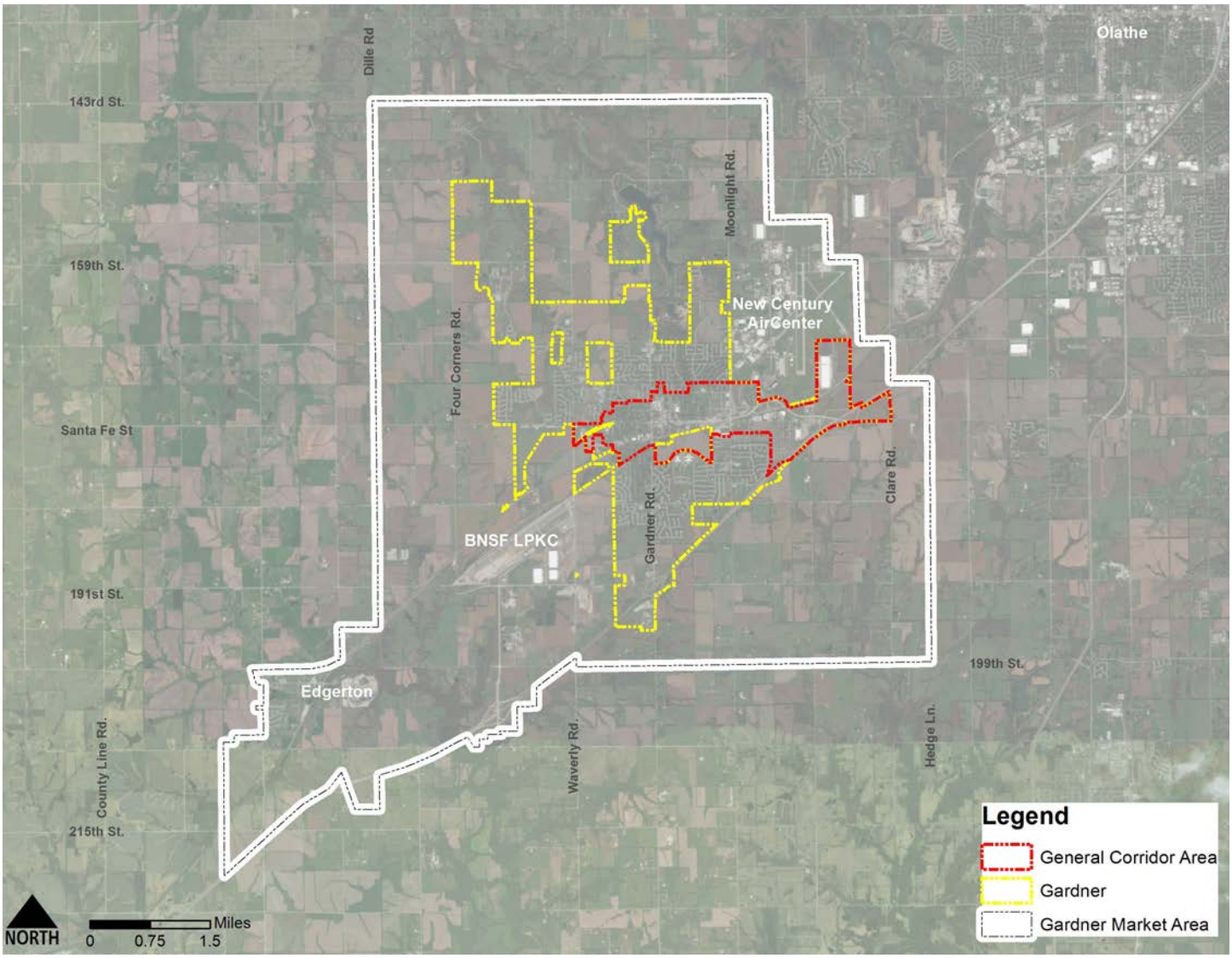
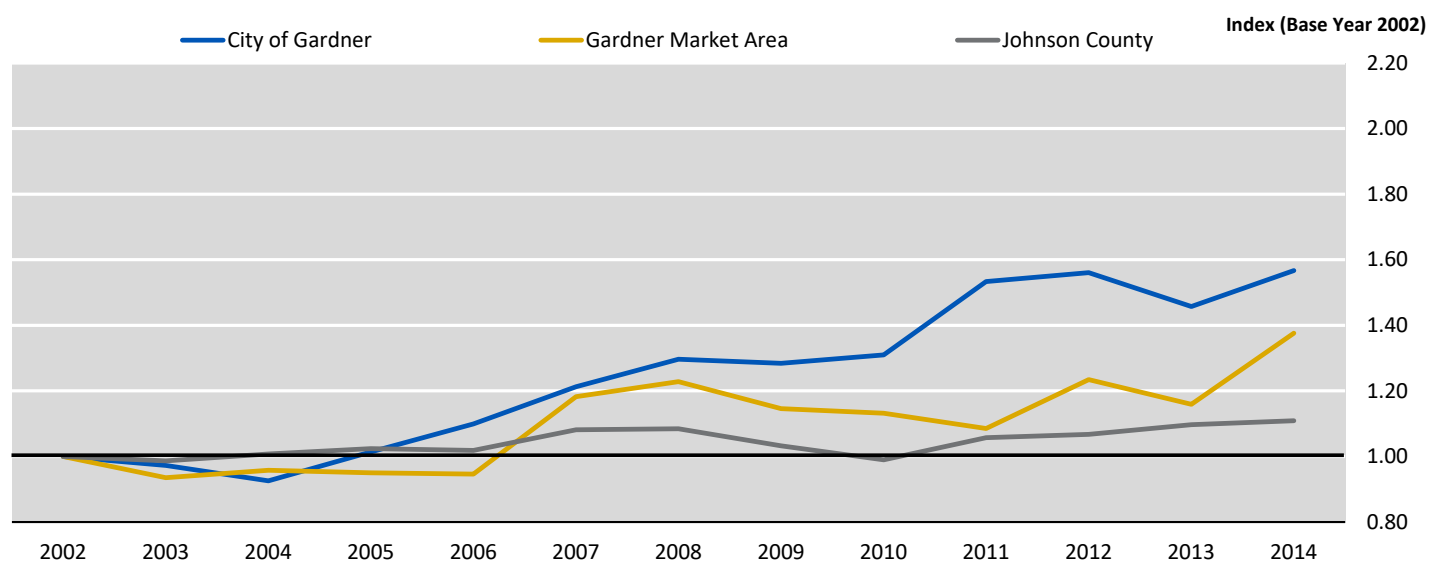


Figure 3.08 - Gardner Market Area



Source: LEHD; Economic & Planning Systems

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Figure 3.09 *- Regional Employment Growth Comparison*

GARDNER JOBS	2005	2010	2014	2005-2014		
				TOTAL	AVG. ANNUAL #	AVG. ANNUAL %
Educational Services	743	998	983	240	27	3.2%
Retail Trade	239	436	502	263	29	8.6%
Hotels/Restaurants	214	348	477	263	29	9.3%
Transport & Warehousing	43	79	286	243	27	23.4%
Health Care	60	146	276	216	24	18.5%
Manufacturing	343	320	273	-70	-8	-2.5%
Construction	132	163	228	96	11	6.3%
Public Administration	124	151	176	52	6	4.0%
Prof./Scientific/Tech. Services	82	79	115	33	4	3.8%
Finance and Insurance	94	91	104	10	1	1.1%
Information	44	41	41	-3	0	-0.8%
Other	311	285	292	-19	-2	-0.7%
Total	**2,429**	**3,137**	**3,753**	**1,324**	**147**	**5.0%**

Figure 3.10 *- Gardner Employment by Sector, 2005-2014 Source: LEHD; Economic & Planning Systems*

Out-Commuting

Gardner has a high percentage of job commutes. Based on US Census data, in 2014, there are a total of 5,143 jobs in Gardner with 1,105 filled by local residents or 21 percent of the total. Of the remaining 4,038 commuting in, most come from other Johnson County cities including Olathe (802), Overland Park (465), Shawnee (163) and Lenexa (144). The 1,105 Gardner residents working locally represent 11 percent of the 9,869 in the total Gardner workforce. The remaining 8,764 employed residents (89 percent) largely commute outside of Gardner to other Johnson County cities and to Kansas City, see Figures 3.11 and 3.12.

GARDNER EMPLOYMENT (IN-AREA EMPLOYMENT 2014)	COUNT	PERCENT
EMPLOYMENT		
Employed and Living in Gardner	1,105	21%
Employed in Gardner but Living Outside	4,038	79%
Employed in Gardner	**5,143**	**100%**
LABOR FORCE		
Living and Employed in Gardner	1,105	11%
Living in Gardner but Employed Outside	8,764	89%
Living in Gardner	**9,869**	**100%**

Figure 3.11 - Gardner Employment (inflow-outflow) Source: LEHD; Economic & Planning Systems

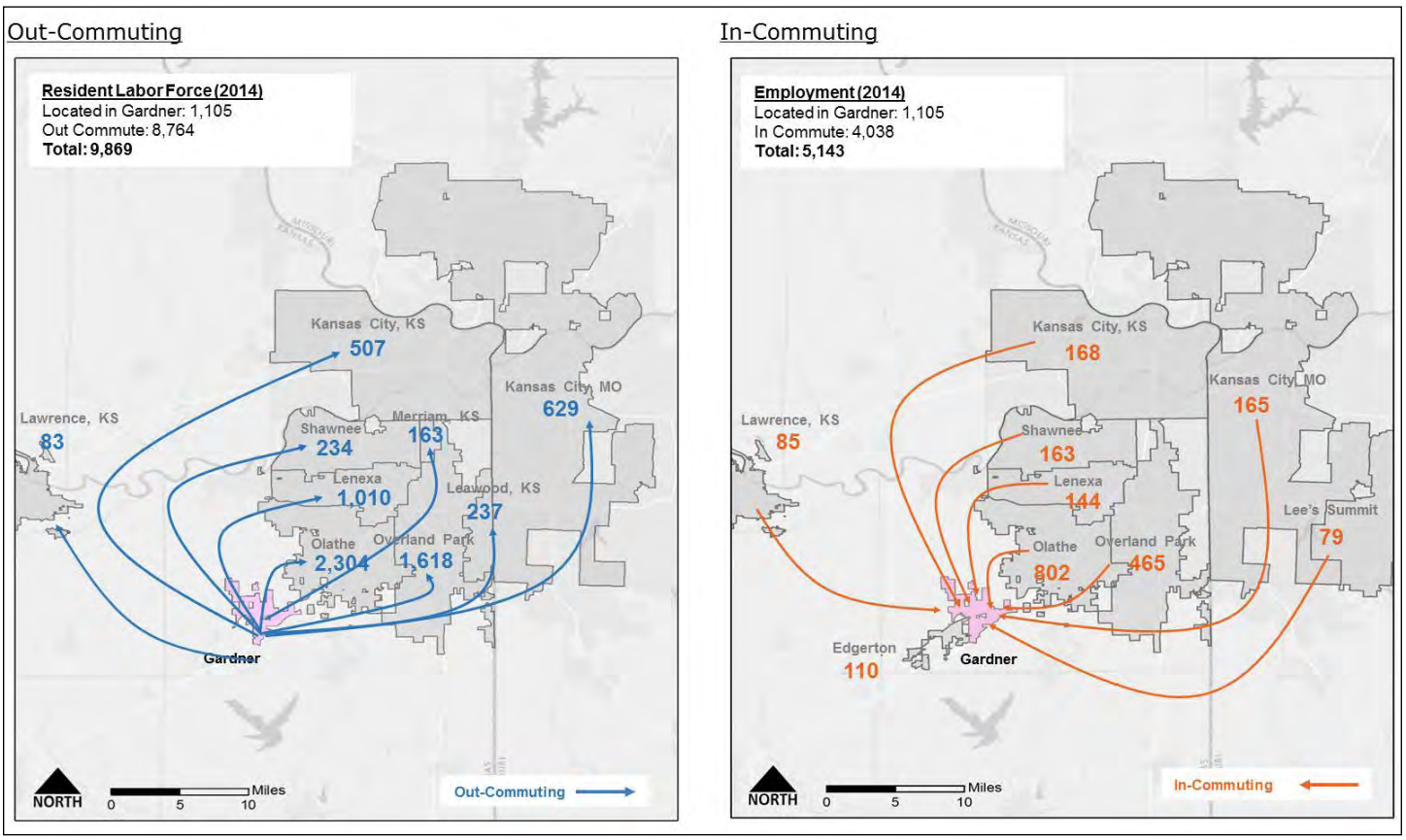


Figure 3.12 - Gardner Commuting Patterns

Commercial Development Trends

Like residential development, commercial development has largely followed the employment trends with transportation and warehousing as a subset of industrial/flex development being the strongest commercial segment type.

Office Development:

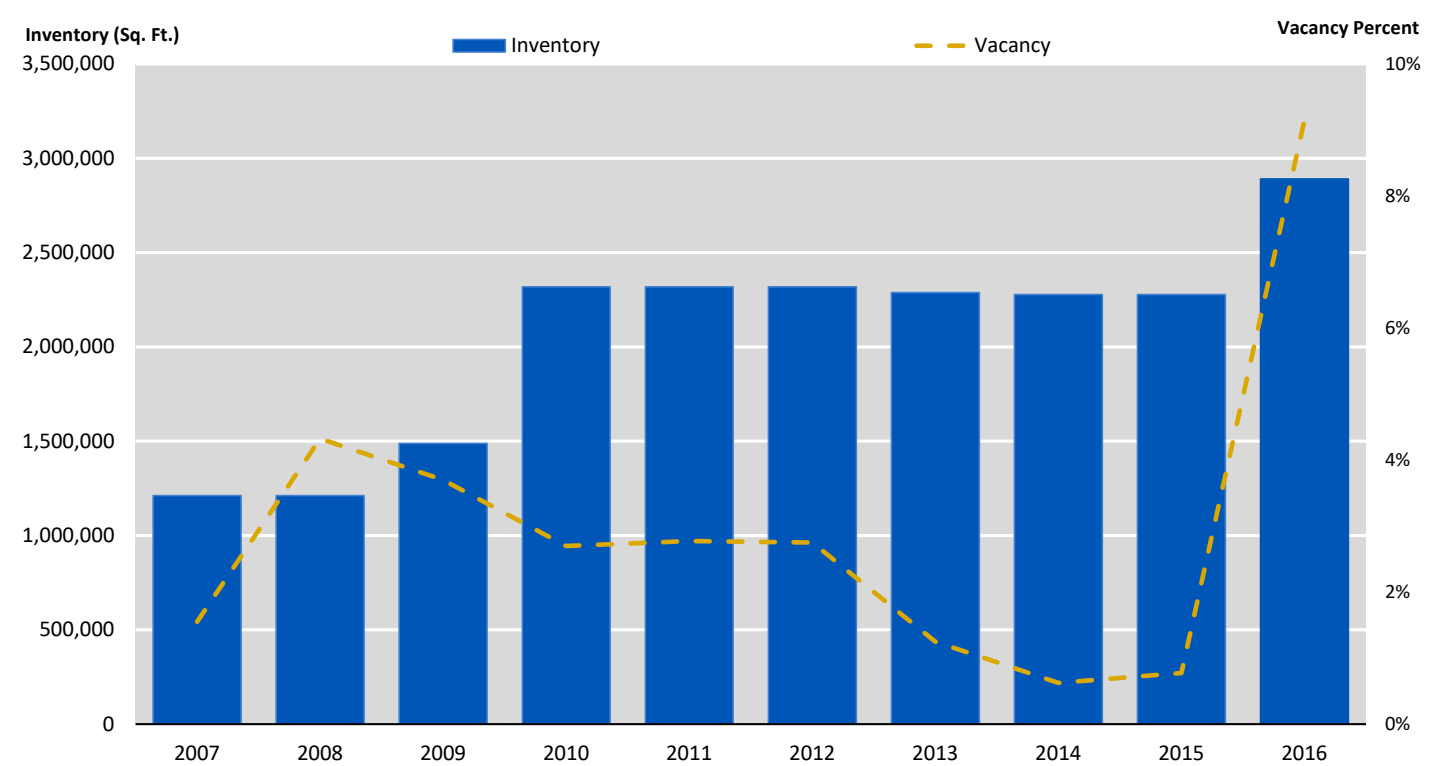
There has been no new office development in the City since 2007, when developers added 14,000 square feet to the market. While office inventory has stayed relatively constant over the past 10 years, vacancy rates have dropped from 18 percent in 2009, to 5 percent in 2016. Decreasing vacancy rates generally correlate to increasing rents. However, rents in Gardner have stayed flat over the last ten years at between $14 and $15 per square foot. The lack of rent appreciation may result from an aging office inventory or may signal a relatively weak demand for office development in Gardner, requiring lower rents to be attractive within the regional market area. While overall office demand has not proven strong, continued population increase will create further demand for related office-based service industries, driving a need for additional office spaces in the City.

Retail Development:

There is approximately 535,000 square feet of retail space in the City. Over the last 10 years, the market has added net 32,000 square feet to its retail inventory. Over this time, retail vacancy has dropped and is currently at 3 percent. Like office, retail rents have stayed relatively flat even as vacancy has decreased. Again, this may result from an aging retail stock or from a significant percentage of retail space at the lower end of the market. However, as Gardner's population continues to increase, demand for retail space will also increase as retail follows households.

Industrial/Flex Development:

The industrial/flex market has been the most active commercial development segment in Gardner. Over the last 10 years, the market has added net 1.6 million square feet of inventory in Gardner. Much of this increase occurred in 2016, where the market delivered 2 million square feet of space. As inventory has increased, so has vacancy rate, which currently stands at 9 percent, see Figure 3.13. Industrial/flex rents dropped significantly after the Great Recession from approximately $8.00 per square foot to $3.90 per square foot. Rents, however, have largely recovered.



Source: CoStar; Economic & Planning Systems

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Figure 3.13 *- Gardner Inventory of Industrial/Flex Development*

Logistics Park Kansas City (LPKC) and New Century AirCenter:

It is expected that industrial/flex space will continue to develop rapidly in the Gardner market. Much of this development will occur in LPKC and New Century AirCenter, but there will also likely be additional industrial/flex space developed within Gardner itself. The LPKC is growing at an extraordinarily rapid rate. Over the last three and a half years alone, it has added 7 million square feet of logistics/flex space. According to interviewees, most of this space is already occupied, and developers are building additional space, even on spec before pre-leasing the square footage. New Century AirCenter is expected to target more manufacturing jobs, but it has also seen growth in logistics and warehousing. Both employment centers are just outside of Gardner City limits; however, growth in these areas is expected to lead to spin-off development within the City. Growth in these areas will also potentially impact retail and housing demand within the City.

Population and Household Forecasts

Population forecasts were developed for the 2015 to 2035 time period for the City. The forecasts are based on historic population growth rates for Gardner and the region, see Figure 3.14. Over the next 20 years, Gardner is estimated to grow at an average annual rate of 2.9 percent, which equals approximately 800 people per year or 280 households. This projected growth rate is less than the City's average annual growth rate from 2000 to 2010 of 7.4 percent, but more than the City's average annual growth rate from 2010 to 2015 of 1.7 percent. The decision to use the 2.9 percent growth rate was based on an understanding that fundamental changes in the economy after the Great Recession likely mean that the City's growth will not return to its 2000, pre-recession levels. However, continued improvements to the economy, including the dramatic increase in distribution and warehousing space in and around the City, suggest that Gardner future growth will outperform past growth over the last five years. Household growth was estimated by dividing population forecast by the average household size for Gardner. These forecasts were primarily used as inputs into the retail demand analysis. (For a comparison of EPS's forecast and the Mid-America Regional Council (MARC) forecasts from 2008 see the *Gardner Main Street Corridor Market Analysis Report*).

DESCRIPTION	2015	PROJECTIONS				2015-2035		
		2020	2025	2030	2035	TOTAL	AVG. ANNUAL #	AVG. ANNUAL %
MODEL INPUTS								
Growth Rates	1.69%	2.50%	3.50%	3.00%	2.50%			
Avg. Household Size	3.0	2.9	2.9	2.9	2.9			
MODEL RESULTS								
Population	20,868	23,610	28,042	32,508	36,780	15,912	796	2.9%
Households	6,966	8,118	9,641	11,177	12,646	5,680	284	2.7%

Figure 3.14 *- Household and Population Forecast, 2015-2035 Source: U.S. Census, MARC Regional Forecasts; Economic & Planning Systems*

BUSINESS INVENTORY

This section summarizes the business inventory completed as part of the market analysis. The inventory combined three different data sources: CoStar, a real estate database; Chamber of Commerce business information; and field work conducted during two visits to Gardner. Locations of businesses are summarized in a series of maps on the following pages, see Figures 3.16, 3.17, 3.18 and 3.19. Overall, the maps strongly illustrate the importance of the Main Street Corridor and Main Street itself for retail and office establishments. Main Street serves as the primary commercial spine for Gardner.

Gardner Market Area

Most of businesses in the Gardner Market Area are located within the Main Street Corridor, see Figure 3.15. Out of a total of 196 establishments identified in the business inventory, 172 of them or 86 percent are located within the Corridor. This is particularly true for retail/service and office/medical establishments. While 26 of the 42 industrial businesses identified and categorized in the business inventory are located along the Corridor, the largest industrial developments are located outside of the Corridor. In fact, due to the size of the industrial businesses outside of the Corridor, only 43 percent of rentable building area is located within the Corridor. (Locations of these industrial developments outside of the Corridor include portions of New Century AirCenter lying outside of the City.)

Within the Corridor, Gardner's Downtown is primarily home to smaller format retail and office businesses. Larger format stores are located outside of the Downtown, near the highway intersection. At this point in time, these larger format stores are primarily concentrated at the eastern end of the Corridor at the intersection of Main Street and Moonlight. The western end has not yet established a strong retail and commercial cluster. The area is home to one retail establishment, a gas station and convenience store, as well as many industrial and automotive uses along the railroad track.

DESCRIPTION	NUMBER OF ESTABLISHMENTS			BUILDING AREA		
	INSIDE CORRIDOR #	OUTSIDE CORRIDOR #	TOTAL #	INSIDE CORRIDOR SQ. FT.	OUTSIDE CORRIDOR SQ. FT.	TOTAL SQ. FT.
RETAIL/SERVICES						
Retail/Restaurant	56	4	60	451,343	14,931	466,274
Personal Service	26	0	26	73,818	0	73,818
Automotive Service	12	0	12	54,529	0	54,529
Subtotal	**94**	**4**	**98**	**579,690**	**14,391**	**594,621**
OFFICE/MEDICAL						
Office	38	3	41	119,299	25,233	144,532
Medical	14	0	15	47,770	0	51,160
Subtotal	**52**	**3**	**56**	**167,069**	**25,233**	**195,692**
INDUSTRIAL						
Subtotal	**26**	**16**	**42**	**1,421,378**	**2,844,828**	**4,266,206**
Total	**172**	**23**	**196**	**2,168,136**	**2,884,992**	**5,056,518**

Figure 3.15 *- Locations of Businesses Inside and Outside of the Main Street Corridor* *Source: CoStar, Chamber of Commerce; Economic & Planning Systems*

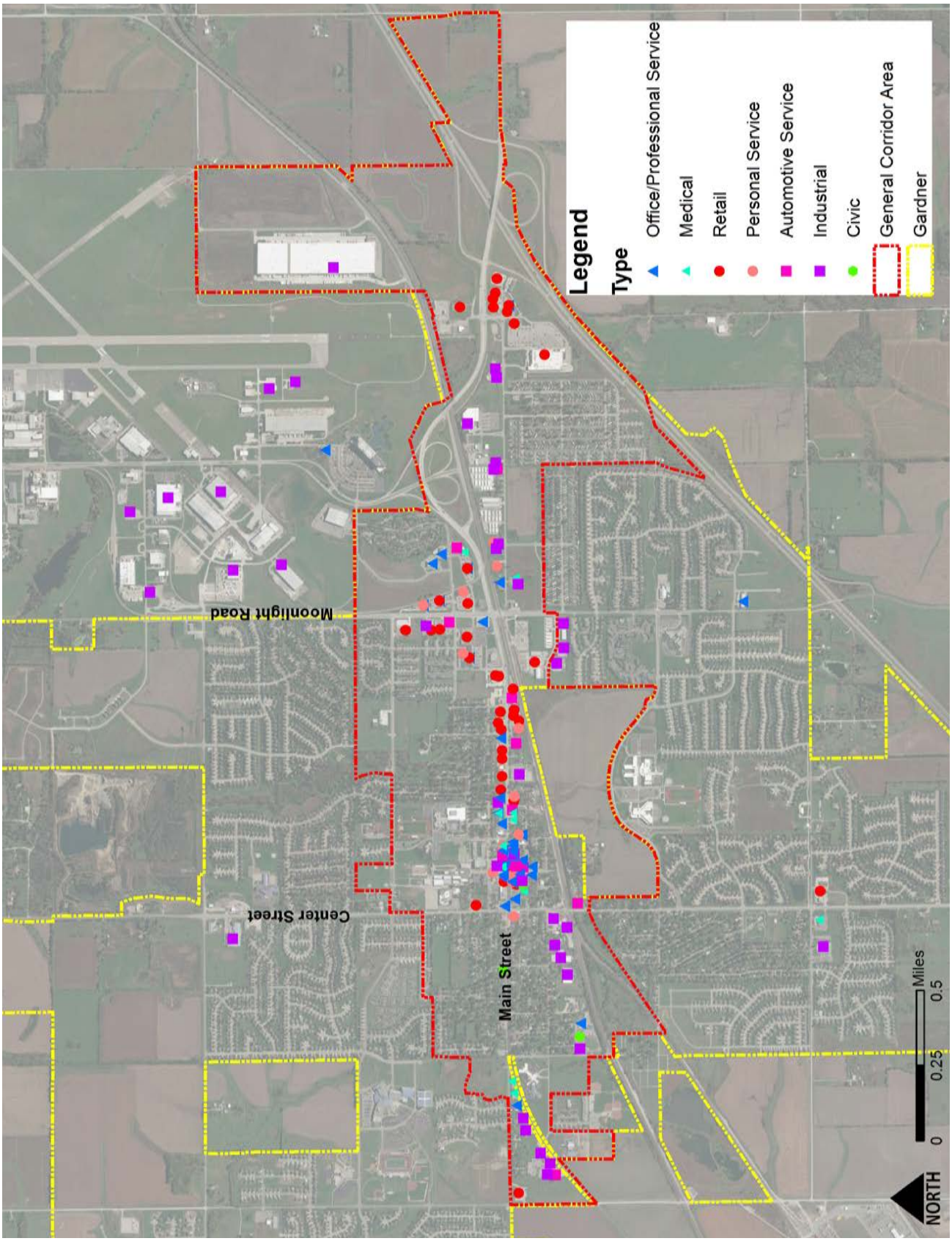


Figure 3.16 - Gardner Business Locations Relative to Main Street Corridor

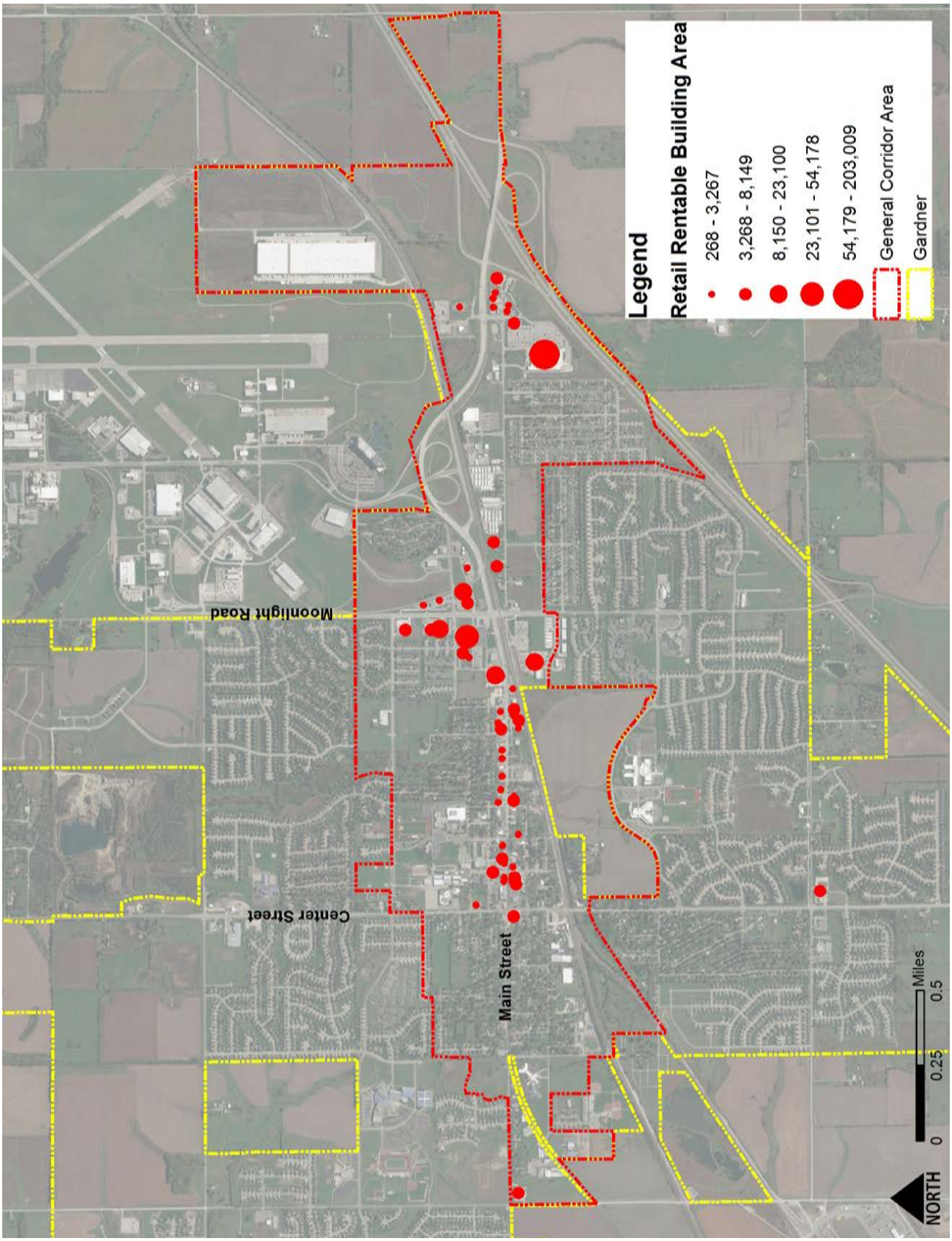


Figure 3.17 - Gardner Retail Business Locations Relative to Main Street Corridor

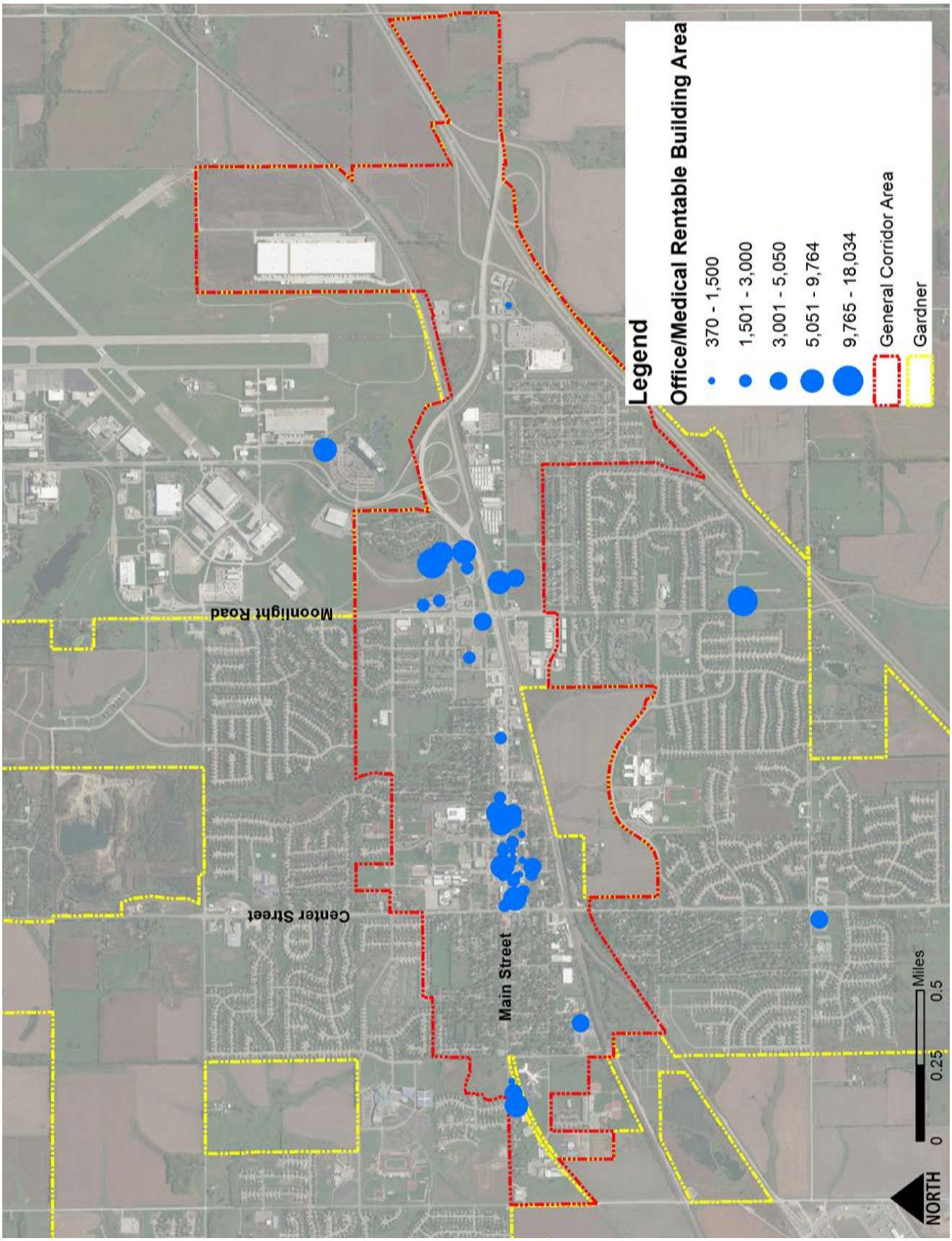


Figure 3.18 - Gardner Office/Medical Business Locations Relative to Main Street Corridor

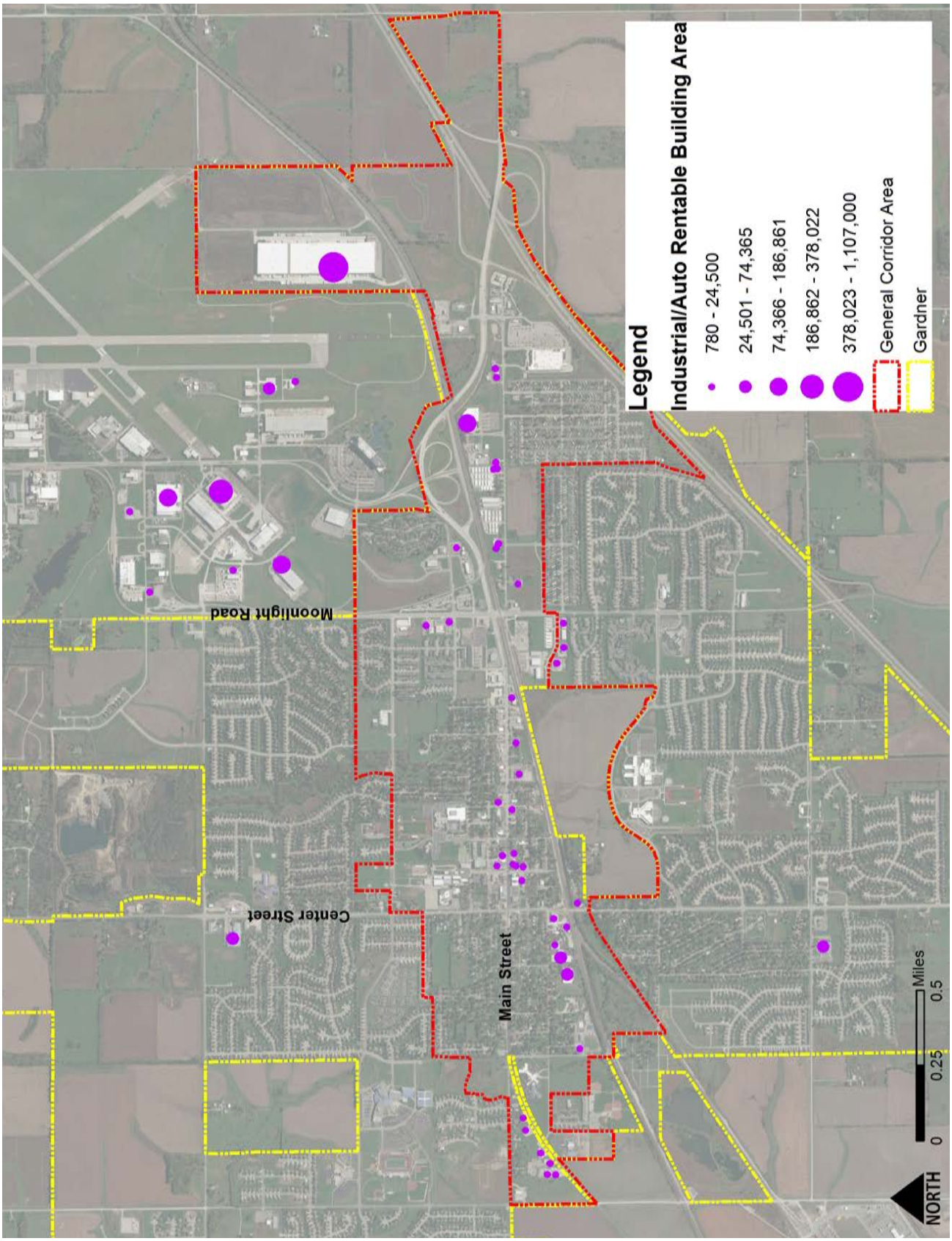


Figure 3.19 - Gardner Industrial/Automotive Business Locations Relative to Main Street Corridor

RETAIL DEMAND ANALYSIS

The amount of retail space that a community can support is primarily a function of its population or the number of households and its corresponding income levels and spending patterns. This section provides estimates of the amount of additional retail space supportable in Gardner over the next 20 years, primarily based on its current income levels and forecasted population growth. The analysis also assumes that as its retail base increases, Gardner will be able to recapture a percentage of the current leakage occurring in its market.

The section divides retail land demand into three different retail formats relevant to the Gardner market. The *Gardner Main Street Corridor Market Analysis Report* provides more detail into land demand estimates and the specifics of different format types.

Neighborhood Centers:

This category refers to supermarket-anchored shopping centers ranging from 80,000 to 150,000 square feet that generally contain a mix of convenience goods and personal services, such as drugstores, dry cleaning, video stores, and restaurants. This format typically requires a population of 20,000 people in a two-mile radius in an urban setting. See Figure 3.20 for Neighborhood retail example.

Community Centers:

This category, often anchored by a discount supercenter, is the modern replacement of the traditional community center featuring a supermarket and small department store. Community centers are generally 150,000 to 300,000 square feet total, including a supercenter of 100,000 square feet or greater plus ancillary retail space. Community centers generally serve a three- to five-mile trade area. See Figure 3.21 for Community retail example.

Downtown:

These "Main Street" retail areas contain specialty retail, entertainment, and restaurants and focus more on discretionary spending rather than everyday goods and services. Downtown retail is 'un-anchored' compared to the suburban retail model, but successful Downtowns amass enough contiguous individual businesses so that the business district itself is the anchor. Establishing new Downtown retail is challenging because it is difficult to attract a significant amount of new retail without a strong anchor. Also, the quality of an attractive Downtown setting is critical to developing successful Downtown retail. Generally, a combination of land use policies, public investment and incentives, public-private development partnerships, and private sector pioneers are required to revitalize Downtowns. See Figure 3.22 for Downtown retail example.

Figure 3.20 *- Neighborhood Retail Example*

Figure 3.21 *- Community Center Retail Example*

Figure 3.22 *- Downtown Retail Example*

Supportable Retail Space and Land Demand

Future retail development in Gardner over the next twenty years is estimated to be 470,000 square feet of supportable space, equivalent to approximately 64 acres of land. Of this total development, neighborhood centers account for approximately 200,750 square feet or 27 acres; community centers account for approximately 230,550 square feet or 31 acres; and Downtown/Main Street accounts for approximately 38,700 square feet or 5 acres. Estimates of demand for specific retail stores by format type are shown in Figure 3.23.

The analysis quantifies the potential opportunities for retail growth in Gardner. Based on the current comprehensive plan, the City has over 600 acres of land targeted for retail development, including approximately 100 acres of community-focused retail and approximately 500 acres of regionally-focused retail. Such magnitude of available land in comparison to the estimated future demand of 64 acres suggests that the City will need to prioritize locations for retail development over the next 20 years.

This is particularly true for the neighborhood-serving retail. Regional centers will gravitate toward the I-35 interchanges, whereas there are a number of potential locations for neighborhood-serving retail to be embedded within the community. The City has identified a number of areas for both neighborhood/community serving retail as well as more regionally-focused retail in its Commercial Area Map from the Gardner Comprehensive Plan, as shown in Figure 3.25. The East Gateway Subarea and West Gateway Subarea (see outline of the Main Street Corridor Subareas in Figure 3.26) of the Main Street Corridor present two potential areas for the City to prioritize. Additional development in these Subareas has the opportunity to further strengthen the Corridor as a whole.

Downtown retail will more likely focus on food and beverage or entertainment spaces over other types of retail. Rather than national or regional chains, this type of retail will require a developer or a local entrepreneur with a vision. Private investment and street improvements may help catalyze retail in the core of the City.

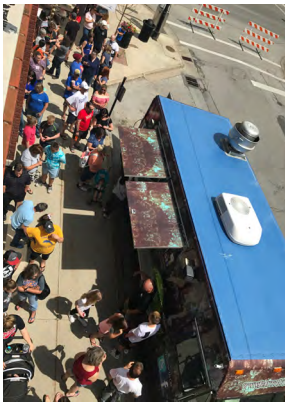
STORE TYPE	NEIGHBORHOOD CENTER	DOWNTOWN	COMMUNITY CENTER
RETAIL LAND DEMAND (SQ. FT.)			
TOTAL CONVENIENCE GOODS			
Total	**86,400**	**14,400**	**43,200**
SHOPPER'S GOODS			
General Merchandise	52,000	0	52,000
Other Shoppers Goods	18,200	9,100	63,700
Total	**70,200**	**9,100**	**115,700**
EATING AND DRINKING			
Total	**30,400**	**15,200**	**30,400**
BUILDING MATERIAL & GARDEN			
Total	**13,750**	**0**	**41,250**
TOTAL (SQ. FT.)	**200,750**	**38,700**	**230,550**
TOTAL RETAIL LAND DEMAND (ACRES)	**27**	**5**	**31**

Figure 3.23 *- Future Retail Demand in Gardner, 2015-2035 Source: Economic & Planning Systems*

CHARACTER AND IDENTITY

In addition to the overall economic and demographic trends within the City of Gardner, the planning team also considered the physical identity of the Community, see Figure 3.24. Gardner is home to the historic junction of three great western frontier trails; the Santa Fe, the Oregon, and the California Trails. Today, Gardner serves as a central hub for rail, air and highway transportation near the southwest edge of the Kansas City metro. Its location is attractive for future business and industry, and the community is valued for affordable housing, good schools, a rural atmosphere near to Downtown Kansas City, and a charming Downtown made up of several civic facilities. The Johnson County Fairgrounds comprise 20 acres within Downtown Gardner, and the fair attracts thousands of people to Gardner each year. Participants agree, however, that the Fairgrounds could be improved and better leveraged as a year-round amenity and a key piece of Gardner's identity.

As Gardner has experienced population growth over the past several years, the character and identity of the City is changing. The City's recent efforts to adopt new logo and branding materials have provided an appropriate stepping stone to attract new economic activity. However, there is still an opportunity to connect this new brand with historic identifiers and rural values to influence how the community and visitors view Gardner.



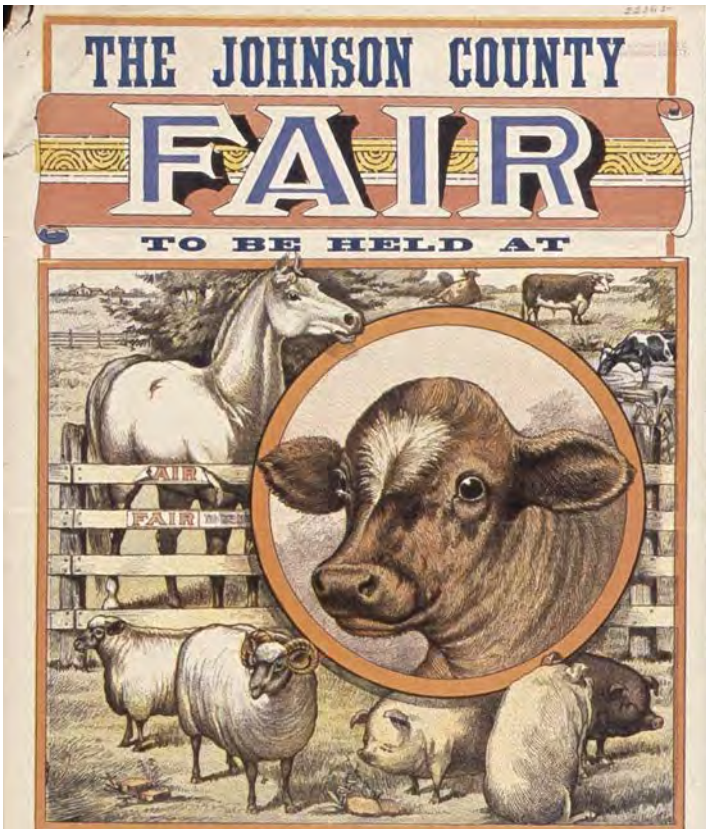


Figure 3.24- Character and Identity of Gardner

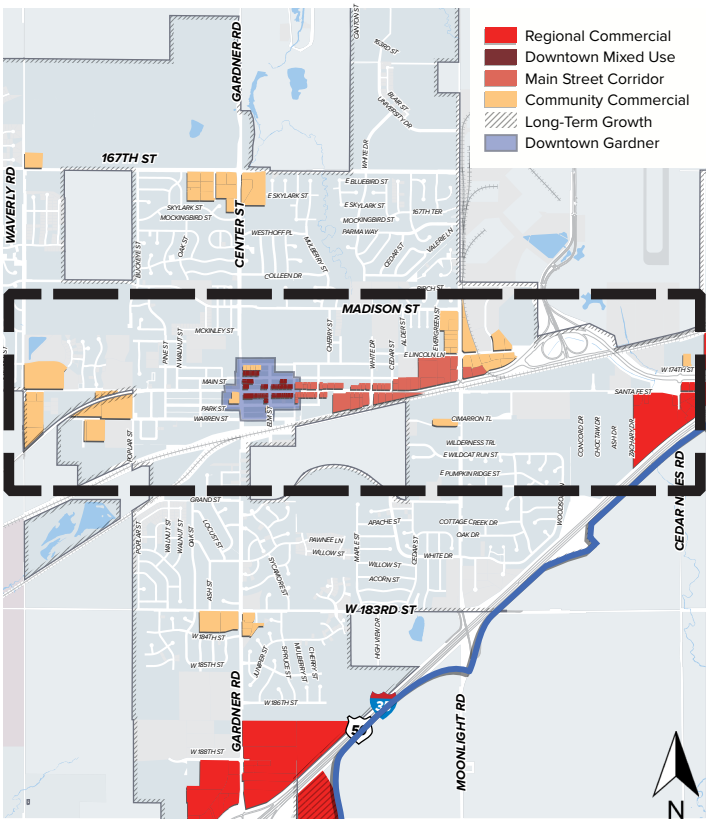


Figure 3.25 - Commercial Area Plan from Comprehensive Plan with Corridor highlighted

EXISTING CORRIDOR SUBAREAS

According to the City's Comprehensive Plan (completed and adopted in 2014), the Main Street Corridor is broken into different commercial districts (see figure 3.25) with one area just west of Downtown that is an existing single-family residential district. The different levels of commercial uses along the Corridor range from regional commercial (primarily market driven) to Downtown commercial uses (small property/business owners interested in creating community-oriented services with a potential for mixed-use). The planning team has utilized the original commercial districts identified within the Comprehensive Plan as a starting point for the Main Street Corridor project, and has further refined and identified each of the Corridor's Subareas. See Figure 3.26 and list below for the Subareas identified and used in the *Main Street Corridor Plan.*

- West Gateway Subarea (Waverly Rd to Poplar Dr)
- Main Street Residential Subarea (Poplar Dr to Center St)
- Downtown Core Subarea (Center St to Sycamore St)
- Main Street Mixed-Use Subarea (Sycamore St to White Dr)
- East Gateway Subarea (White Dr to I-35)

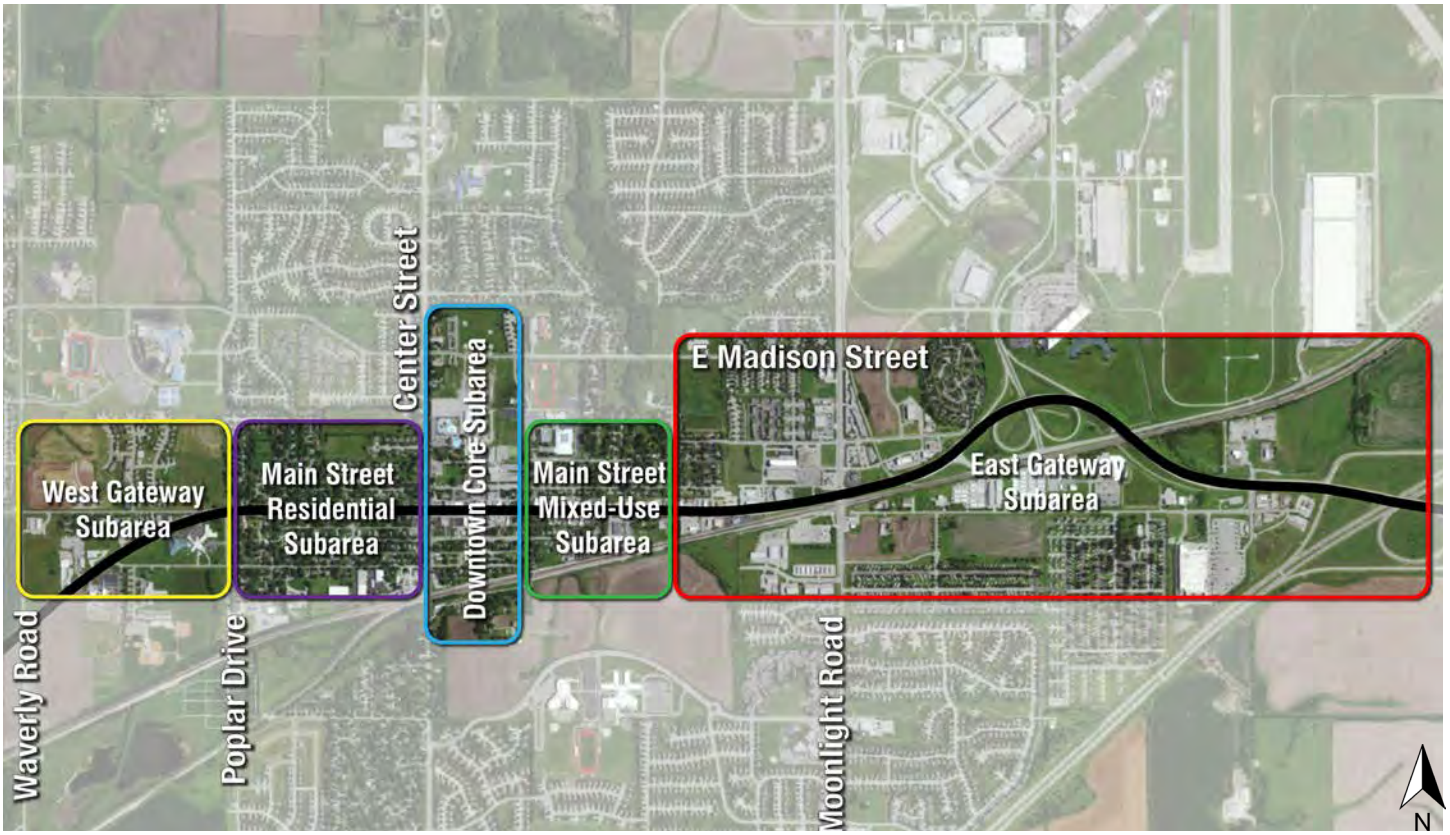


Figure 3.26 - Subareas along Main Street Corridor

PHOTOGRAPHIC DOCUMENTATION

To better understand the first impressions and existing conditions of Gardner, the planning team documented the Corridor and surrounding context through photographs and organized them into five categories:

- West Gateway Subarea
- Main Street Residential Subarea
- Downtown Core Subarea
- Main Street Mixed-Use Subarea
- East Gateway Subarea

Figure 3.27 illustrates a few example images of the photographic documentation. The full photographic documentation of the Main Street Corridor is located within the Appendix.

SOFT PARCEL ANALYSIS

In addition to the photo documentation, a soft parcel analysis was completed to identify those areas within the study area with conditions favorable to additional development or redevelopment. To better focus on potential catalytic sites, single-family zoned parcels were excluded from the analysis, as these parcels are typically too small to accommodate significant development. The analysis defined "soft" parcels as:

- vacant parcels;
- parcels with a land value greater than building values (suggesting that redevelopment of the land is more valuable than the current use);
- and parcels low density or intensity of use measured by a floor-to-area ratio of less than 0.15.

The completed soft parcel analysis is shown in Figure 3.28.

Figure 3.27 - Example Images for Photographic Documentation

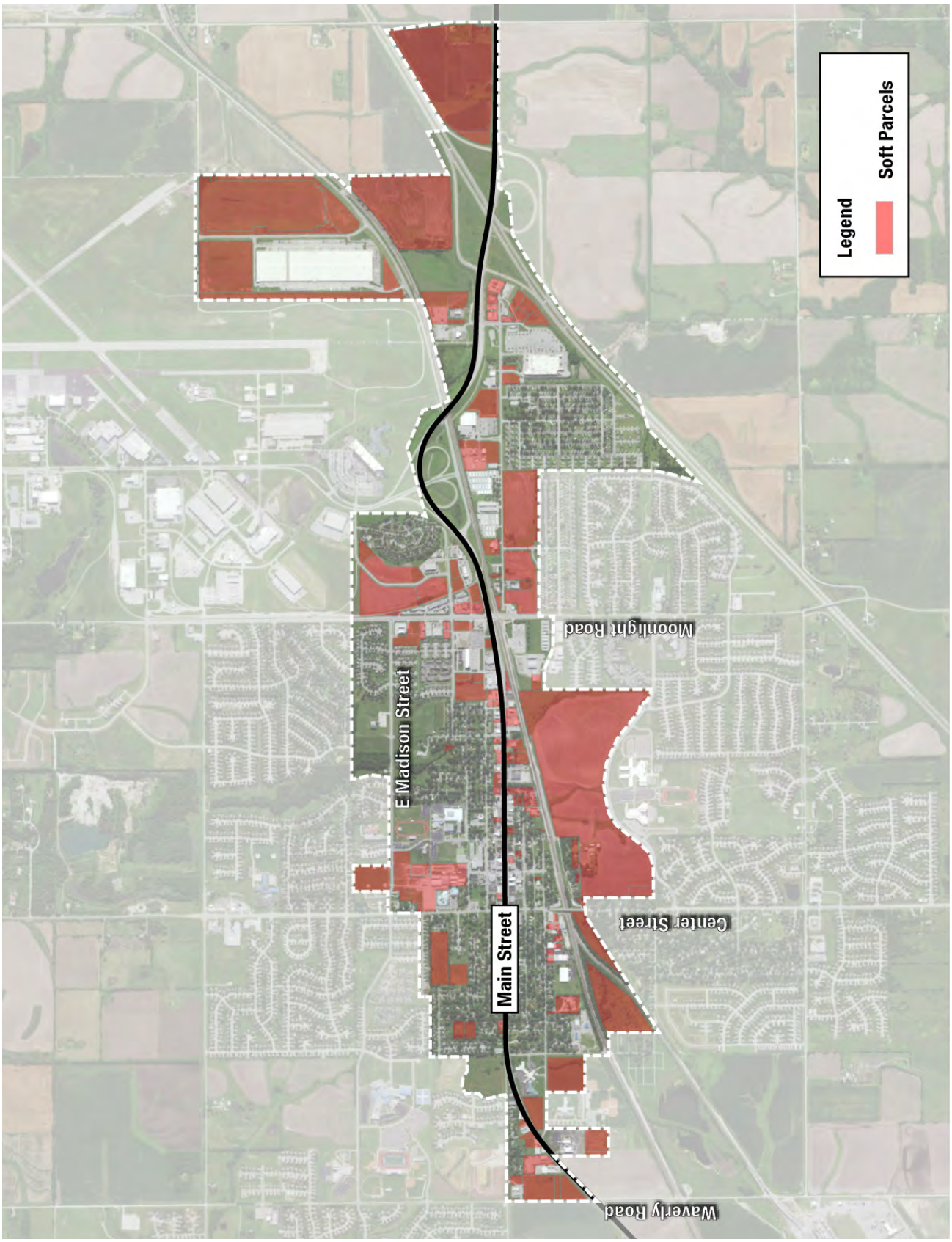


Figure 3.28 - Soft Parcel Analysis

TRANSPORTATION AND INFRASTRUCTURE

KDOT Highway Issues and Concerns

KDOT currently owns and maintains US-56/Main Street through Gardner, specifically just the travel lanes. There is an agreement in place that the City of Gardner maintains the parallel parking areas and the sidewalk/pedestrian areas. An early project evaluation of transferring ownership and full responsibility of US-56/Main Street to the City was studied. It was not viewed as a beneficial transfer for either party, mostly because the agreement would call for the City to take on full responsibility of the entire Corridor throughout the City, including two KDOT bridges - one over New Century Parkway and one over BNSF/Old 56. As the planning study began to identify improvement strategies for US-56/Main Street, these strategies were shared with KDOT to obtain early buy-in on the concepts. KDOT representatives indicated that a new policy that is being developed for landscaping and non-highway related signage that will need to be considered as improvements are designed in the future. Further documentation can be found within the Appendix.

Street Characteristics

The width of a roadway and existing right-of-way (ROW) is important for traffic flow, experience of place, pedestrian crossing distance, and future expansion. The wider the roadway, the easier it is for a vehicle to pass through an area, see Figure 3.29. Whereas a more constrained roadway forces drivers to slow down, observe the surrounding environment, and perhaps even notice desirable locations to stop. The street widths and existing ROW for the Main Street Corridor vary depending upon location, see Figure 3.30; therefore, the Corridor has been analyzed based on the following segments and align with the existing Corridor Subareas earlier identified in the document:

- West Gateway Subarea (Waverly Rd to Poplar Dr)
- Main Street Residential Subarea (Poplar Dr to Center St)
- Downtown Core Subarea (Center St to Sycamore St)
- Main Street Mixed-Use Subarea (Sycamore St to White Dr)
- East Gateway Subarea (White Dr to I-35)

Figure 3.29 *- View of Main Street Corridor near widest Right-of-Way*

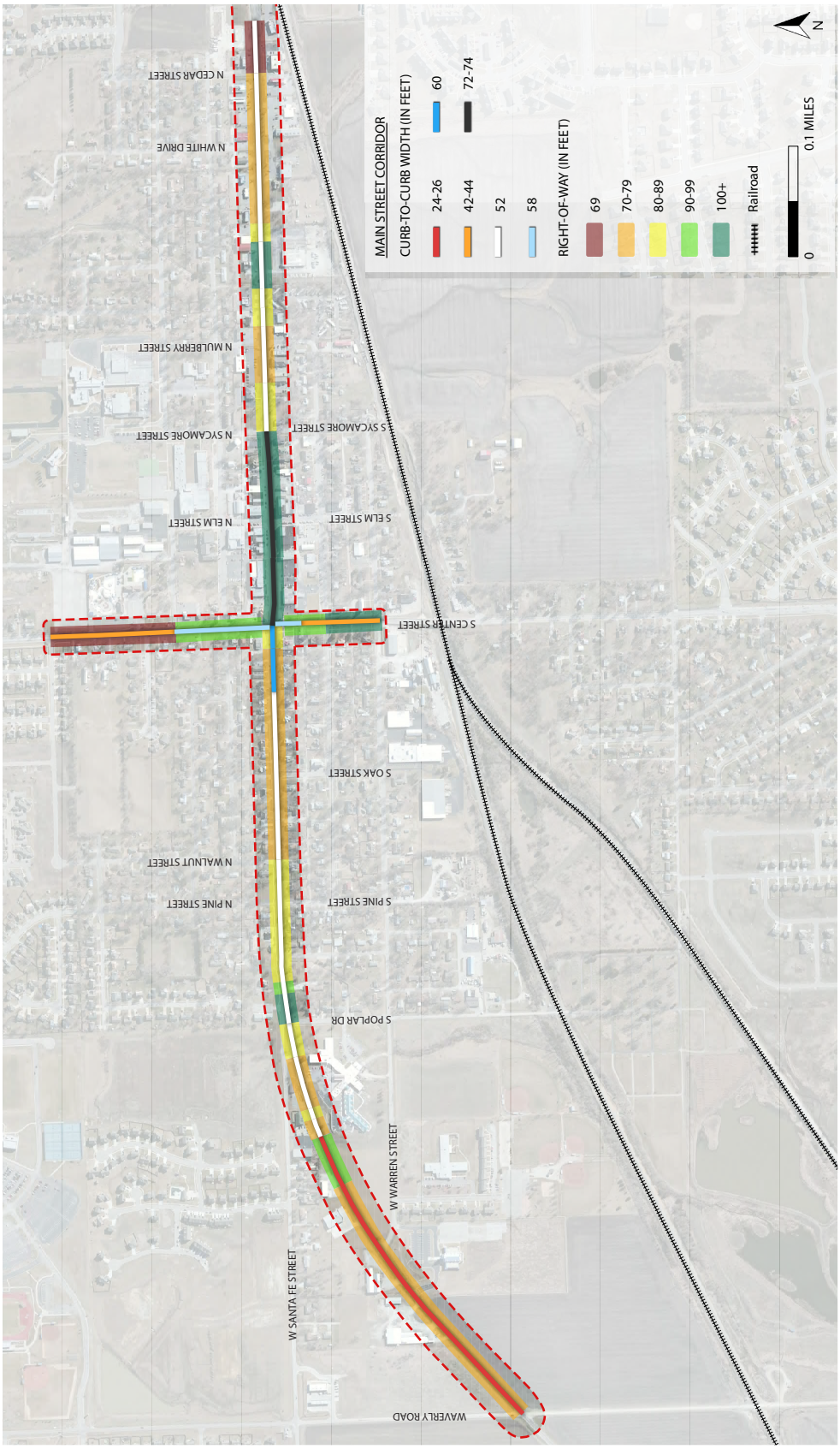


Figure 3.30 - Right-of-Way widths along Main Street Corridor

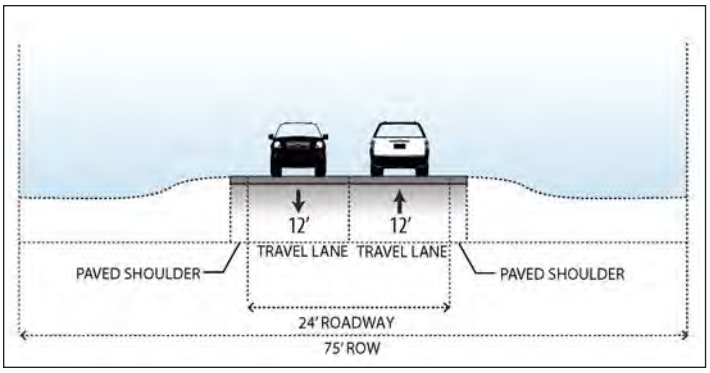


Figure 3.31 - West Gateway Existing Section

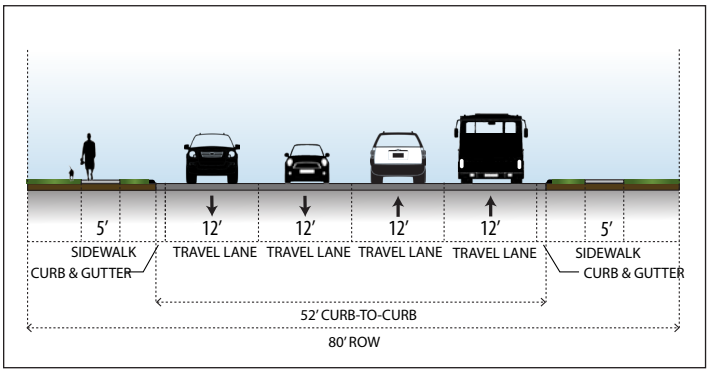


Figure 3.32 - Main Street Residential Existing Section

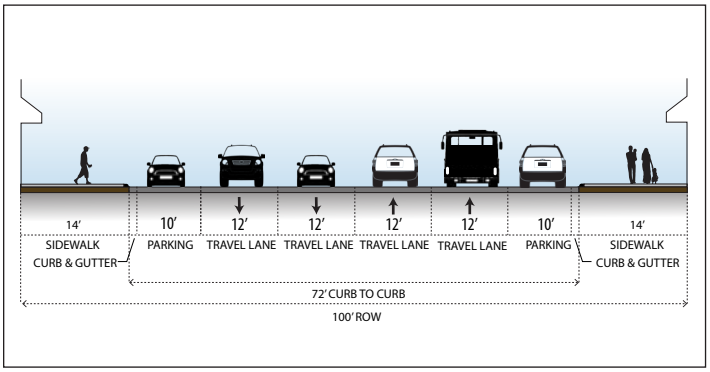


Figure 3.33 - Downtown Core Existing Section

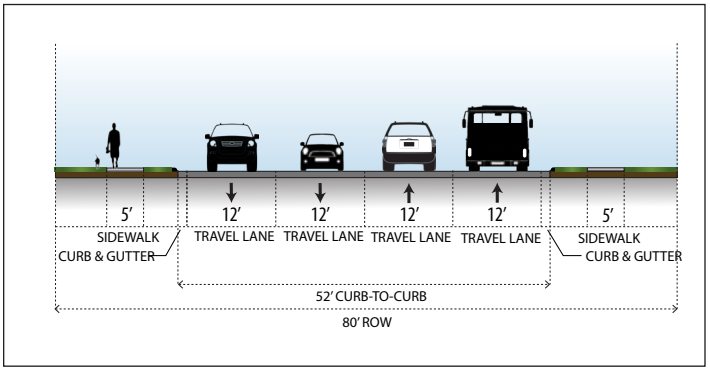


Figure 3.34 - Main Street Mixed-Use Subarea Existing Section

West Gateway Subarea:

The West Gateway Subarea spans from Waverly Road to the intersection of Main Street and Santa Fe Street near Poplar Drive. As shown in Figure 3.31, the roadway is 24 feet wide, which includes two 12 foot lanes. Additionally, a paved shoulder exists before leading into a vegetated ditch. The existing ROW throughout this Subarea is approximately 75 feet wide. Due to the low traffic volumes throughout the West Gateway, this existing roadway configuration adequately supports the projected traffic volumes.

Main Street Residential Subarea:

The Main Street Residential Subarea spans from the intersection of Main Street and Santa Fe Street to the intersection of Center Street and Main Street. This area is characterized predominately by residential homes. The roadway, as depicted in Figure 3.32, is 52 feet wide from curb-to-curb, which includes four 12 foot lanes. Currently, no turn lanes exist throughout this Subarea. Additionally, five foot wide detached sidewalks are located on both sides of the roadway. The existing ROW through the Main Street Residential Subarea is 80 feet; therefore, space is available for expansion of the sidewalk.

Downtown Core Subarea:

The Downtown Core Subarea spans from the intersection of Center and Main Street to Sycamore Street. This area is a hub of institutional, commercial and recreational activity for the City of Gardner. Currently, the roadway is 72 feet wide from curb-to-curb, which includes four 12 foot travel lanes and parallel parking on both sides of the street (Figure 3.33). The parallel parking spaces (including the gutter pan) are approximately 12 feet wide altogether, much larger than a typical on-street parking stall. The existing ROW abuts the existing buildings and is 100 feet throughout the Downtown Core Subarea leaving approximately 14 feet on both sides of the roadway for pedestrian space.

Main Street Mixed-Use Subarea:

The Main Street Mixed-Use Subarea spans from Sycamore Street to the intersection of White Drive and Main Street. This area is characterized by commercial-serving retail, office and restaurant pad sites with almost all individual properties having their own access point. The roadway, as shown in Figure 3.34, is 52 feet wide from curb-to-curb, which includes four 12 foot lanes. Five foot wide detached sidewalks are located on both sides of the roadway. Typically, the existing ROW through the Main Street Mixed-Use Subarea is approximately 80 feet; therefore, space is available for expansion of the sidewalk in some locations.

East Gateway Subarea:

The East Gateway Subarea is characterized by multiple travel lanes, turning lanes, paved shoulders, and on/off ramps. A typical roadway section is shown in Figure 3.35. The primary purpose of the East Gateway Subarea is to accommodate vehicular and truck traffic coming from I-35. Pedestrian activity is discouraged as there are limited sidewalks or crossings that exist east of White Drive.

Traffic Volumes

The existing traffic volumes along the Main Street Corridor vary depending upon location. According to KDOTs 2017 traffic volumes (see Figure 3.36), the highest volumes occur as vehicles exit I-35 onto US-56/Main Street with approximately 24,600 vehicles per day (VPD). These volumes drop significantly west of Center Street with approximately 8,220 VPD. Therefore, most traffic occurs east of Center Street along the commercial corridor of Main Street. Between Sycamore and Mulberry Streets, a 2017 count of 15,500 vehicles travel through Downtown Gardner daily, requiring at least four travel lanes to handle today's traffic volumes and any forecasted growth that this corridor must accommodate.

Truck Traffic

Truck traffic in the Main Street Corridor is largely due to US-56 being a National Highway System (NHS) route providing access to I-35, see Figure 3.37. Additional constraints exist due to the limited number of railroad crossings along US-56 and limited access points to I-35 south of Gardner.

Various options were explored to re-route truck traffic away from Downtown Gardner to improve the traffic environment along Main Street. The planning team considered 191st Street; however, it was not viable because there was no direct connection to US-56. To connect, 191st Street would require a new rail crossing.

In addition to 191st Street, 199th Street was also considered. Since 199th Street does not have an interchange off I-35, the interchange at Homestead Lane would need to be utilized. This would require upgrades to the intersection of 199th Street and Homestead Lane as well as significant improvements to 199th Street, the existing rail crossing, and intersection of 199th Street and US-56.

It was concluded that 191st and 199th Street were not viable options for re-routing truck traffic. In addition to these two options, the planning team also reviewed any potential routes north of US-56. Routes north of US-56 were also deemed not viable due to the land constraints of the New Century AirCenter, Gardner Lake, and industrial facilities east of the AirCenter.

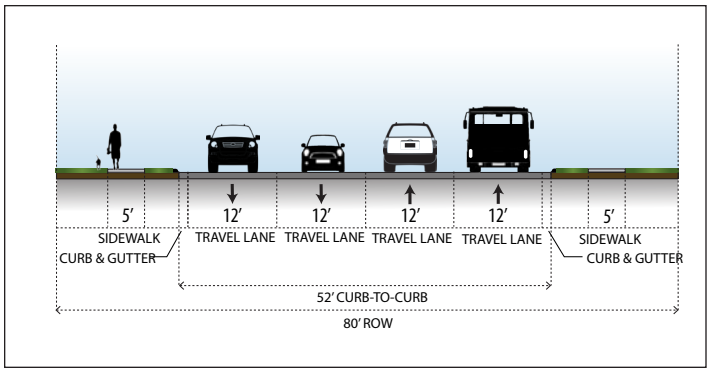


Figure 3.35 - East Gateway Existing Section

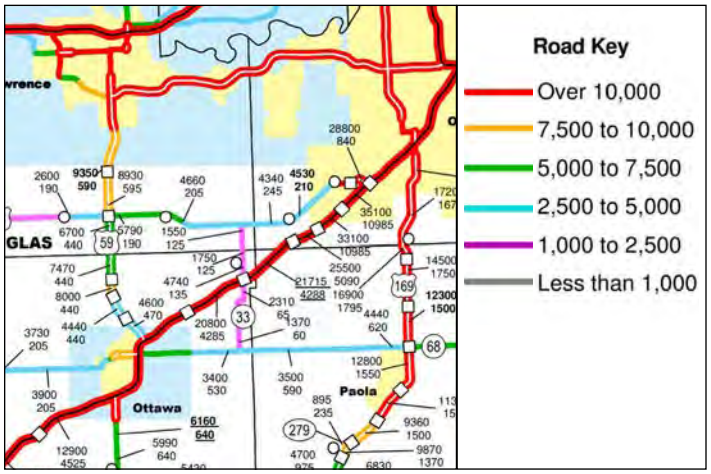


Figure 3.36 - KDOTs 2017 Traffic Volumes

Figure 3.37 - Truck Traffic on Main Street

Access Management

Local driveway access on the Corridor varies from direct residential access west of Downtown, limited commercial driveway access in the Downtown Core, and increased commercial access east of Downtown. The more access points along the corridor, the more that corridor capacity is reduced and safety-related issues are elevated. Currently, the City is utilizing the US-56 Corridor Management Plan to help manage access points along the Main Street Corridor, see Figure 3.38. This plan states, "new development, or redevelopment, will be looked at to provide access to US-56 through an existing public street, adjacent to the development, or through the planning and development of a local street network in areas with limited existing options."

Railroad

The railroad traversing through Gardner is owned by Burlington Northern Santa Fe (BNSF) and carries approximately 90 trains that pass through Gardner daily. Currently, Moonlight Road, Center Street, Poplar Drive, and Waverly Road are the railroad crossings providing the sole connections between the north and south sides of the City. Previously, a bridge crossing existed at Elm Street; however, it was demolished in 2011 by BNSF. Prior to 2011 the bridge was closed for structural issues and closed to pedestrians in 2005.

Currently, Quiet Zones at Moonlight Road and Poplar Drive are the only Quiet Zones throughout the City of Gardner, see Figure 3.39. Moonlight Road was upgraded in 2011, while Poplar Drive was upgraded in 2013 to adhere to the Quiet Zone requirements. The other crossings within Gardner do not currently meet Quiet Zone requirements. A Quiet Zone is a section of rail line at least one-half mile in length that contains one or more consecutive crossings, where approaching trains do not routinely sound their horns. Instead, safety improvements to the crossings are made. The specific improvements depend upon the individual crossings, but could include a four-quadrant gate system, wayside horns, or gates with raised medians. A Quiet Zone designation does not eliminate train noise. Significant amounts of ambient noise is associated with a passing train, even when it is not sounding its horn, which a Quiet Zone designation does nothing to reduce or eliminate. Additionally, the trains may still sound their horns, even in Quiet Zones, in emergency situations or to comply with other railroad or Federal Railroad Administration ("FRA") rules.

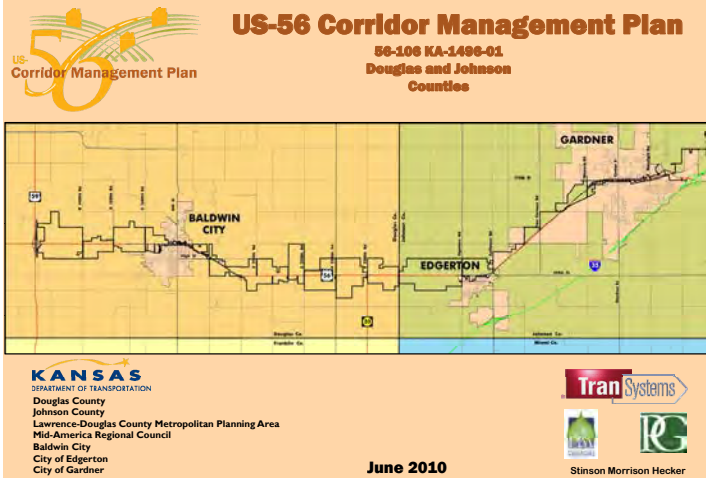


Figure 3.38 - Cover of US-56 Corridor Management Plan

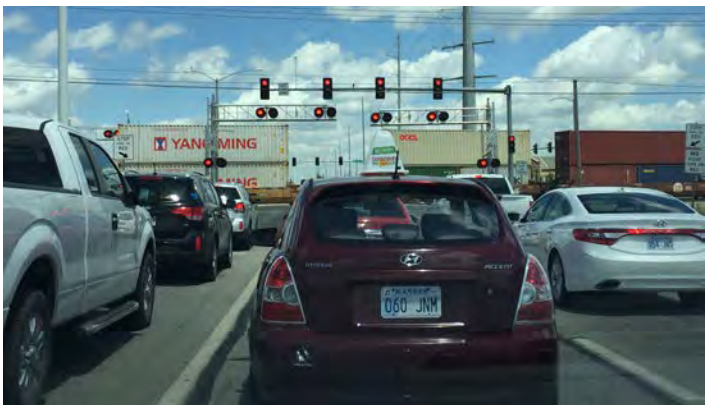


Figure 3.39 - Existing Quiet Zone at Moonlight Road and Main Street Intersection

Figure 3.40 - Existing Center Street Bridge Conditions - Photo

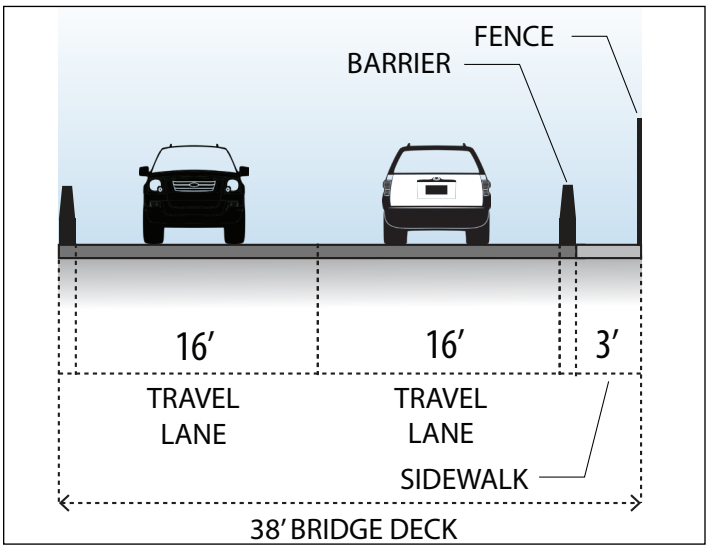


Figure 3.41 - Existing Center Street Bridge Conditions - Section

Figure 3.42 - Existing Parking Conditions along Main Street

Pedestrian and Bicycle Circulation

Due to the railroad traversing the City of Gardner parallel to US-56/ Main Street Corridor, limitations exist in north-south connectivity. Moonlight Road, Center Street, Poplar Drive, and Waverly Road become key connecting points for the overall transportation network for the City of Gardner. Similarly, east-west connectivity is limited within the City of Gardner due to incomplete networks, the railroad, I-35, and the New Century AirCenter. The Main Street Corridor is the only corridor that provides uninterrupted east-west connectivity through the City. North of the railroad, Warren Street, Shawnee Street, Madison Street, and 167th Street provide limited connectivity. South of the railroad, 183rd Street traverses the southern portion of the community but does not connect to I-35. Therefore, the Center Street bridge becomes an important north-south connection. Currently the Center Street bridge deck is uncomfortable for the pedestrian, see Figure 3.40. The bridge is a total of 38 feet wide, which includes two 16 feet travel lanes, a concrete barrier between the travel lanes and sidewalk, a three foot wide sidewalk and a chain link fence, see Figure 3.41.

Currently, the existing network includes off-street paths that are located north and south of US-56/Main Street. The only existing north-south connections across the railroad exists along Moonlight Road and at Center Street.

Parking

As indicated in the Street Characteristics section, there is limited parking along the Main Street Corridor. The only parking available along the Corridor is within the Downtown Core Subarea, from Center Street to Sycamore Street. These stalls are generous widths (approximately 12 feet) and serve existing businesses and civic uses directly located on the Corridor, see Figure 3.42.

Immediately north and south of the Corridor, but still within the Downtown Core Subarea, there is also on-street parking available. Directly north of City Hall, a public lot is shared by library users, City staff and visitors. The Library and the City both own a portion of the parking lot. However, much of this lot is used by City staff employees and is nearly full a majority of the time. Parking directly south of City Hall across Main Street between the Gardner Health Mart Pharmacy and Central Bank is not public parking, but does get used occasionally for court night. With the recent announcement of the development of a new Gardner Justice Center, parking issues will be improved as court night will be relocated to the new Justice Center.

4 PUBLIC ENGAGEMENT

PROJECT TIMELINE

In addition to the data-based research, a vigorous community-driven planning process was undertaken to help further determine key issues, establish future goals, create initial options for different strategies, and recommend a plan to increase viability and economic health for the Main Street Corridor and surrounding areas.

A project Steering Committee comprised of community stakeholders and business leaders, key City staff, and elected officials was formed to provide ongoing feedback and ideas throughout the project, see Figure 4.01.

The Steering Committee, community residents, project partners, and key stakeholders were involved at multiple stages of the planning process, see Figure 4.02. This included both in-person meetings and presentations and an online questionnaire available through the City's website and social media outlets for those not able to attend the meetings. Flyers and door hangers were also posted in living quarters and businesses along the Corridor to further extend the outreach for persons to attend and participate in the planning process.

In total, a series of nine public and Steering Committee meetings were conducted, in addition to multiple individual stakeholder meetings over the course of the ten-month process.

Figure 4.01 *- Public Engagement throughout the planning process*

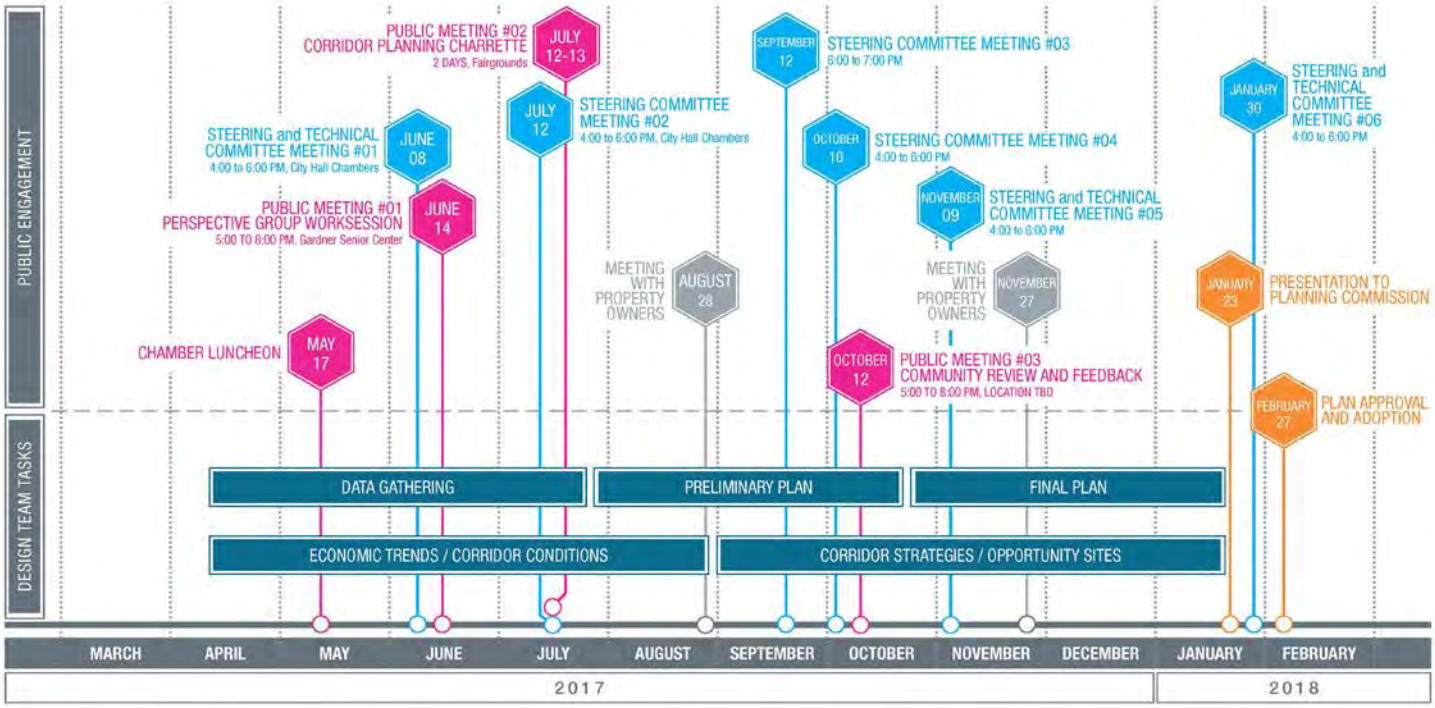


Figure 4.02 *- Project timeline*

MEETING GROUPS

STEERING COMMITTEE

The recommendations outlined in this plan were derived from an open and transparent process. The planning team coordinated a series of six meetings with the Steering Committee. Each of these meetings provided opportunities for the Steering Committee to better understand the issues being explored as part of the planning process, to ask questions and obtain additional information, and to provide their input and direction for shaping the proposed plan recommendations.

COMMUNITY REVIEW + FEEDBACK

In addition to the Steering Committee meetings, the process involved three in-person opportunities to engage the public. The first of these public meetings was organized as a Perspective Group exercise where participants divided into three discussion groups based on their general perspective; business perspective, civic perspective or neighborhood perspective. All groups discussed the same set of issues and questions (from their particular perspective) that had been derived from demographic data, history, trends and ideas for the future. The Summarized Public Input Matrix and the full log of input received is included within the Appendix.

The second public meeting was a two-day workshop where the planning team set up an on-site office on the Fairgrounds to work through initial ideas generated from the perspective groups. In addition to this hands-on workshop, an online survey was created for additional input. This survey was posted on the City's website for approximately three weeks and received over 215 responses. A summary of key takeaways can be found in the Appendix with the complete survey results available on the City's website.

The Steering Committee met in between these public meetings to review the emerging design and planning options that were built on the community's input and begin to narrow down key elements and decisions.

During the third public meeting, participants were asked to verify the original goals and major elements of the plan in the format of broad draft recommendations. They also provided feedback on the character and feel of pedestrian spaces in the Corridor and identified the streetscape amenities they would like to see along the Main Street Corridor, as shown in Figure 4.03.

PROJECT PARTNERS + STAKEHOLDERS

The planning team coordinated meetings with KDOT and MARC throughout the project. Additional conversations occurred with the Kansas City Area Transportation Authority (KCATA) regarding bus service on the Corridor.

The planning team also met with multiple key stakeholders that could be impacted or had additional knowledge about the Main Street Corridor and the Gardner community. This included large local employers, property and business owners, Gardner-Edgerton Chamber of Commerce, Fair Board and local civic organizations. Meeting notes from KDOT stakeholder meetings can be found within the Appendix.

These conversations provided the planning team with great insight and provided a platform for ongoing dialogue as the City moves forward.

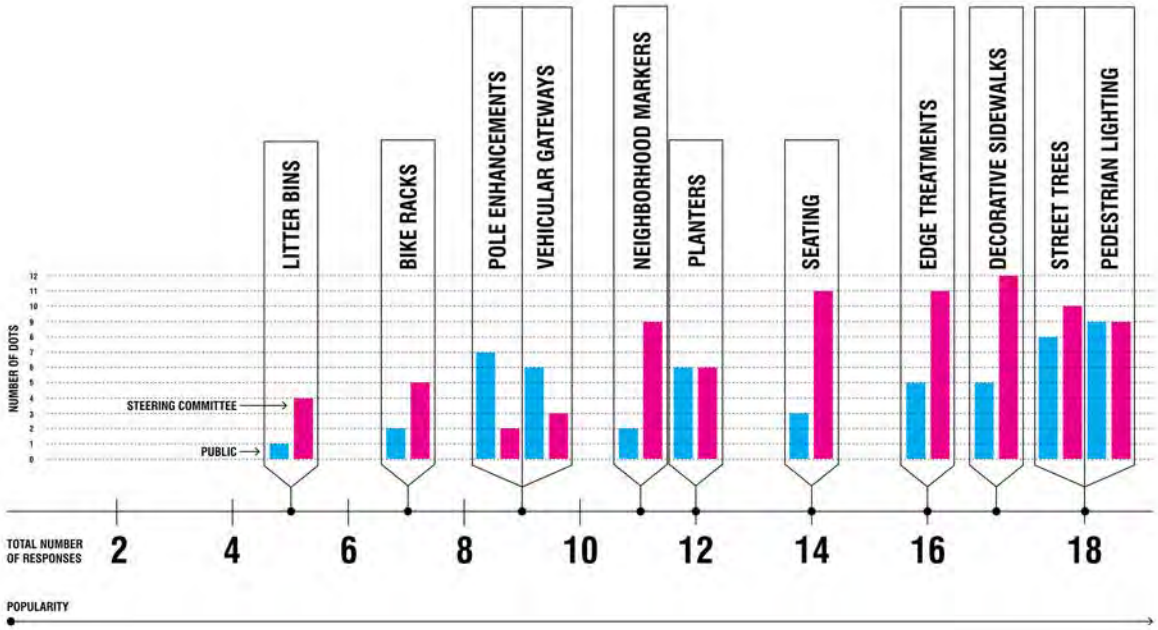


Figure 4.03 - Pedestrian Space Preferences per Public and Steering Committee Input

5 INITIAL IDEAS

Based on the review of the previous plans, the research data, and the community input from the first public meeting, the planning team worked with City planning staff and Steering Committee members in a two-day workshop (July 12 and 13) to start developing options to address issues identified during the first public meeting. Although not Subarea specific, the options developed are grouped under two general categories:

01.Transportation and Infrastructure:

- The general transportation, infrastructure, and connectivity along the Main Street Corridor

02.Urban Design:

- The Downtown Core, from Center Street to Sycamore along Main Street, north to the Fairgrounds and south to the railroad tracks
- East of the Downtown Core, from Mulberry to Moonlight
- The west edge of the Main Street Corridor, near the intersection of Main Street and Santa Fe extending to Waverly road
- The large undeveloped land south of the railroad tracks;

01.TRANSPORTATION AND INFRASTRUCTURE

The planning team prepared initial ideas for both vehicular and pedestrian transportation and connectivity along the Main Street Corridor. The information below was analyzed and studied in conjunction with the urban design concepts, with key takeaways summarized for each section that helped build the future recommendations of this plan.

INITIAL STREET CONFIGURATION CONCEPTS

Since the Main Street Corridor is also a KDOT facility that runs through Gardner's Downtown and surrounding neighborhoods, initial study of the Corridor was primarily focused on areas of highest impact identified from previous planning efforts, while also exploring potential traffic-calming techniques.

The area studied most specifically for potential roadway improvements along the Corridor during this time was the area from Center Street to Sycamore Street. The planning team explored potential ways to enhance the pedestrian environment while also slowing traffic speeds. This initial study reviewed center medians of varying widths supporting what was previously suggested in Gardner's Comprehensive Plan, while also exploring the potential for lane reductions and different parking layouts to slow traffic speed, see Figures 5.04 and 5.05.

As outlined earlier in this plan, the current street configuration of the Downtown area (Center Street to Sycamore Street) is four 12 foot lanes and two 10 foot parallel parking lanes (plus 2 foot of curb and gutter) on either side of the through traffic lanes. The existing curb-to-curb width is 72 feet. Options 1 and 2 of the initial ideas suggest staying within the existing curb-to-curb ROW and maintaining the existing 14 foot sidewalk width throughout the Downtown area. Option 3 explores expanding the curb-to-curb width and re-purposing some of the existing sidewalk width. Further details of each option are explored below.

Transportation Option 1

Option 1 studied reducing travel lane width from 12 feet to 11 feet, allowing a 10 foot planted center median, which would allow a left turn lane at Elm Street if desired. Additionally, this concept explored reducing the parallel parking widths from 10 feet to 7.5 feet (including curb and gutter), see Figure 5.01.

Transportation Option 2

Option 2 considered reducing the parallel parking width down to 8 feet, which would allow space for a 5 foot concrete median between travel lanes. Although there is no planting within this median, it would accommodate a mid-block refuge space to better protect pedestrians crossing the roadway. The travel lanes would remain 12 feet within this option, see Figure 5.02.

Transportation Option 3

Option 3 studied reducing the travel lanes to 11 feet wide, while adding angled parking along the Main Street Corridor. By doing so, the curb-to-curb width would be expanded from 72 feet to 80 feet, requiring approximately 4 feet of sidewalk to be eliminated on both sides of the street. This option shows an increase in the number of parking stalls; however, it decreases the amenity space / sidewalk dedicated to pedestrians walking throughout Downtown Gardner, see Figure 5.03.

KEY TAKEAWAYS

The public preferred to introduce ways to slow traffic along the Main Street Corridor and Downtown area. Most favored a planted median within the Downtown Core Subarea to improve the aesthetics of the Downtown area and increase pedestrian safety.

Participants opposed angled parking along Main Street due to safety concerns of having to back out onto Main Street, but chose to maintain parallel parking along the Corridor to support surrounding businesses.

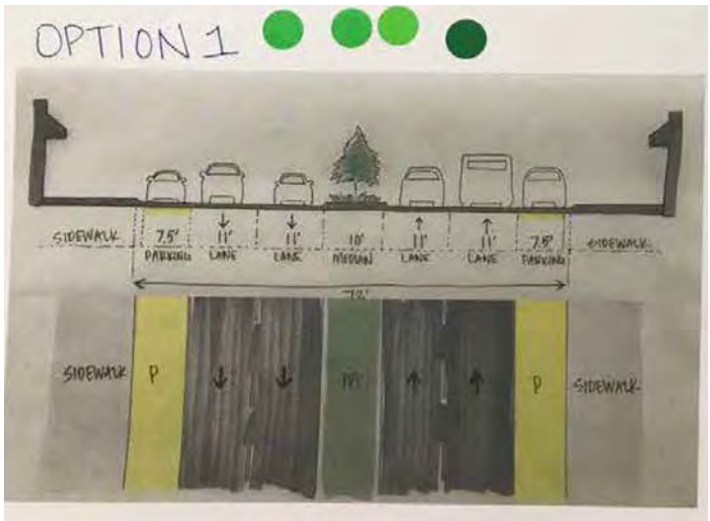


Figure 5.01 *- Transportation Option 1*

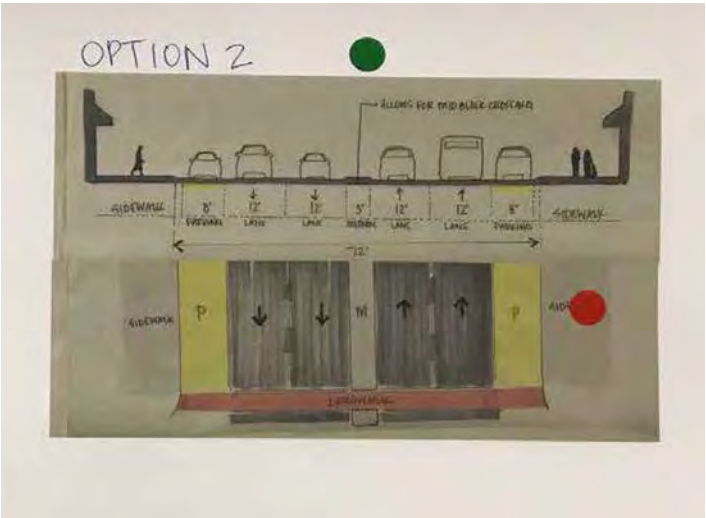


Figure 5.02 *- Transportation Option 2*

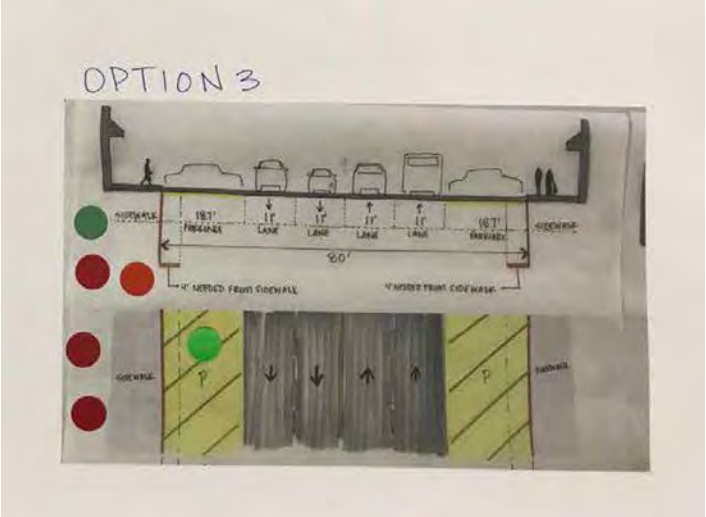


Figure 5.03 *- Transportation Option 3*

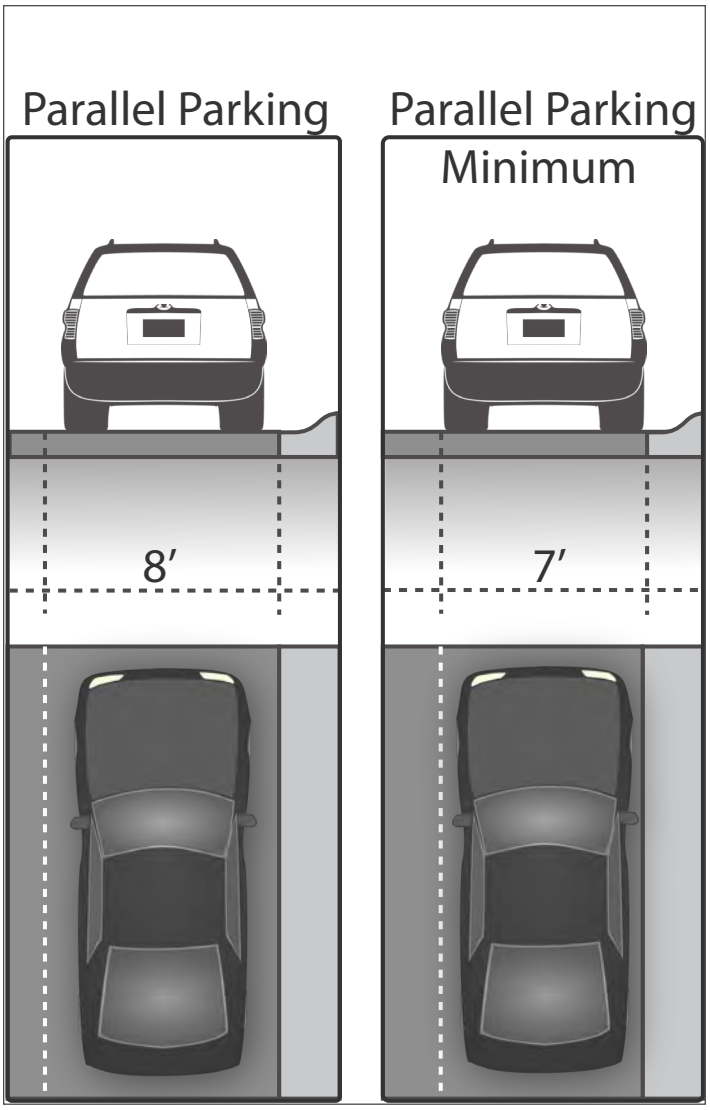


Figure 5.04 *- Typical width for parallel parking*

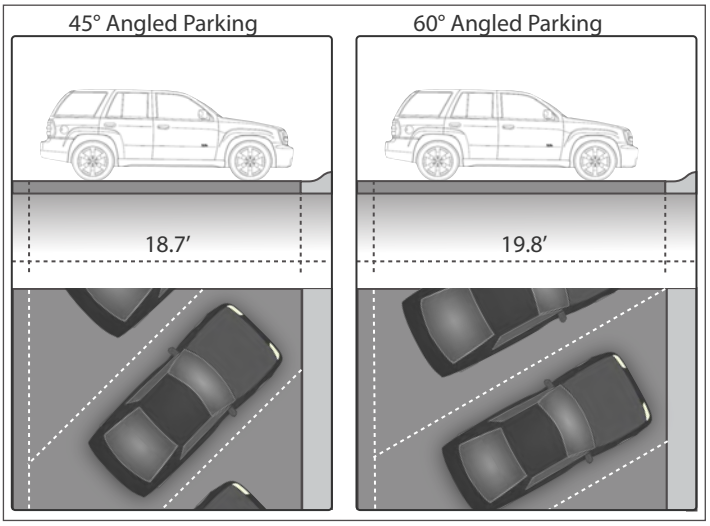


Figure 5.05 *- Typical width for angled parking*

BICYCLE / PEDESTRIAN CONCEPTS

An important piece of the Main Street Corridor study is to understand the bicycle and pedestrian network and its relation to the Corridor itself. Due to the high speeds and density of traffic that occurs daily along a significant portion of the Main Street Corridor, finding the proper location for bicycle and pedestrian facilities has its challenges. The planning team studied the surrounding neighborhood streets that were lower in speed and daily traffic to utilize as potential bicycle facilities.

Figure 5.08 identifies the initial proposed bicycle and pedestrian network as it relates and connects to the Main Street Corridor. The planning team also proposed intersection improvements to enhance pedestrian and bicycle connectivity across Main Street. These intersection improvements were proposed along Main Street at Pine Street, Center Street, Elm Street and Sycamore Street intersections. Three different facility types were initially studied for Gardner: bike lanes, bike boulevards, and off-street paths.

Bike Lanes

Bike lanes are dedicated on-street facilities with signage and lane markings, see Figure 5.06. Typically, a bike lane is no smaller than 5 feet (not including the gutter pan), and is recommended for streets that have higher vehicular traffic. Initial locations proposed by the planning team included a bike lane on Center Street, extending north and south of Main Street.

Bike Boulevard

A bike boulevard is an on-street bike facility that shares the road with vehicular traffic, primarily utilizing traffic-calming devices, such as speed bumps, to help lower speeds and increase safety for bicyclists, see Figure 5.07. Bike boulevards are ideal for low volume residential streets, which are prevalent within Downtown Gardner. The bike boulevard network was initially illustrated on Pine, Warren, Washington, Shawnee, Lincoln, Sycamore, and Elm Streets and Lincoln Lane.

Figure 5.06- *Bike Lane Example*

Figure 5.07 - *Bicycle Boulevard Example*

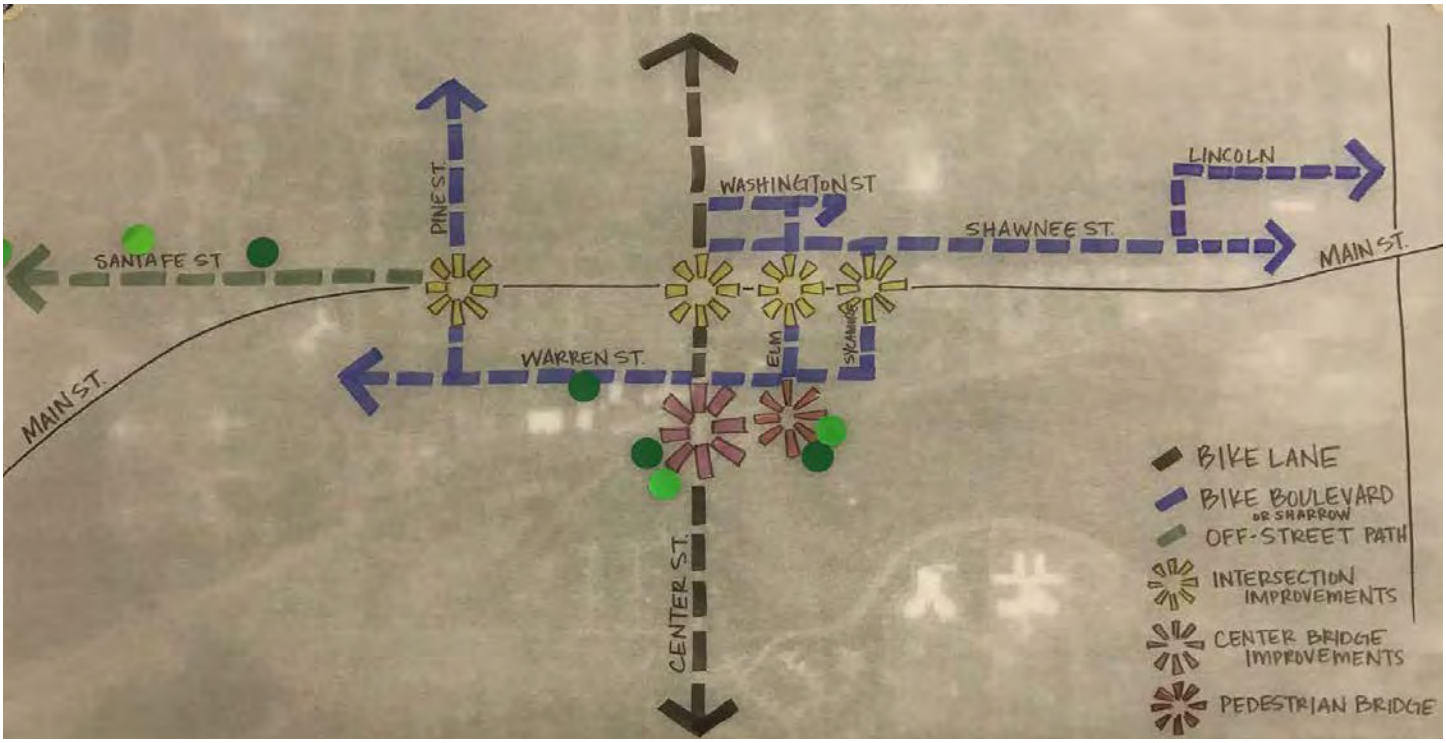


Figure 5.08 - *Bicycle Infrastructure Initial Ideas*

Off Street Path

An off-street path is a separated facility adjacent to the roadway that accommodates both bicycles and pedestrians, see Figure 5.09. An off-street facility was explored and shown west of Pine Street along Santa Fe Street to separate the bicycles and pedestrians from high volume traffic.

Center Street Bridge

In addition to bolstering the overall bicycle and pedestrian network, the planning team reviewed and studied the Center Street bridge. Since it is the only grade separated connection in the City, improving the function of this bridge is important to ensure safe connections between the north and south sides of the community.

The existing bridge conditions are unsettling for the pedestrian experience, as the walk to cross the bridge is only 3 feet wide. Since construction of a new bridge would be a long-term improvement, the planning team explored an opportunity that would maintain the existing bridge deck width. Figures 5.10 and 5.11 illustrate the explored idea, which suggests adjusting both vehicular traffic lane width to 11 feet and widening the pedestrian path on the bridge to 10 feet wide.

Elm Street Pedestrian Bridge

Lastly, reintroducing a pedestrian bridge at Elm Street was identified as a possibility to connect Downtown Gardner across the railroad tracks to the south.

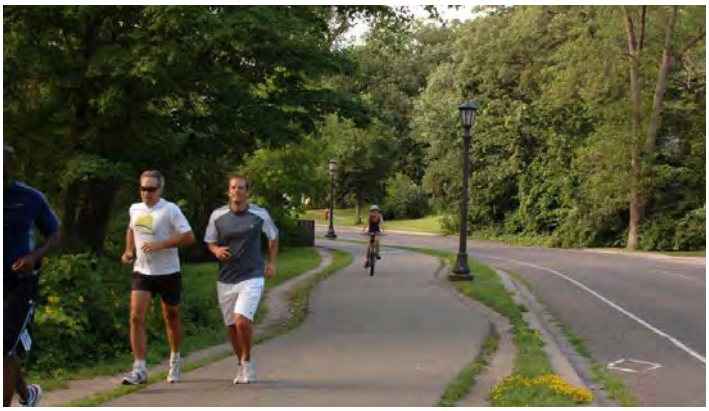


Figure 5.09 *- Off-street Example*

Figure 5.10 *- Pedestrian Bridge Example*

Figure 5.11 *- Center Street Bridge Ideas*

KEY TAKEAWAYS

Overall, the bicycle and pedestrian network map was well received by the public. Many were in favor of keeping the bike facilities off the Main Street Corridor and utilizing the local residential street network to serve the bike network. In areas where appropriate, the public preferred an off-street-use path over an on-street bike facility as they felt this was safer for the public and typical bicyclists in Gardner. In areas where bike facilities were shared with vehicles on street (bike lanes and bike boulevards), the public preferred for these routes to have more signage and protection when possible. The public also shared their opinion on the importance of coordinating the proposed National Retracement Trail and the connection it brings through Gardner and to adjacent communities as a vital component to the overall bike network, see Figure 5.12.

Proposed intersection improvements were also favored by the public to slow traffic and increase safety for cyclists and pedestrians.

The Center Street bridge option was favored by most of the participants. Many indicated that widening the pedestrian space was a priority to better connect the Downtown Core with the south side of Gardner. Some were concerned with the 11 foot wide vehicular travel lanes, and would feel more comfortable if they were a minimum of 12 feet wide.

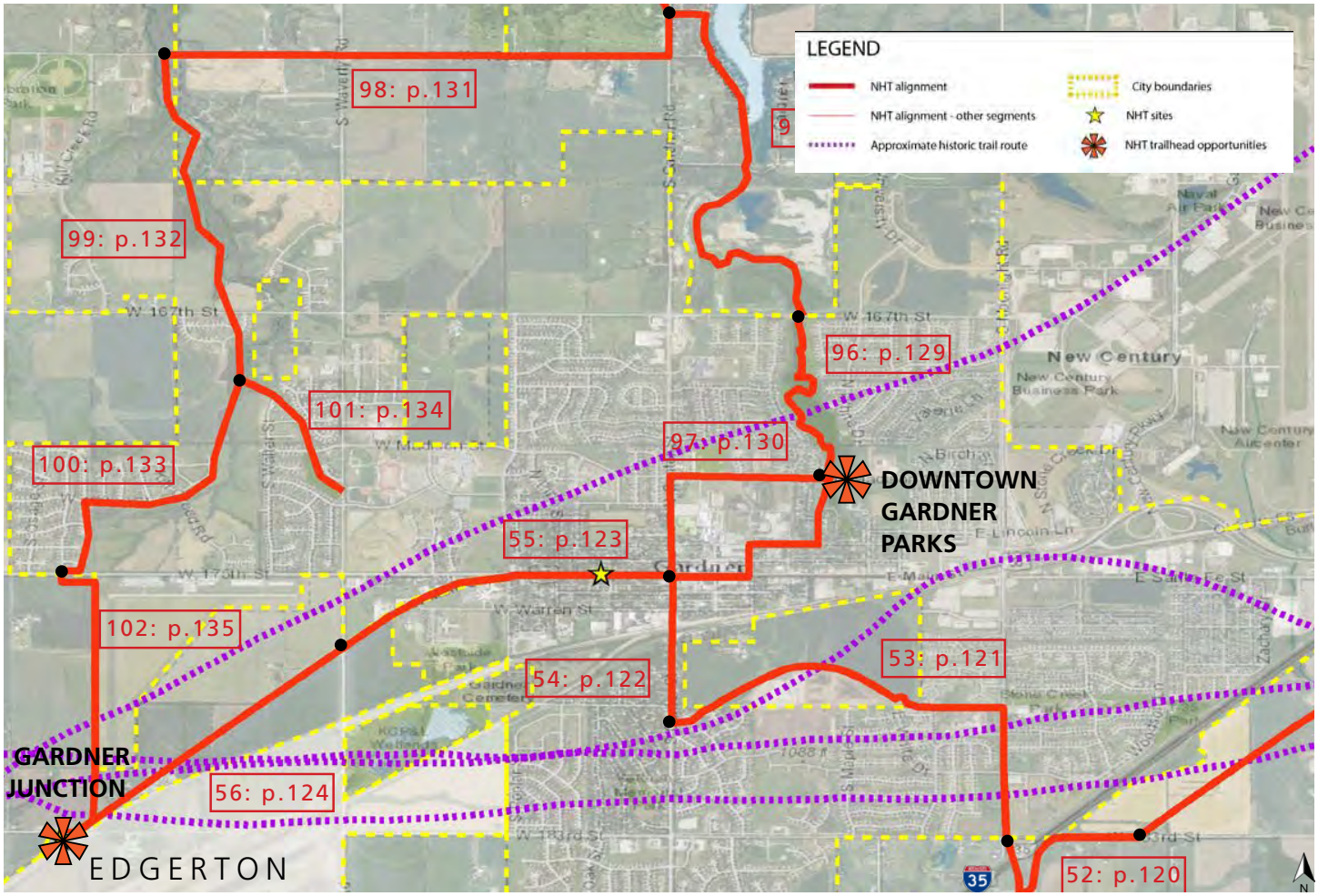


Figure 5.12 - National Historic Trails DRAFT Alignment

DOWNTOWN PARKING ANALYSIS

A major concern that was expressed throughout the process by local citizens and by way of research of previous planning documents is that lack of parking is an issue in the Downtown Core. To better understand the concern, the planning team did a high-level analysis of existing parking stalls, both private and public, per each city block in the Downtown Core, along with an inventory of total building square footage per each block (see Appendix for full breakdown of data). Once the data was collected, the planning team analyzed the existing parking ratio within the Downtown area based on current City code requirements and typical parking standards for civic and commercial properties. Figure 5.13 illustrates total parking (including public and private stalls) found within the Downtown Core.

KEY TAKEAWAYS

Based on the analysis of available parking in the Downtown Core Subarea, the current parking provided may be sufficient. The Downtown parking issue seems more related to the parking proximity to Downtown services, the perceived distance from these services, and safety / ease of connectivity of existing parking locations.

With some slight reconfiguration of the Downtown Core Subarea, parking counts can increase. Additionally, the "Optimize Parking" concept from MARC's Sustainable Code Framework emphasizes the design, location, access, and impact of parking instead of simply the quantity. The concept also encourages bicycle parking on all sites - particularly along a bike boulevard or other bike facilities. Final recommendations in the following section support the desire for additional parking within the Downtown Core, and help to do so in a more efficient and convenient manner.

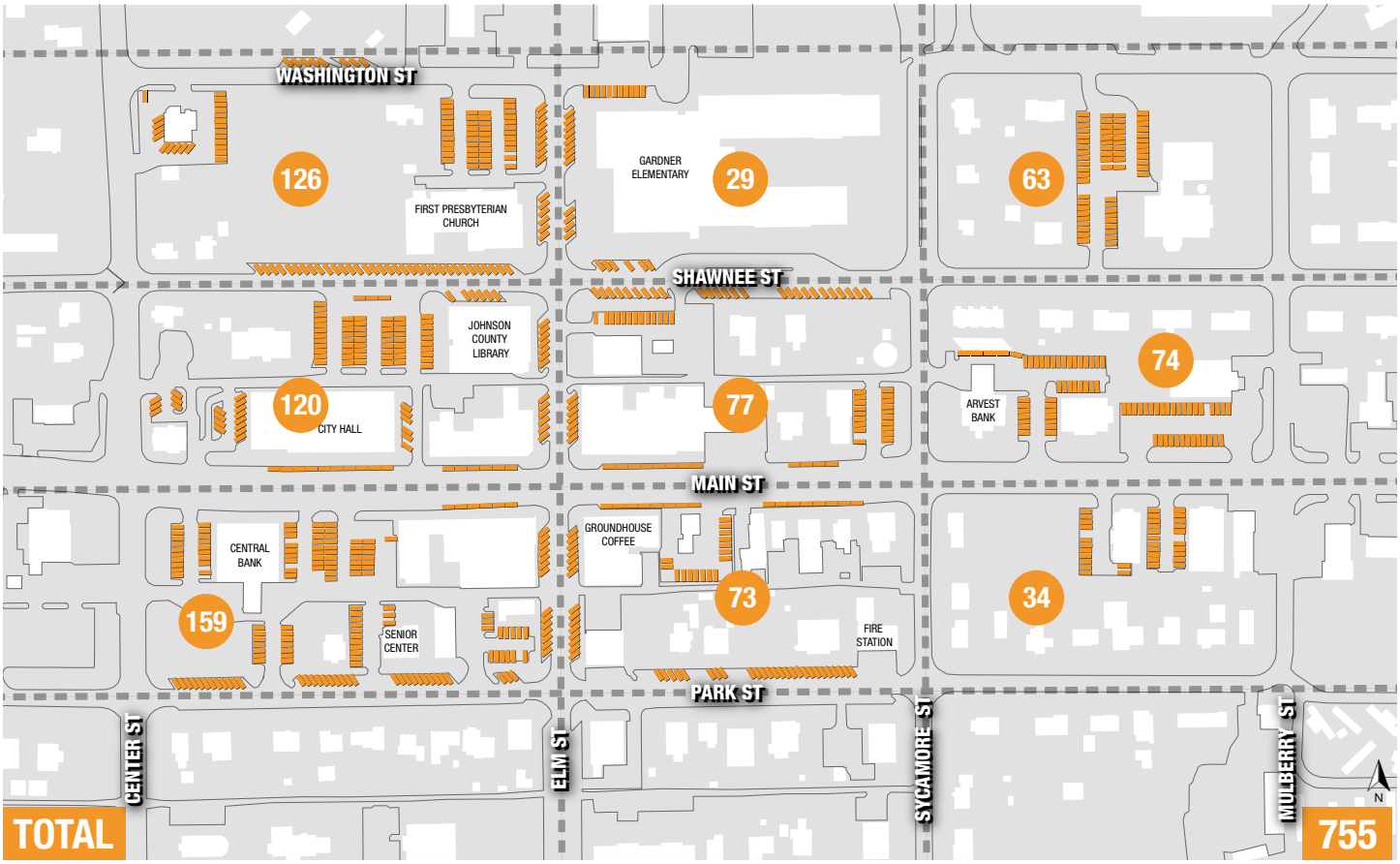


Figure 5.13 - Downtown Parking Analysis

02.URBAN DESIGN CONCEPTS

The planning team explored multiple urban design options along the Corridor. The information below was analyzed and studied in conjunction with the transportation and infrastructure concepts, with key takeaways summarized for each section that helped build the future recommendations of this plan.

DOWNTOWN CORE OPTIONS

During the two-day work session, the planning team prepared three options for the Downtown Core. A variety of alternatives were explored in regard to the interaction between the civic facilities, schools, retail establishments, parks and the Johnson County Fairgrounds.

The desire for a new Community Center was also expressed in previous planning efforts as well as during the first public meeting. Due to the existing civic synergy within the Downtown Core area, the planning team explored potential Community Center options within this area.

The options shown below and on the following two pages illustrate these explorations, along with a summary that further describes the ideas within each option and key takeaways that summarize the general consensus of the community after their review and analysis of the three Downtown Core options.

Downtown Core Option A

In this option, the existing Fairground buildings are shown to remain. A grove of trees is proposed on the south and west edges of the Fairgrounds property to help bring life to the surrounding street network, while also screening the buildings and parking lots when they are not in use. A proposed extension of Cornerstone Park and streetscape along Washington is shown at the Fairgrounds entry, creating an arrival to the fair and a designated space to hold a farmer's market throughout the year. A Community Center is proposed at the north boundary of the existing Aquatic Center. See Figure 5.14 for location map and its relationship to the Main Street Corridor Subareas and Figure 5.15 for proposed Downtown Core Option A.

Figure 5.14 - Key Map: Relation to Corridor Subareas

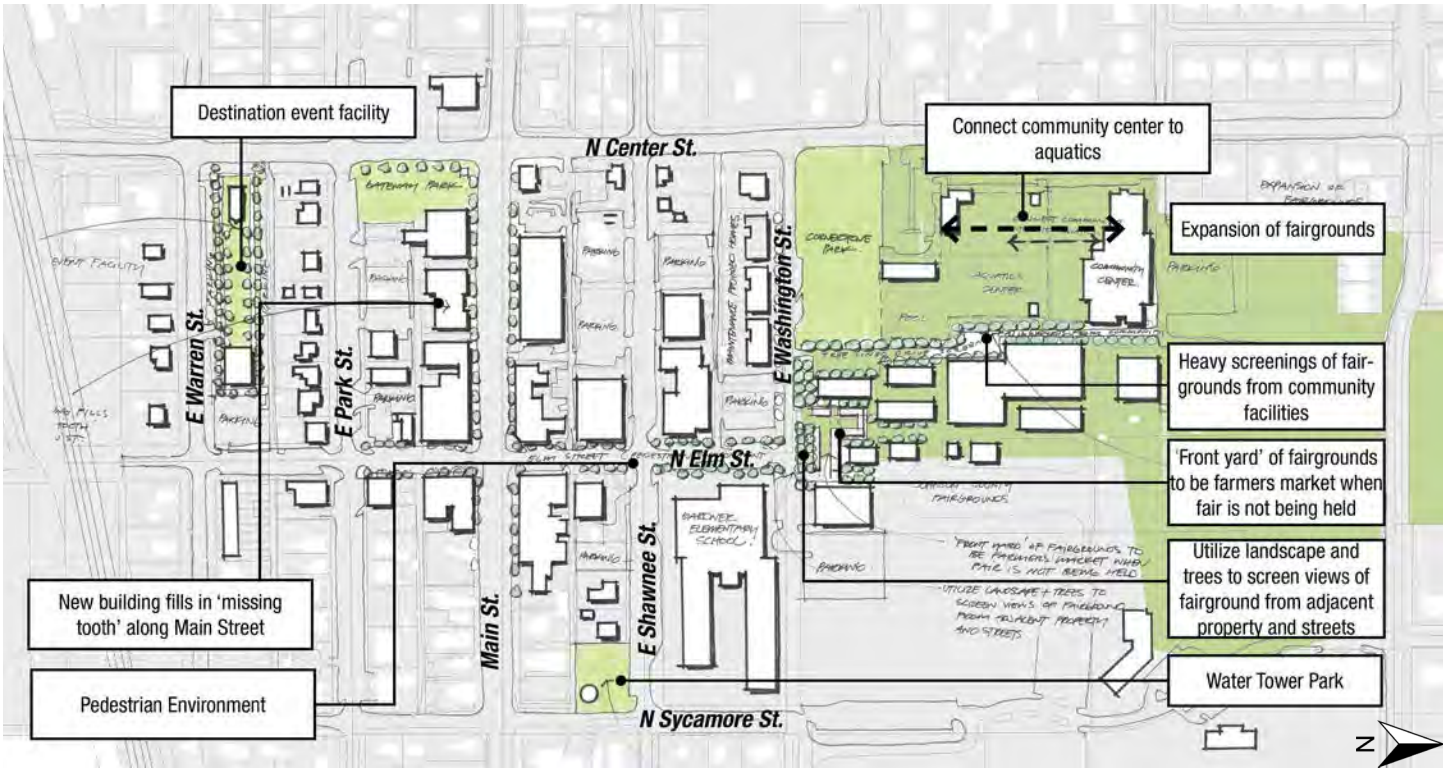


Figure 5.15 - Downtown Core Option A

Downtown Core Option B

In Option B, a new Community Center and Fairgrounds building is proposed at the north terminus of Elm Street. This facility would create a built edge and gateway into the Fairgrounds, as well as position the Community Center near Cornerstone Park and the Aquatic Center. Behind the proposed Community Center is a greenhouse that could be utilized by multiple parties, including the school, the City, and the Fairgrounds. A civic green space, surrounded with adjacent parking, is shown north of City Hall connecting to the Community Center and Cornerstone Park. See Figure 5.16 for location map and its relationship to the Main Street Corridor Subarea and Figure 5.17 for proposed Downtown Core Option B with community input in Figure 5.18.

Figure 5.16 - Key Map: Relation to Corridor Subareas

Figure 5.18 - Community Input

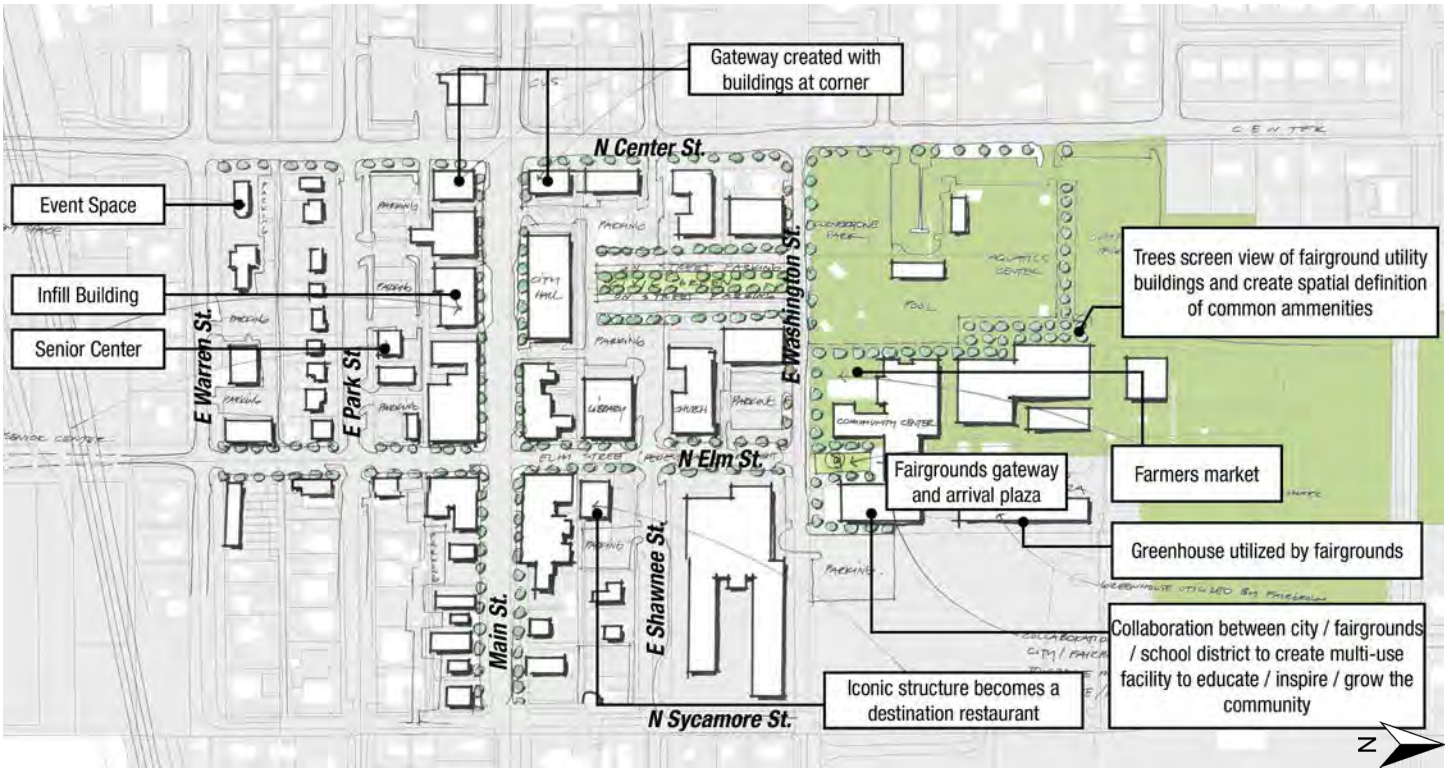


Figure 5.17 - Downtown Core Option B

Downtown Core Option C

In the final option for the Downtown Core, the southernmost existing Fairground buildings are replaced with new structures that would create an extension and terminus at Elm Street. These structures could create an ideal place for a farmer's market and have the potential to connect the Fairgrounds into the city grid and street network. The civic green is expanded on both the north and south sides of City Hall, and would also include adjacent parking surrounding the space. The southern terminus of the civic green is shown as a potential for a Community Center "complex," utilizing the existing church property and buildings as a smaller Community Center site. See Figure 5.19 for location map and its relationship to the Main Street Corridor Subareas and Figure 5.20 for proposed Downtown Core Option C.

Figure 5.19 - Key Map: Relation to Corridor Subareas

KEY TAKEAWAYS

Many citizens were attracted to the idea of the civic "hub" or "core" within the Downtown area. They saw the benefit of having all civic oriented services (Johnson County Fairgrounds, City Hall, Johnson County Library, existing schools and churches, Aquatic Center, and proposed Community Center) within a few blocks of each other. They also preferred a central green space as it provided an area for civic gathering space or a potential farmer's market location, and were interested in the opportunities these types of partnerships could leverage (potential revenue for Downtown City services and business, etc.). A majority of the community felt that these improvements would help to enhance the pedestrian friendliness of the Downtown Core and further beautify the area with a cohesive identity.

Elements of concern expressed by the public regarding the Downtown Core were primarily related to increased traffic / access to the area, demand for parking, and the cost of implementing the civic green space and how it should co-exist with existing property owners.

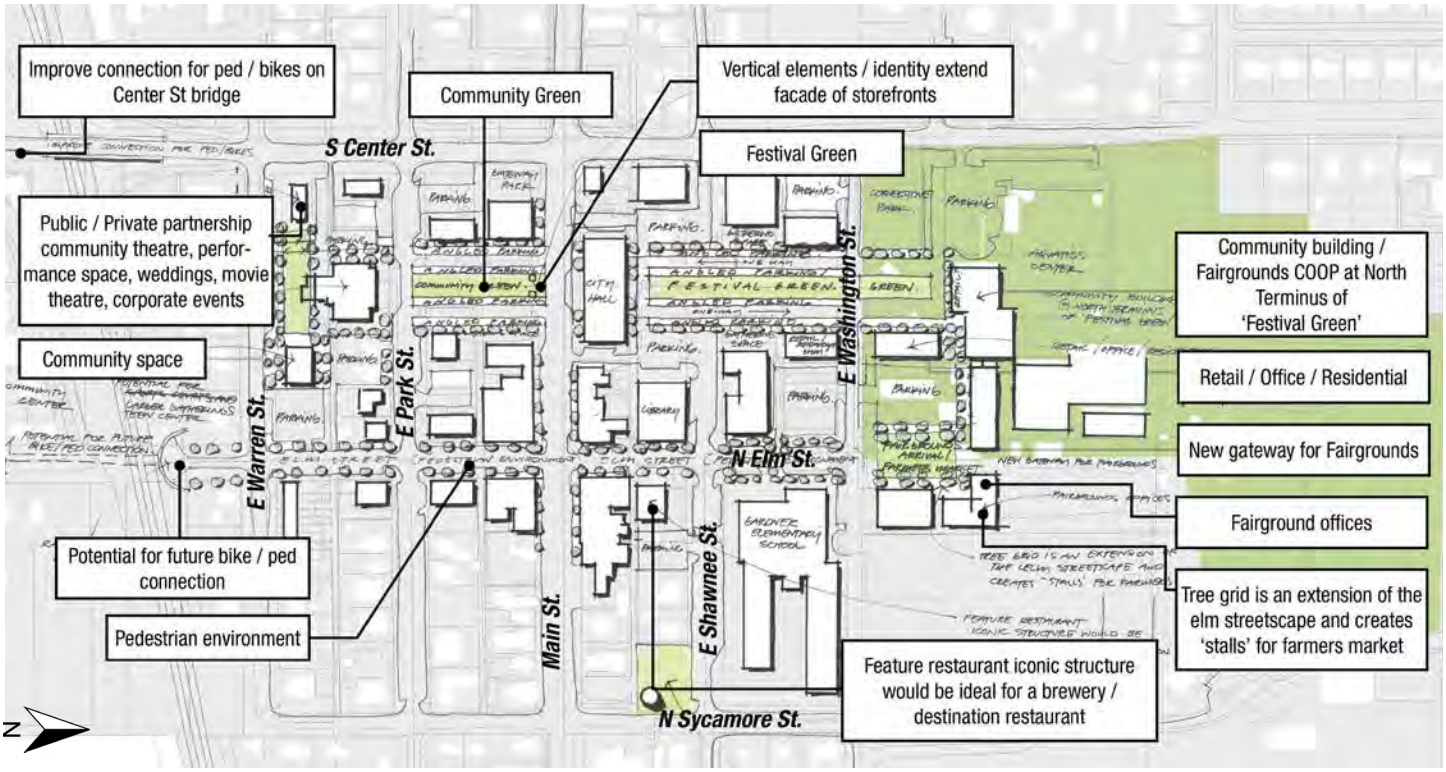


Figure 5.20 - Downtown Core Option C

MAIN STREET MIXED-USE / EAST GATEWAY SUBAREAS

During the two-day work session, the planning team prepared two options for parcels along the Main Street Corridor from Mulberry Road to Moonlight. The options below further describe and illustrate these explorations.

Main Street Mixed-Use / East Gateway Option A

This option illustrates development in areas that are primarily poised for redevelopment as derived from the soft parcel analysis. Commercial buildings are mainly shown as in-line shops, infilled among existing businesses. A welcome center and a major gateway opportunity is located near the eastern edge of the area. A new grocery story is proposed just west of current Price Chopper location (based on the understanding that the owner is already considering this), allowing the existing Price Chopper location to be modified and adaptively reused as new, smaller commercial services space. A multi-family mixed-use opportunity is proposed at the site of the existing mobile home park. See Figure 5.22 for location map and its relationship to the Main Street Corridor Subareas and Figure 5.23 for proposed Main Street Mixed-Use / East Gateway Option A with community input in Figure 5.21.

Figure 5.21 - Community Input

Figure 5.22 - Key Map: Relation to Corridor Subareas

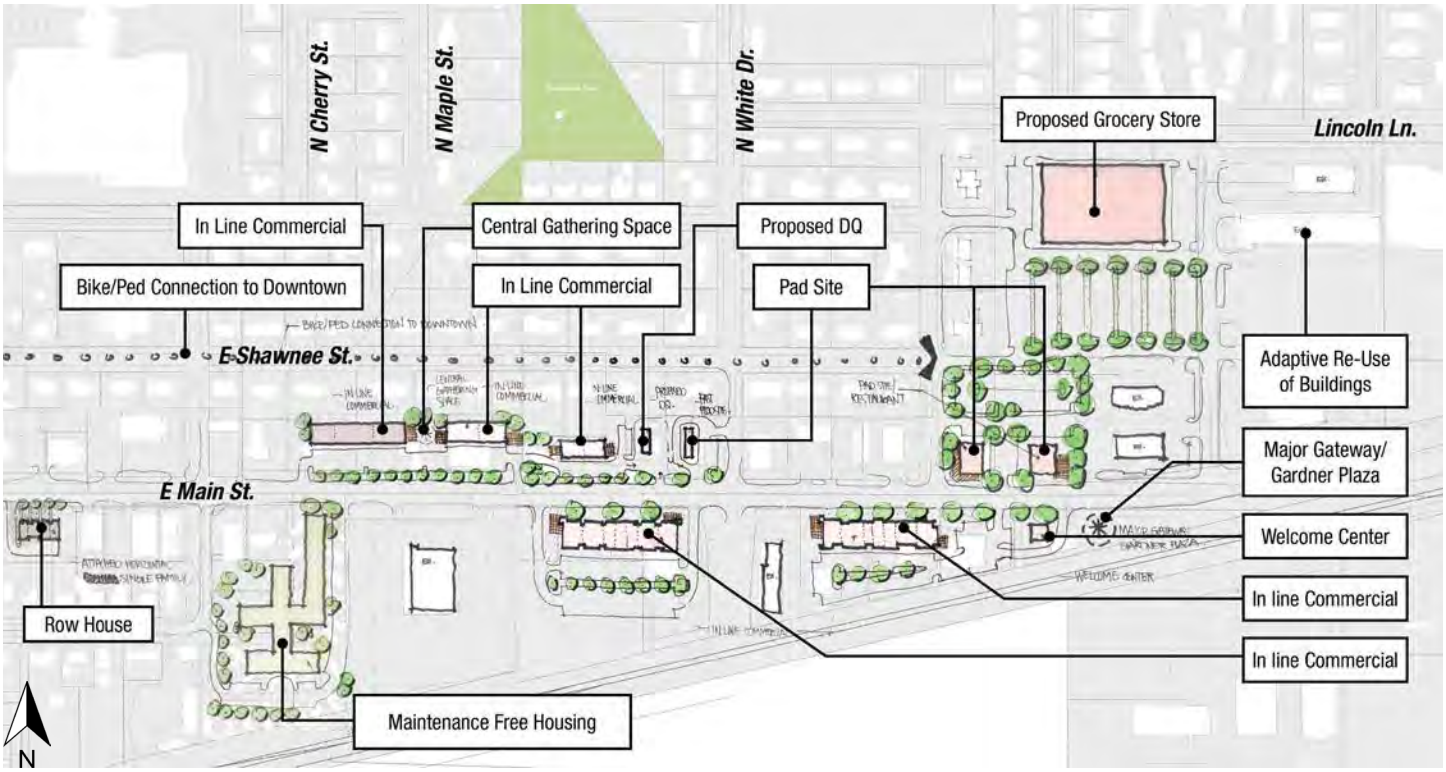


Figure 5.23 - Main Street Mixed-Use / East Gateway Option A

Main Street Mixed-Use / East Gateway Option B

In this option, the Main Street Corridor is shown as an extension of the Downtown Core by illustrating new development situated close to the street, with parking located toward the rear of the property along the railroad tracks. There is a mixture of uses proposed within this option such as commercial and multi-family housing. A proposed Community Center is also shown to the west of the existing Price Chopper, with a welcome center and a major gateway opportunity. See Figure 5.25 for location map and its relationship to the Main Street Corridor Subareas and Figure 5.26 for proposed Main Street Mixed-Use / East Gateway Option B with community input in Figure 5.24.

Figure 5.24 - Community Input

Land Development Code review

The planning team tested both of these options against the City's Land Development Code (LDC). After further evaluation, the planning team discovered that while the proposed uses could be designed to meet the architectural and development standards, many of the proposed uses in both options would not be allowable uses under current zoning regulations. This could be addressed through rezoning property to a classification that would allow the proposed uses or rezoning to a planned district, allowing more long term flexibility and mix of uses to respond to the market. Key findings established during this analysis helped create the recommendations and implementation components of this plan for the Main Street Mixed-Use Subarea, and will help position the City for proactive redevelopment opportunities.

Figure 5.25 - Key Map: Relation to Corridor Subareas

Figure 5.26 - Main Street Mixed-Use / East Gateway Option B

KEY TAKEAWAYS

Participants preferred that the Main Street Mixed-Use / East Gateway options had the appearance of extending the Downtown area, reinforcing the small business and pedestrian-friendly character rather than emphasizing vehicular uses only. Positioning new development closer to the street to reinforce a strong streetscape presence along the Corridor was valued as it has the potential to also slow traffic speeds and make the environment more enjoyable for the pedestrians. Bike facilities that were shown along Shawnee Street connecting into the Downtown area were also well received. Overall, redevelopment in this area was supported.

The community expressed concern about the potential increase in traffic volumes associated with redevelopment, especially due to its proximity to the Moonlight Road intersection and the existing delays due to train traffic. They also expressed concern that larger commercial development would take away from the Downtown services and could potentially threaten the small-town feel. Housing shown adjacent to the railroad tracks without any separation or buffer was a concern. Additional concern was raised regarding the displacement of residents that live along the Corridor with any potential redevelopment. Actions that the City could take to help offset displacement was further studied and is included within the recommendations. Environmental justice documentation can be found in the Appendix.

- **Allow for a mix of uses (commercial and residential) to occur along this portion of the Corridor**
- **Reduce the number of vehicular access points along the Main Street Corridor**
- **Extend the pedestrian connectivity from the Downtown Core Subarea to this Main Street Mixed-Use Subarea, see Figure 5.27**
- **Create a streetscape presence within the Main Street Mixed-Use Subarea**
- **Encourage structure orientation and location near Main Street**
- **Introduce and create consistent architectural elements for proposed buildings**

Figure 5.27 *- Pedestrian Extension between Downtown Core and Main Street Mixed-Use Subarea*

WEST GATEWAY / MAIN STREET RESIDENTIAL SUBAREAS

The planning team prepared an option for the west portion of the Main Street Corridor, from Waverly Road to just east of the intersection of Poplar Drive and Main Street, see Figure 5.28 for key map. While this option shows possible development occurring within the area, a majority of the analysis was studying the vehicular and pedestrian mobility. Bike lane infrastructure was explored extending west from Downtown Gardner with a variety of alignments. Alignment A and B propose to utilize a bike boulevard along Warren Street, while Alignment C proposes to utilize the existing ROW width on Main Street, see Figure 5.29.

The intersection of Main Street and Poplar Drive / Santa Fe Street is shown realigned to create a signaled intersection. By slowing and potentially stopping traffic, a new western gateway into Downtown Gardner is established near the new proposed intersection improvement, while also providing a safer bike crossing. Santa Fe Street is redesigned to accommodate increased traffic and encourage bike and pedestrian usage to the proposed development shown at the intersection of Waverly Road.

Figure 5.28 - Key Map: Relation to Corridor Subareas

KEY TAKEAWAYS

Based on community input, the redesign of the intersection at Santa Fe and Main Street with a signalized light to make pedestrian and bicycle connectivity safer was well received. The community also was interested in the future market development of commercial along the west end of the Corridor as the original option suggested.

The public was concerned about any suggestions that incorporated bicycle facilities directly on Main Street. They would prefer to introduce off-street multi-use paths to increase safety for bicyclists. Any proposed lane width reduction was a concern based on previous intersection improvements made throughout the City (Moonlight and Main) as many citizens did not want to slow their commute time. Cost was also a concern and was viewed as a potential obstacle for the future improvement of this intersection.

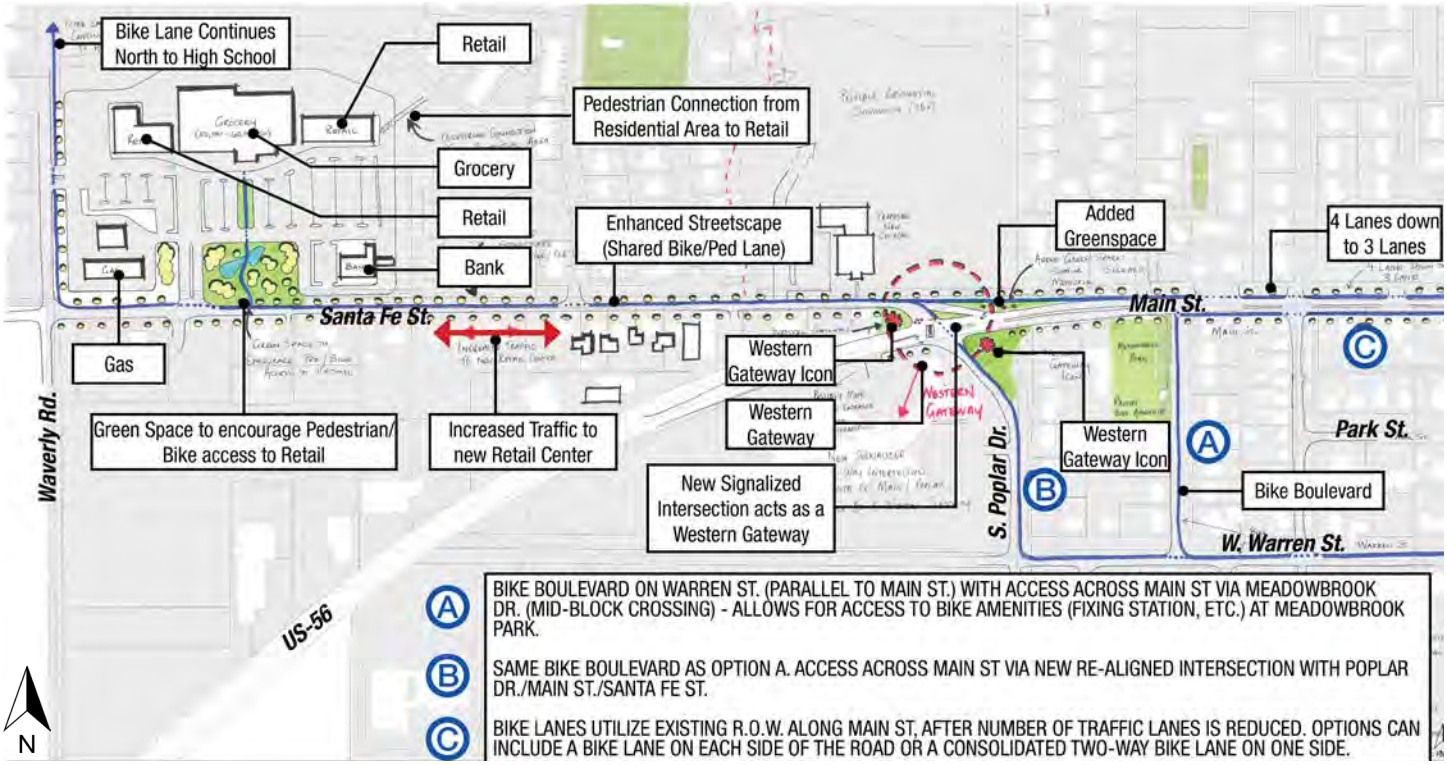


Figure 5.29 - West Gateway / Main Street Residential Option

SOUTH OF DOWNTOWN CORE OPTIONS

From previous study and analysis of the Gardner community and the recent trends in sports facilities throughout the Kansas City metropolitan area, the planning team was asked to explore the development of a regional sports facility on the large undeveloped land south of Downtown and the railroad tracks, see Figure 5.30. The City views this as an opportunity to provide facilities that can increase sports tourism in the future.

Two options were studied that explore the development of baseball/softball fields (see Figure 5.32), associated parking, and a possible sports fieldhouse or smaller Community Center. One option also considered the creation of a large solar farm to leverage renewable energy funding opportunities. See Figure 5.31 for both options explored.

Both studies also suggest improved connectivity to Downtown via a reintroduced pedestrian bridge at Elm Street.

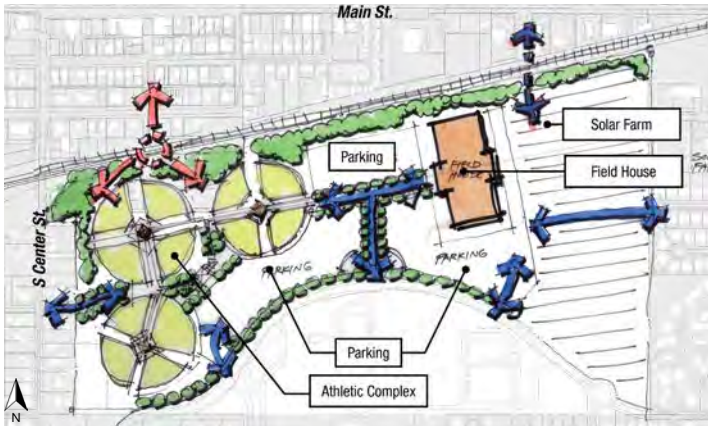
KEY TAKEAWAYS

While community participants generally support the idea of developing the property, they realize it is a long-term proposal and will be market dependent.

The participants did express concern about the overall cost to develop the sports facilities, and the potential cost to implement a connection to the Downtown Core. They were also concerned about the proximity of these facilities to the railroad tracks. Future access and any additional traffic volume pressure was another potential challenge that was discussed.

Figure 5.30 - Key Map

Figure 5.32 - Example of Sport Complex



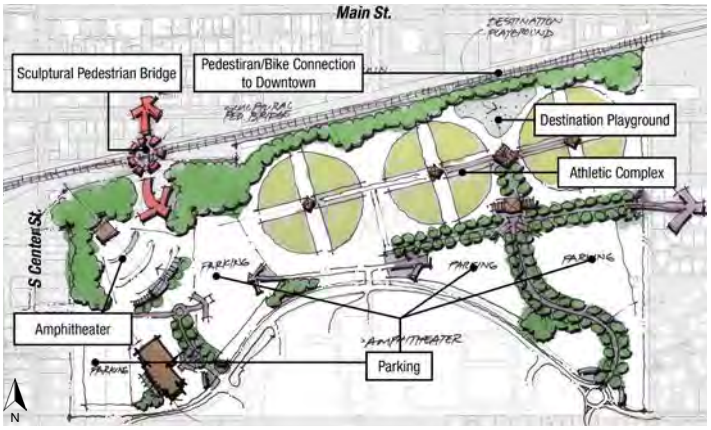


Figure 5.31 - South of Downtown Core Options

TARGETED RESIDENTIAL DEVELOPMENT

Over the past 10 years, there has been no residential development in the Main Street Corridor. Instead, development has occurred in greenfield subdivisions on the periphery of the Corridor and the City.

Outside of the Corridor, multi-family housing activity has increased. Over the last seven years, multi-family units represented 39 percent of total permits issued compared to the previous decade when multi-family permits only represented 19 percent of the total, see Figure 5.33.

This increase in multi-family housing corresponds to an increase in the percentage of renter-occupied housing units in the City, see Figure 5.34. Demand for renter-occupied housing has overwhelmingly been driven by households with an income range between $35,000 and $50,000. This housing demand could continue into the foreseeable future as this income range corresponds with estimates of the income earning potential of workers at LPKC and the New Century AirCenter. Moreover, households with this income range are largely priced-out of the home-ownership market in Gardner.

Development within the Corridor will require more diverse and denser infill housing types like patio homes, row houses, apartments, and mixed-use developments, see Figures 5.35, 5.36, 5.37, and 5.38 respectively. This type of housing matches the context of a more urban Main Street Corridor. Some communities, to expedite the introduction of these housing types, provide public investment in the form of either infrastructure improvements (e.g. streetscape improvements and/or park amenities) and/or direct gap financing for residential projects (e.g. financing for affordable housing). In addition, depending on the housing typology, public efforts may be helpful in assembling sites large enough to support this density.

Low income housing tax credits (LIHTC) for affordable housing offers one promising source of gap financing for multi-family housing within the Corridor. The income ranges of households showing the highest demand for renter-occupied housing fall between 50 percent and 80 percent of the U.S. Housing and Urban Development (HUD) defined area median income, and thus, these household would qualify for the program.

KEY TAKEAWAYS

Over the last seven years, multi-family housing has become an increasingly important development segment in Gardner, with demand for this housing being driven primarily by households with incomes between $35,000 and $50,000. Multi-family and other denser housing types, like row houses and smaller infill homes, as well as mixed-used development, represent an opportunity for new development within the Main Street Corridor both given the increasing demand for these types of homes and its more urban context. The introduction will likely require public investment either in the form of public realm investment or in direct gap financing. In addition, development may require public efforts to assemble sites large enough to support increased density.

	2000-2009		2010-2016	
	TOTAL	% TOTAL	TOTAL	%TOTAL
PRODUCT TYPE				
Single-family	2,719	81%	479	61%
Multi-family	638	19%	310	39%
Total	**3,357**	**100%**	**789**	**100%**

Figure 5.33 *- Percentage Single-Family and Multi-Family Permit Issuances Source: Census C40; Economic & Planning Systems*

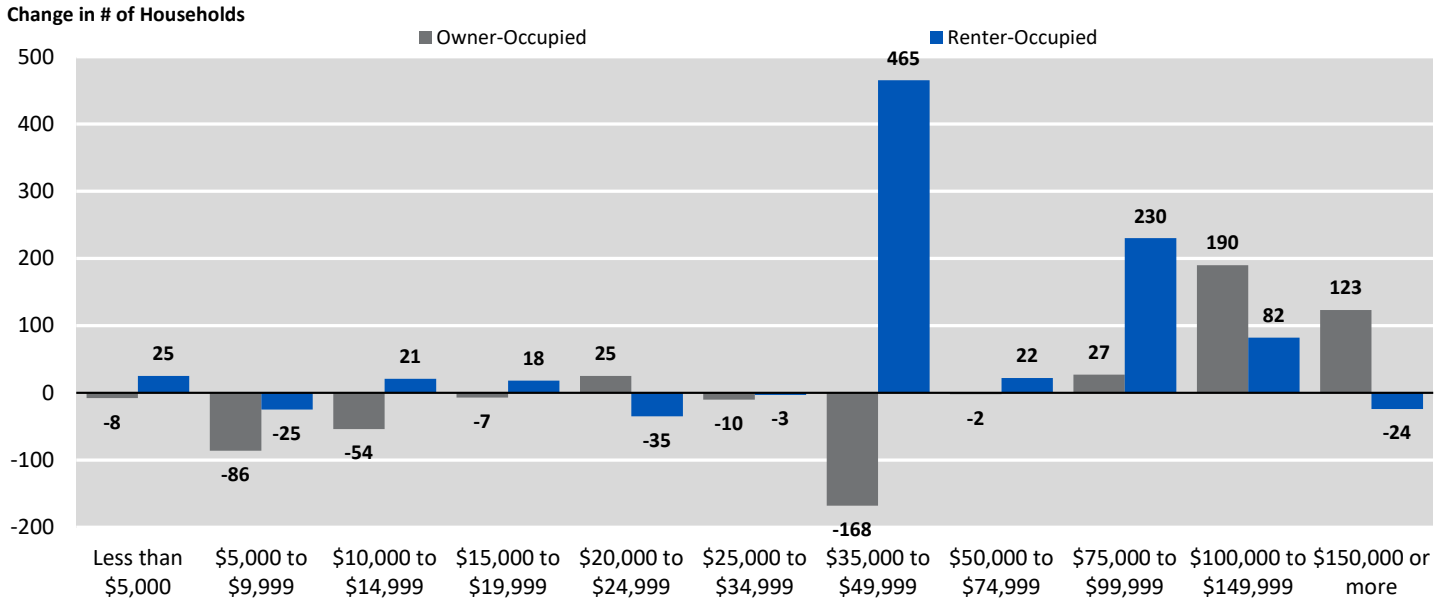


Figure 5.34 - Housing Growth by Tenure and Income, 2010-2015

Figure 5.35 - Patio Home Typology Example

Figure 5.37 - Apartment Typology Example

Figure 5.36 - Row House Typology Example

Figure 5.38 - Mixed-Use Typology Example

BUSINESS RECRUITMENT STRATEGY

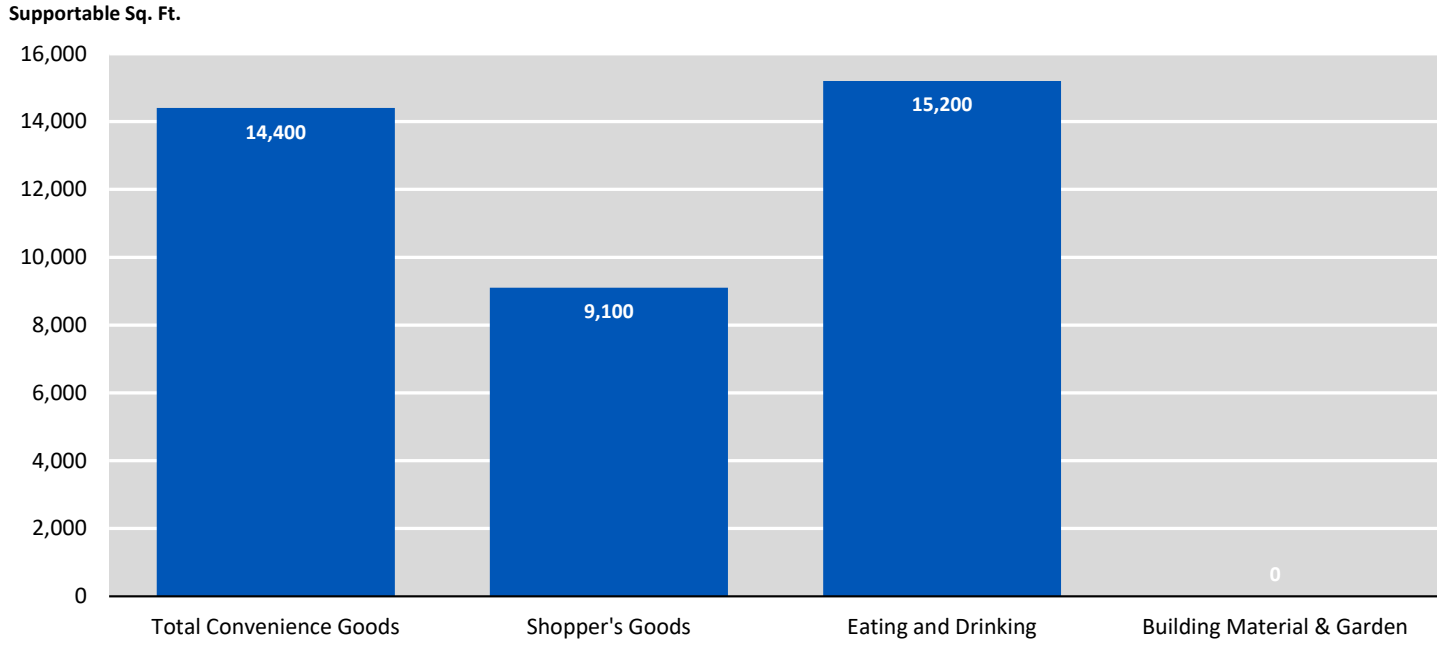
Downtown

Gardner's Downtown has a solid foundation of existing assets to build on including pharmacies, banks, unique shops, City Hall, the County Library and other civic uses. Future opportunities for Downtown are based on complementing these existing institutions and anchors with an expanded and more vibrant mix of retail, restaurant, arts, and entertainment uses supporting unique gathering spaces. The retail gap analysis shows that Downtown Gardner can support approximately 9,100 square feet of local shopper's goods (e.g. general merchandise, apparel, furniture, appliance, and specialty goods stores), 14,400 square feet of future convenience goods (e.g. convenience, liquor, drug, and other specialty food stores), and 15,200 square feet of eating and drinking establishments over the next 20 years, see Figures 5.39, 5.40, 5.41, and 5.42 for these mix of retail uses.

The success of retail in Downtown will be based on attracting a critical mass of businesses that create a "cumulative attraction". That is the point at which there are enough businesses that patrons will think about coming Downtown to comparison shop among multiple stores, or think about coming to dine out with several restaurant options to choose from.

KEY TAKEAWAYS

- **Provide business assistance to local entrepreneurs interested in locating Downtown.**
- **Attract new restaurant businesses to the Downtown area with modern innovative business models including farm to table/local food, microbreweries, and ethnic cuisines.**
- **A broader range of choices and better-quality offerings are needed to support an arts and cultural cluster and to broaden tourism and business attraction opportunities.**
- **Provide economic development assistance to property owners and developers willing to invest in building renovations or the construction of new mixed-use buildings in the Downtown core.**
- **Invest in streetscape improvements in the defined Downtown commercial core to support the desired pedestrian-oriented commercial district. This can include new sidewalks, bulb-outs at crosswalks, pedestrian scale lighting, benches, street trees and planters, and space for sidewalk cafes.**



Source: Economic & Planning Systems

Figure 5.39 *- Estimated Supportable Square Feet of Downtown Retail, 2015-2035*

Figure 5.40 - Examples of Local Shopper's Goods

Figure 5.41 - Examples of Convenience Goods

Figure 5.42 - Examples of Eating and Drinking Establishments

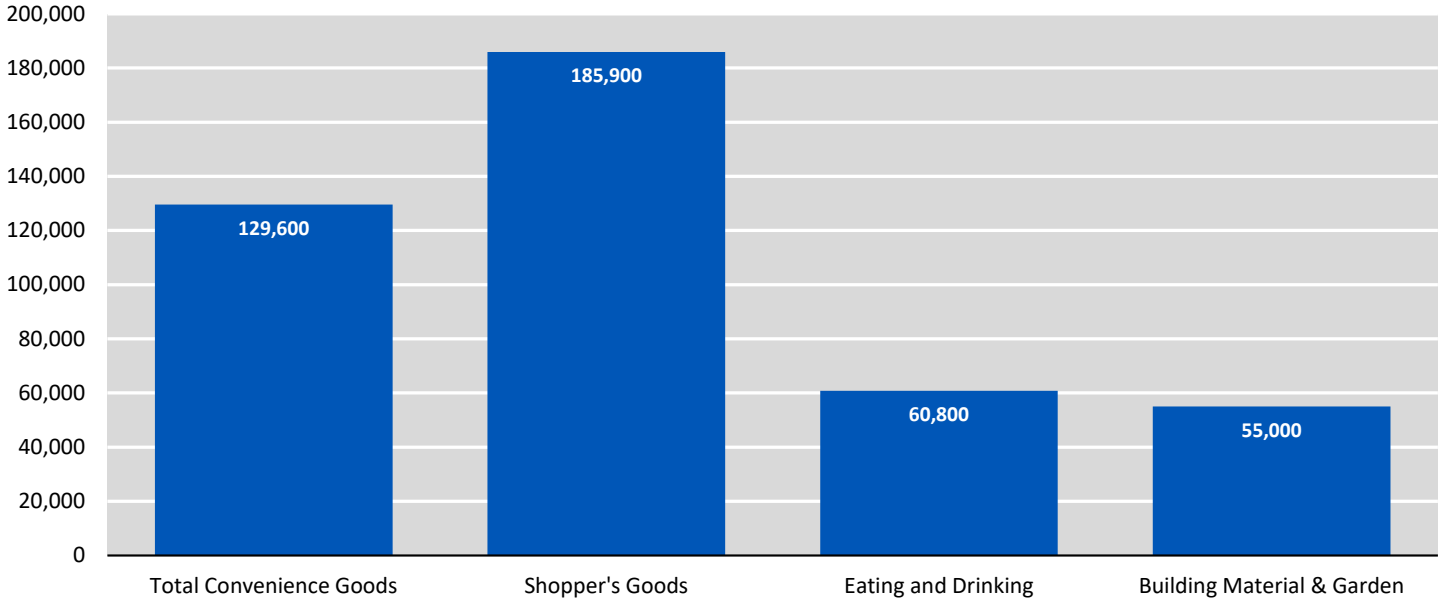
Outside of Downtown

Gardner will also continue to have opportunities for new retailers in the Corridor outside of Downtown as it grows and reaches critical population levels that are sought by national retailers seeking new store locations. The retail gap analysis estimates that Gardner as a whole will be able to support approximately 130,000 square feet of future convenience goods, 186,000 square feet of shopper's goods, 61,000 square feet of eating and drinking retail space, and 55,000 square feet of building material and garden goods, see Figure 5.43.

It will also be important to encourage and support investments in existing commercial space. A number of the existing shopping centers are older and may be challenged by competition from newer centers if and when the current anchor tenants leave.

KEY TAKEAWAYS

- **Work with the Chamber of Commerce to develop retail recruitment profile brochures targeted at identified retailer targets including data on community population, households, and income demographics within specific trade areas.**
- **Work with the Chamber of Commerce to develop and maintain a database of available sites and buildings for lease.**
- **Develop a funding and financing assistance toolkit for retail business startups and expansions.**



Source: Economic & Planning Systems

Figure 5.43 - Estimated Supportable Square Feet of Neighborhood and Community Center Retail, 2015-2035

Development Incentives

The City can also help promote development by facilitating access to capital through an array of local, state, and federal financing sources. Examples of local, state, and federal financing sources are listed to the right. Local sources tend to involve setting up districts that raise revenues to finance the development of public infrastructure or specific uses through, for example, the allocation of dedicated sales or property tax. Many financing sources focus on providing benefits to low and moderate income communities, removal of blight conditions that present health and safety issues to the community, and the promotion of small businesses.

The City has identified many of these incentives in its *Economic Development Incentive Policy* report (February 2016), see Figure 5.44. As a next step, the City should consider matching financing tools to specific opportunity sites and project concepts presented within this plan. For example, a TIF District could be matched to the Main Street Mixed-Use area. The area would meet blight conditions required by statute to establish a TIF, and the tax increment revenues could be allocated to help finance public improvements for the district. Additional public or gap financing could be attached to specific projects. For example, LIHTC funding could help finance infill development projects within this area, while improving the quality of some of the affordable housing in the City.

Local

- Tax Increment Financing (TIF)
- Sales Tax Revenues (STAR) Bonds
- Community Improvement District (CID)
- Transportation Development Districts (TDD)
- Business Improvement District (BID)
- Special Benefit District
- Neighborhood Revitalization Area (NRA)
- Public Infrastructure Financing Program (PIFP)

State

- Commercial Rehabilitation
- Kansas Downtown Redevelopment Act
- Heritage Trust Fund

Federal

- Community Development Block Grants (CDBG)
- SBA 504 Mortgage Loan Program
- New Markets Tax Credits (NMTC)
- Low-Income Housing Tax Credits (LIHTC)

ECONOMIC DEVELOPMENT INCENTIVE POLICY
CITY OF GARDNER, KANSAS

GARDNER KANSAS
Blazing New Trails

CITY OF GARDNER
HARDWICK LAW FIRM, LLC
Adopted April 2015
(Revised February 2016)

USE OF INCENTIVES

The City of Gardner will strategically and responsibly consider employing one or more incentives for development projects which meet its economic development goals and desired objectives by the City Council. In accordance with those areas of focus, the City of Gardner offers the following menu of development incentives, each of which may be utilized individually or layered together, or in conjunction with state, regional or federal incentives, if and to the extent such layering is consistent with the City's economic development policies. The City encourages development and the utilization of the incentives outlined below. In accordance with its economic development initiatives, the City considers the approval and utilization of incentives within the parameters as set forth in the following matrix:

Incentive	Downtown	Redevelopment	Attraction/ Retention	Targeted Business	Entrepreneurship	Minimum Investment	Base %
Tax Abatement	X	X	X	X		750K New/ 350K Existing	60%- up to 10 yrs
Tax Increment Financing (TIF)	X	X	X	X		N/A	25%
Sales Tax Revenue Bonds (STAR)	X	X	X	X		N/A	Generally 50% of total project cost subject to Secretary of Commerce review
Community Improvement District (CID)	X	X	X	X		2m New/ 1m Existing	1% or 1 cent
Transportation Development District (TDD)	X	X	X	X		N/A	1% or 1 cent
Special Development District (SBD)	X	X	X	X		2m New/ 1m Existing	1% or 1 cent
Neighborhood Revitalization Act (NRA)	X	X	X	X		N/A	95% Abatement on any new improvements for 10 years
Kansas Downtown Redevelopment Act	X	X	X	X		N/A	Rebate varies from years 1-10
Heritage Trust Fund				X		Projects expenses must exceed 5K	25% of qualifying expenses at State level. 20% Federal for qualifying project
CDBG	X	X			X	*For Small Business - Minimum equity investment ≥ 10% of total project costs	*For Small Business - 500K
High Performance Incentive Program (HPIP)			X			10% investment tax credit on qualified business facility investment that exceeds 1M	50K per annum on qualified training expenditures above 2% of reported worksite wages
Kansas Multiplier Loan Fund				X	X	25K Minimum/500K Maximum Loan	Matching loan up to 9%
Kansas Capital Multiplier Venture Fund				X	X	25K Minimum/250K Maximum Equity Investment Contribution	Matching equity up to 9% of private capital invested
Public Infrastructure Financing Program (PIFP)		X	X	X		N/A	Varies

17

Figure 5.44 *- Cover and Pages from Economic Development Incentive Policy Report*

6 RECOMMENDATIONS

Utilizing the input received at each stage of the process, the planning team shaped the project's goals into final plan recommendations to match the community's future vision for the Main Street Corridor. Final recommendations have been categorized into four sections:

TRANSPORTATION AND CORRIDOR FUNCTION

ECONOMIC DEVELOPMENT

QUALITY OF LIFE

GREEN SOLUTIONS

TRANSPORTATION AND CORRIDOR FUNCTION

T1.0 Slow and manage traffic on Main Street

A major outcome of the planning process that helps define one of the most important recommendations throughout the plan is the desire to slow and manage traffic along Main Street. There are several different ways to address this, and the planning team recommends the following strategies to help achieve this recommendation.

T1.1 CONSTRUCT MEDIAN TO SLOW TRAFFIC IN THE DOWNTOWN CORE SUBAREA.

The primary goal for the Downtown Core's recommended street alignment is to reduce travel speeds and creating a friendlier environment for pedestrians. By creating a friendlier environment for pedestrians, safety is improved, a more attractive commercial environment is created, and economic development is encouraged. To accomplish this, various traffic-calming features are recommended for the Subarea. The traffic-calming measures consist of:

- installing a planted median with pedestrian refuges,
- reducing the width of the four travel lanes to 11 feet,
- maintaining and slightly reducing the width of the parallel parking, and
- adding bulb-outs at major intersections to lessen the distance for pedestrians crossing Main Street.

Figure 6.01 depicts the aerial view of this section along the Corridor and Figure 6.02 illustrates the proposed street configuration section.

Maintaining the existing curb-to-curb roadway width allows the sidewalks within the Downtown Core to be approximately 14 feet wide, with variations in some areas. Figure 6.03 depicts the pedestrian improvement opportunities for sidewalks 10 to 14 feet wide and 15 feet wide or greater. Some of these pedestrian components already exist in the Downtown Core Subarea; however, incorporating these components along sidewalks throughout the Main Street Corridor is recommended to enhance walkability throughout the entire Corridor.

Planting material within the median and bulb-outs (see Figure 6.04) should be further explored and scaled appropriately based on the size of the planting bed area, visibility, safety standards, and maintenance considerations.

T1.2 MAINTAIN PARALLEL PARKING ALONG MAIN STREET WITHIN THE DOWNTOWN CORE SUBAREA.

As mentioned within the previous strategy, maintaining the parallel parking within the Downtown Core will help reduce speeds along the Main Street Corridor while still providing parking for existing businesses. To allow a large enough planting bed area within the median, the planning team recommends reducing the parallel parking width to 10 feet wide, making a total reduction of 2 feet on each side from existing parking width conditions. This will allow a maximum planting median width of 8 feet within the Downtown Core Subarea. Refer to Figure 6.02 for Main Street cross section.

***Figure 6.01**- Plan view of Downtown Core Proposed Median Configuration*

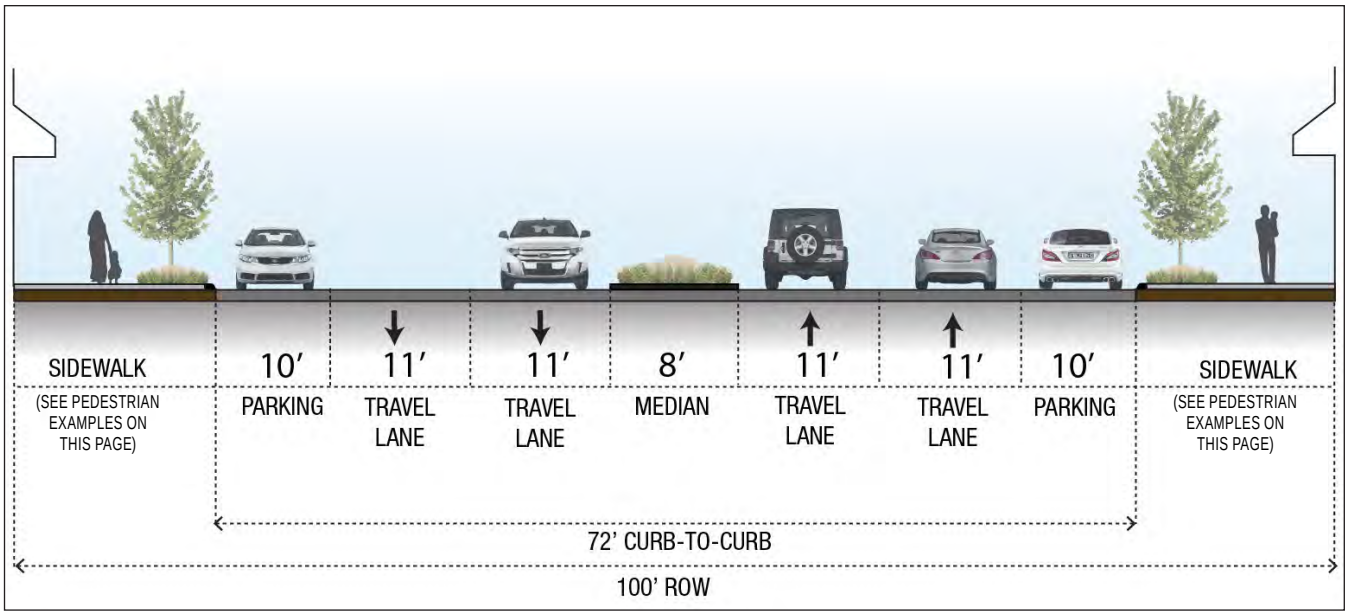


Figure 6.02- Proposed Downtown Core Street Configuration

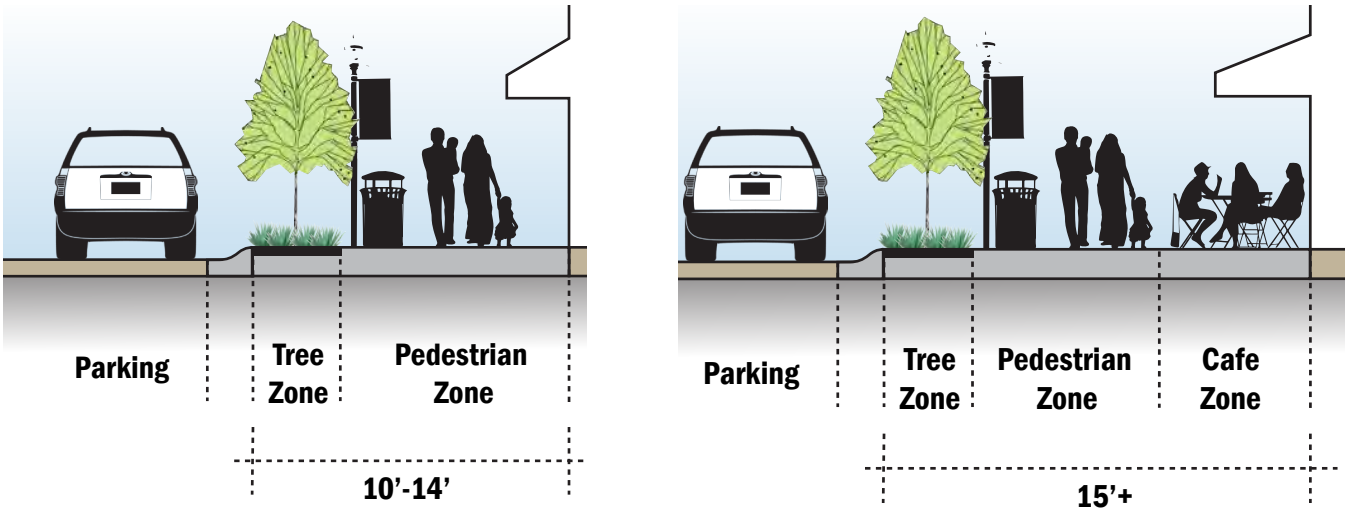


Figure 6.03 - Pedestrian Improvement Opportunities

Figure 6.04- Planting Material in Median and Bulb-Outs

T1.3 REDUCE TO A THREE-LANE STREET CONFIGURATION IN THE MAIN STREET RESIDENTIAL SUBAREA.

The 'most preferred' street configuration for the Main Street Residential Subarea reduces the existing four travel lanes down to two lanes with a center turn lane (see Figure 6.05). This adequately accommodates the existing and projected traffic volumes while also providing a protected turn lane into the residential neighborhoods. The curb-to-curb distance would be adjusted from 52 feet to 44 feet to align with the back of the two-way directional lanes, allowing for additional space outside of the roadway for pedestrian and bicycle facilities.

Since cost to move the curb and storm sewer within this Subarea as suggested by the 'most preferred' street configuration alignment may be significant, an alternative is shown in Figure 6.06, where the curb-to-curb distance is maintained at 52 feet. The remainder of the 52 feet curb-to-curb roadway width will be dedicated to a 4 foot wide shoulder on the outside of each travel lane. This allows for the addition of bulb-outs at the identified intersection improvement locations without reducing the travel lane width.

Once the City is ready to investigate improvements between the West Gateway and the Downtown Core Subareas, geometric options should examine the curb realignment and storm drainage system of the preferred street configuration as well as explore the trade-offs with the bulb-outs shown in the alternative option.

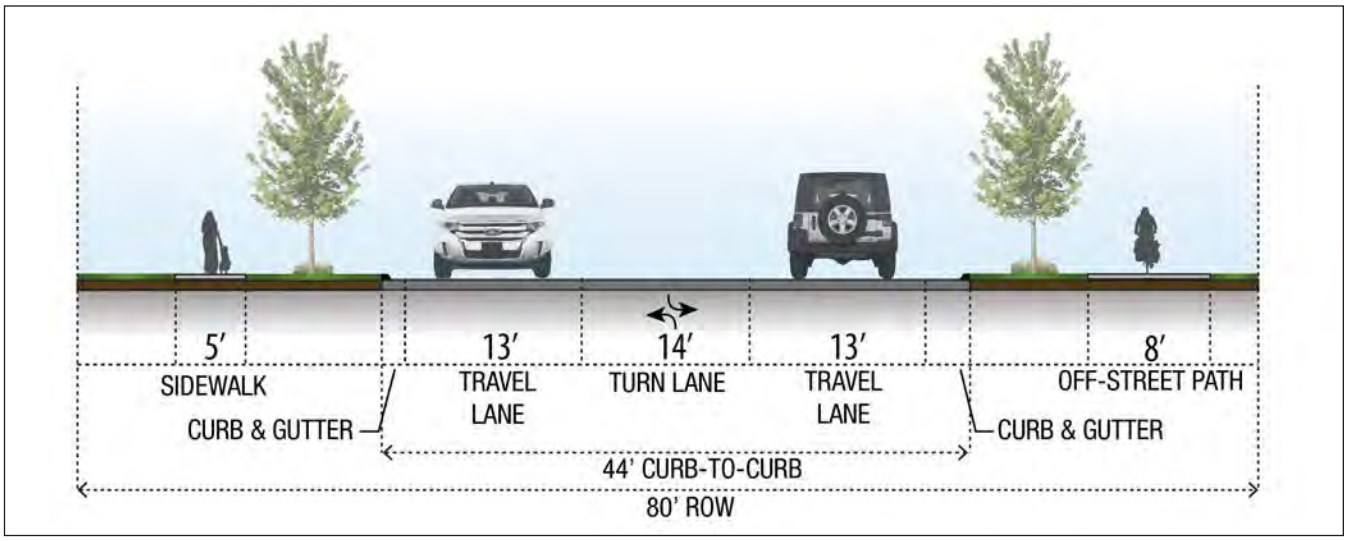


Figure 6.05 *- Proposed Main Street Residential PREFERRED Street Configuration*

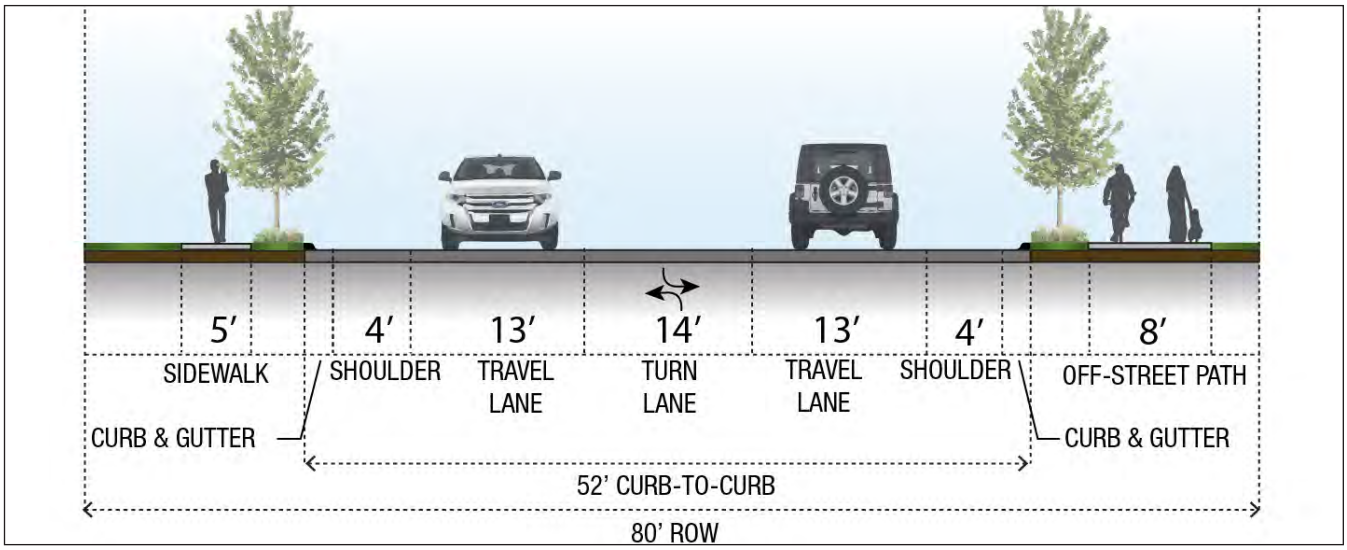


Figure 6.06 *- Proposed Main Street Residential ALTERNATE Street Configuration*

T1.4 MAINTAIN EXISTING STREET CONFIGURATION IN THE WEST GATEWAY SUBAREA.

The West Gateway's recommended street configuration maintains the existing alignment, and by doing so will adequately facilitate the existing and projected traffic volumes within this segment of the Main Street Corridor. Coordinate improvements with the Santa Fe Street improvements that will be incorporated in 2018. Figure 6.07 identifies the West Gateway Subarea's recommended street configuration.

T1.5 MAINTAIN EXISTING STREET CONFIGURATION IN THE MAIN STREET MIXED-USE SUBAREA.

The Main Street Mixed-Use Subarea's recommended street configuration maintains the existing roadway alignment to best accommodate the existing and projected traffic volumes, see Figure 6.08. Pedestrian facilities should be improved throughout the Main Street Mixed-Use area to better serve the residents and encourage walkability throughout the Main Street Corridor. Improvements to the system should occur either by public investment or during redevelopment of current parcels within this Subarea.

T1.6 MAINTAIN EXISTING STREET CONFIGURATION IN THE EAST GATEWAY SUBAREA.

The East Gateway's recommended street configuration (see Figure 6.08) maintains the existing roadway alignment to accommodate existing and projected traffic volumes. This is best suited for the type of development that will occur within this area – market driven, highway and vehicular-oriented traffic.

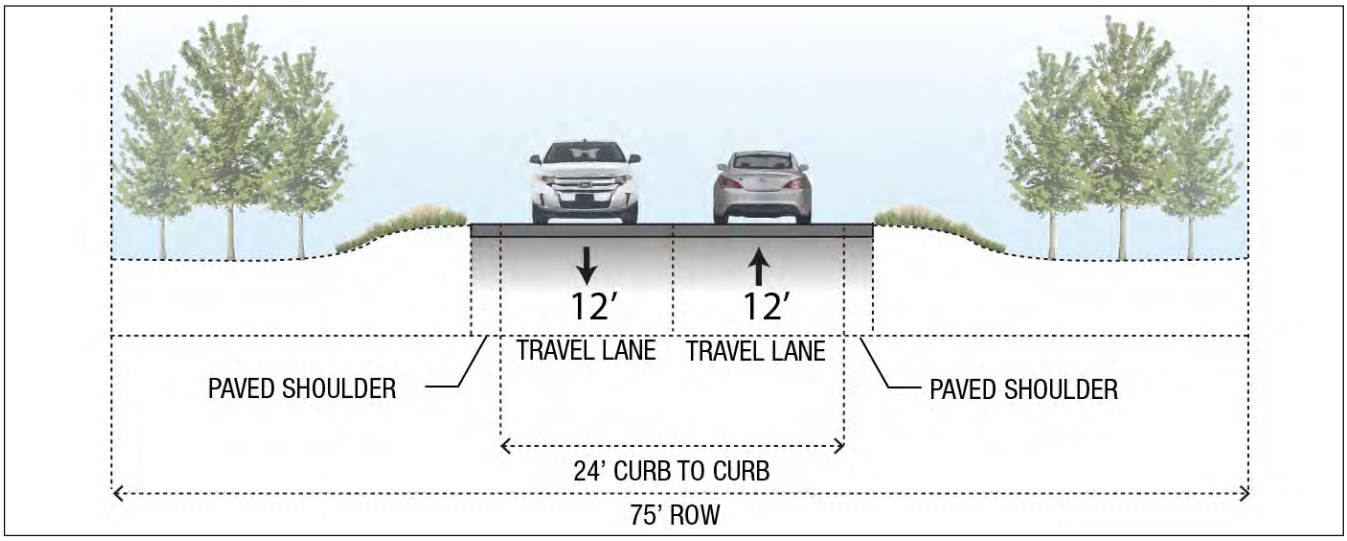


Figure 6.07 *- Proposed West Gateway Street Configuration*

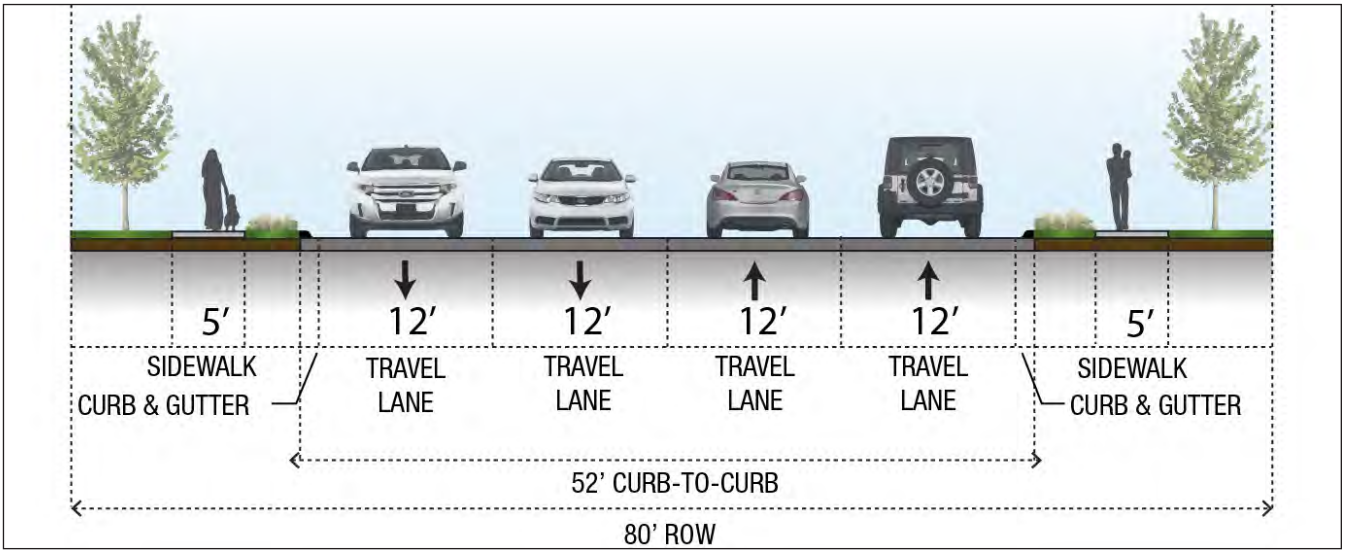


Figure 6.08 *- Proposed Main Street Mixed-Use Subarea and East Gateway Subarea Street Configuration*

T1.7 CONSTRUCT INTERSECTION IMPROVEMENTS ALONG MAIN STREET.

Six intersections along the Main Street Corridor are recommended for bike and pedestrian improvements to help facilitate the overall multi-modal network and help regulate and slow speeds along the Main Street Corridor (Figure 6.09). These intersections consist of:

Main/Poplar/Santa Fe

Improvements at this intersection will be addressed in the design of Santa Fe Street.

Main/Pine and Main/Oak

Recommended improvements at both of these intersections consist of continental (piano key) striped crosswalks and the potential for bulb-outs. In order to obtain a signalized pedestrian crossing, known as a 'hawk signal', the intersection must have approximately 20 pedestrian crossings per hour and 750 vehicles per hour. A signal warrant analysis would be required to determine the feasibility of a hawk signal at this intersection.

Main/Center

Improvements at this intersection include striped continental crosswalks.

Main/Elm

Improvements at this intersection include striped continental crosswalks and pedestrian refuge. The pedestrian refuge is obtained because of the addition of the median within the Downtown core.

Main/Sycamore

Improvements at this intersection consist of continental striped crosswalks, a pedestrian refuge on the west side of the intersection, and the potential for bulb-outs. The pedestrian refuge is obtained because of the addition of the median within the Downtown core.

Recommended improvements at these intersections consist of bulb-outs to improve pedestrian crossing distance and striped crosswalks to help visually inform vehicles of pedestrian and or bicycle activity. Figure 6.10 illustrates the existing Main Street and Pine Street intersection, while Figure 6.11 depicts the intersection after the incorporation of the proposed street configuration, bulb-outs, striped crosswalk, and off-street path. The plan recommends that the City work to refine, design and build out each one of the intersections listed above to provide the necessary components required for a typical intersection improvement.

T1.8 WORK TO REDUCE POSTED SPEED LIMIT ALONG MAIN STREET CORRIDOR.

Much of the physical roadway changes recommended earlier within this chapter will help reduce speeds along Main Street. The planning team recommends that a study to reduce the posted speed limit should be completed to reevaluate the existing speed limits (30 mph posted in the Downtown Core Subarea) along the Corridor. Since posted speed limit studies are created by analysis of traffic speeds currently occurring, it is recommended to do this study after implementation of physical roadway changes, specifically in the Downtown Core Subarea as any improvements made here should reduce speeds naturally.

T1.9 SAFELY ACCOMMODATE TRUCK TRAFFIC

Until different truck routes become more viable, it is recommended to maintain and accommodate existing truck routes through the Downtown area. By implementing reduced lane widths, a planted median, and bulb-outs at key intersections, truck traffic will be forced to slow down, creating a friendlier environment for pedestrians and non-commercial vehicles. The City and KDOT should re-evaluate truck traffic accommodations and safety of the overall Corridor on an annual basis to identify if additional traffic-calming and safety measures are needed.

Figure 6.09 - Proposed Intersection Improvement Locations

Figure 6.10 - Main and Pine Street Existing Conditions

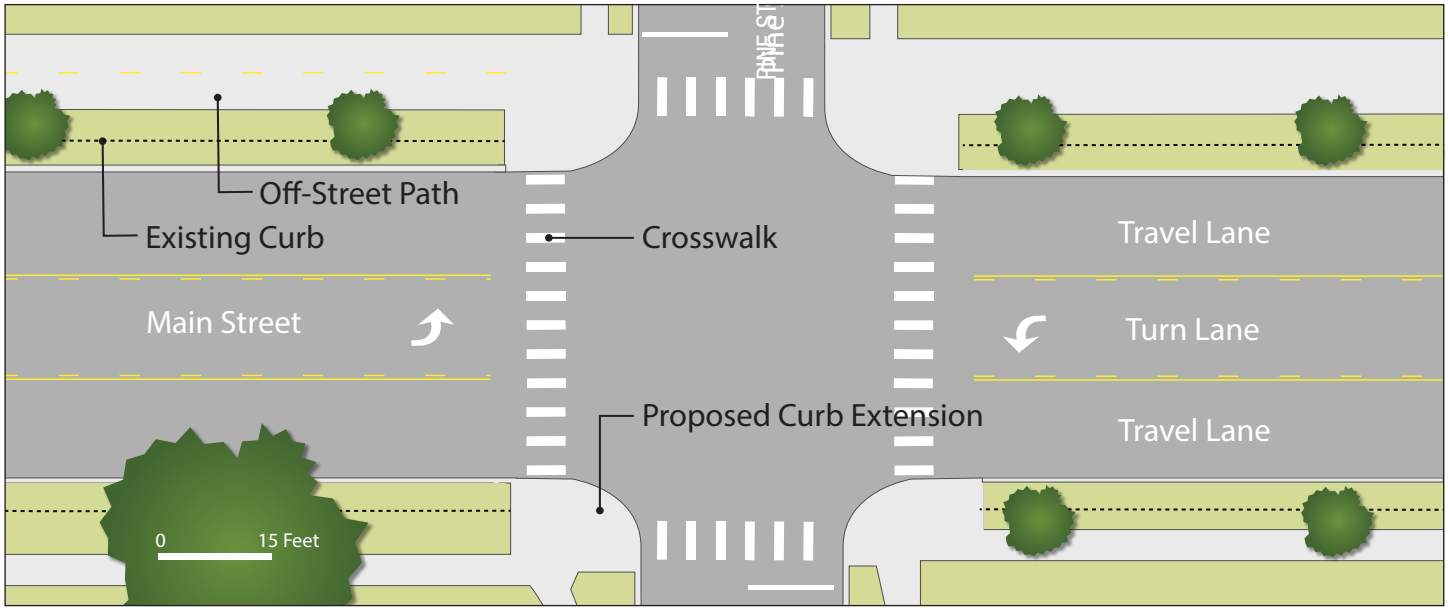


Figure 6.11 - Main and Pine Street Proposed Conditions

TRANSPORTATION AND CORRIDOR FUNCTION, CONT.

T2.0 *Improve pedestrian circulation along Main Street.*

Much of Main Street is vehicular-oriented and is uncomfortable for pedestrians. The following strategies help support improved pedestrian circulation.

T2.1 MAINTAIN EXISTING ACCESSIBLE SIDEWALK CONNECTIONS AND CREATE NEW SIDEWALK CONNECTIONS TO MAKE THE SIDEWALK NETWORK MORE COMPLETE.

A connected pedestrian network makes a community attractive to persons of all ages. It is recommended to connect any gaps between existing sidewalks, and ensure that they are accessible and safe. See Figure 6.12 for example. These sidewalks should be specifically implemented along and near the Main Street Corridor, but should also be executed throughout the entire Gardner community.

T2.2 CONTINUE TO REDUCE CURB CUTS ALONG THE MAIN STREET CORRIDOR PER THE US-56 CORRIDOR MANAGEMENT PLAN.

Many of the existing parcels along the Main Street Corridor have their own access points into their respective properties. Throughout the planning process, both the Steering Committee and community preferred a more walkable environment along the Main Street Mixed-Used Subarea and the overall Corridor. To better enhance the pedestrian movement along the Corridor, it is recommended that the City should continue to implement the US-56 Corridor Management Plan (Figure 6.13) to help reduce the number of curb cuts along Main Street.

Figure 6.12 - Example of Sidewalk Accessibility

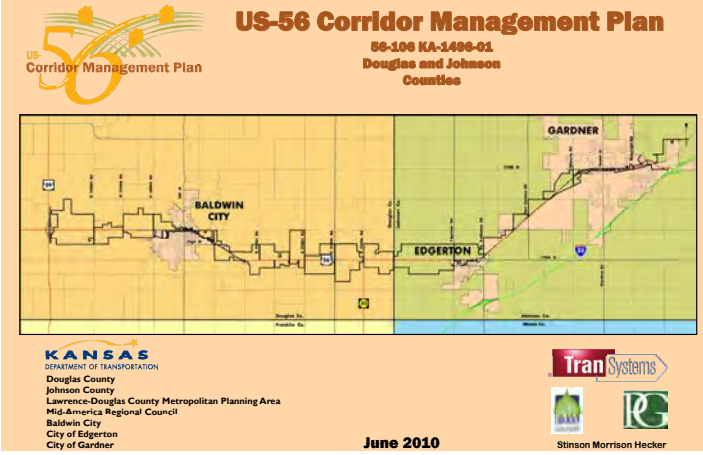


Figure 6.13 - Cover of US-56 Corridor Management Plan

TRANSPORTATION AND CORRIDOR FUNCTION, CONT.

T3.0 *Introduce bicycle and pedestrian facilities to connect neighborhoods to the Corridor.*

In addition to sidewalks directly located on the Main Street Corridor, the community also expressed a desire to improve the overall bike and pedestrian facilities that connect users of surrounding neighborhoods safely to the Main Street Corridor. The following strategies help support this overall recommendation.

T3.1 CONSIDER IMPROVING PEDESTRIAN SAFETY AT RAILROAD CROSSINGS.

The Moonlight Road railroad crossing was previously upgraded to safely accommodate pedestrian and bicycle crossings. No further recommendations are suggested for the Moonlight Road railroad crossing as this is an existing Quiet Zone. However, railroad crossing improvements at Center Street include facilitating connections for bicycles and pedestrians to and across the bridge and making the route friendlier to users. If Waverly Road, Grand Street, and South Poplar Drive roadways are improved, specific railroad crossing needs should be evaluated at that time. Improvements may consist of sidewalks, pedestrian signals, and gates, and the typical Quiet Zone process lasts about two years.

T3.2 IMPROVE CENTER STREET BRIDGE TO WIDEN MULTI-USE PATH TO 7 FEET WIDE.

To facilitate better multi-modal connectivity across the Center Street bridge and improve overall experience and safety of the only grade-separated railroad crossing for pedestrians, the planning team recommends that the bridge be reconfigured. While maintaining the existing bridge deck width of 38 feet, the travel lanes can be reduced from 16 feet to 14 feet, and by doing so, an additional 4 feet becomes available to utilize for a 7 foot wide multi-use path. Figure 6.14 illustrates the reconfigured bridge. Various strategies should be pursued to create a more desirable barrier on the outer edge of the deck than the chain link fence, which would help create a railroad lookout destination. Figure 6.15 provides an example of a bridge barrier in the Kansas City metro area.

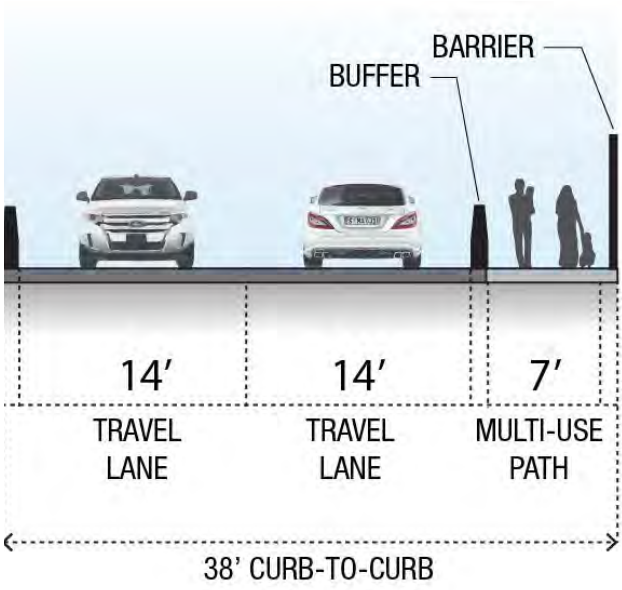


Figure 6.14 - Proposed Center Street Bridge Reconfiguration

Figure 6.15 - Bridge Barrier at Outer Edge of Deck Example

T3.3 DESIGNATE AND CONSTRUCT BIKE BOULEVARDS PER THE BIKE NETWORK MAP.

Figure 6.16 identifies the overall bike boulevard network related to the Main Street Corridor. Bike boulevards are recommended at strategic locations throughout the City of Gardner. A bicycle boulevard is a safe bicycle facility that provides connectivity on streets with low stress, see Figure 6.17 for typical layout and example. The recommended street for a bicycle boulevard is a street with a speed limit of 20 miles per hour and no more than 1,500 vehicles per day. Signing and traffic-calming is required along bicycle boulevard routes.

Except for Main Street, Moonlight Road, and Center Street, most streets in Gardner are low volume residential streets that provide a safe environment for biking. Recommended east-west routes for bike boulevard facilities include Warren Street, Shawnee Street, Washington Street, and Lincoln Lane. These routes allow bicyclists to travel east-west without having to utilize Main Street, reducing heavy traffic and safety concerns. North-south bike boulevard routes are recommended for Poplar Drive, Walnut Street, Elm Street, Sycamore Street, and Cedar Street. Elm Street and Sycamore Street intentionally connect to the east-west routes by crossing Main Street at improved intersection locations. This proposed network of bike boulevard routes allows users to seamlessly connect to existing and proposed off-street paths as well as desirable destinations throughout Gardner including the school, fairground, Downtown, QuikTrip, and other commercial destinations on Moonlight Road. If additional traffic is expected along proposed bike boulevard streets as a result of any new redevelopment along the corridor, bike boulevards may need to be converted to bike lanes for more protection, and should be determined at the time when a development application is proposed and associated access is requested.

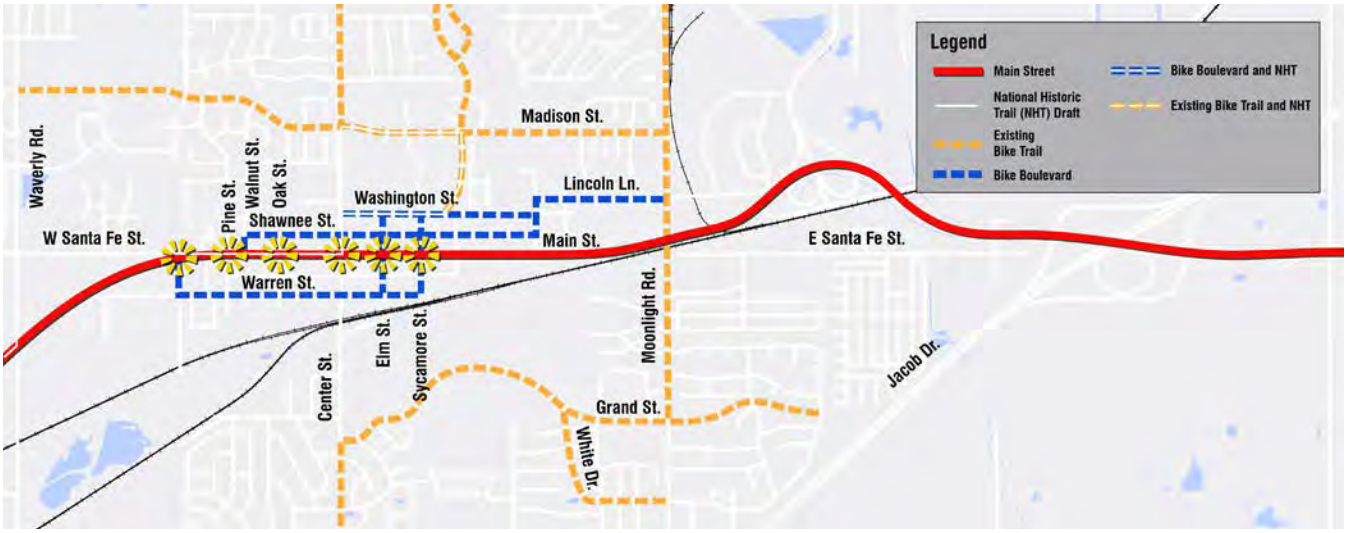


Figure 6.16 - Bike Network Map: Proposed Bike Boulevards

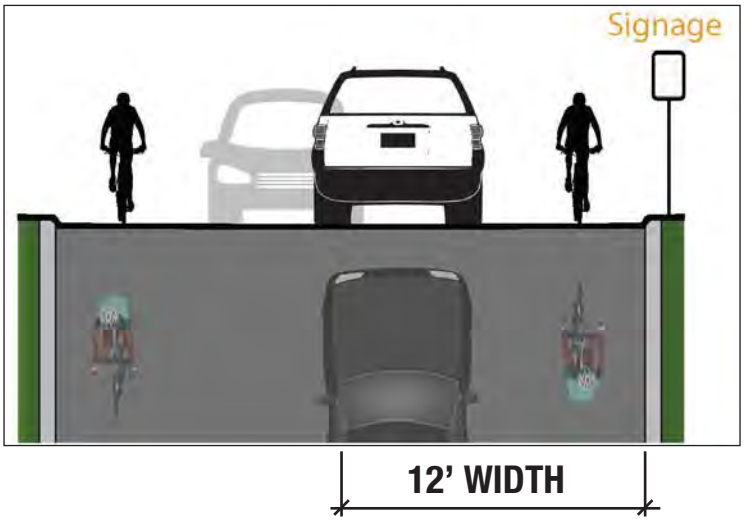


Figure 6.17 - Bike Boulevard Typical Layout + Example

The purpose of signage is to inform users and promote the bicycle boulevard. The City should identify a consistent and distinct sign standard using specific colors and symbols that are easy to distinguish by bike and vehicular users. Identification signs should be placed prior to or at the beginning of the boulevard. Wayfinding signs should be incorporated at the beginning of a boulevard, before major intersections, and at connections with other bike facilities (Figures 6.18, 6.19, and 6.20).

Traffic-calming strategies such as speed bumps, raised crosswalks, and raised intersections are recommended for bicycle boulevard routes to raise awareness of the boulevard and slow traffic. Figure 6.21 shows examples of various traffic-calming strategies for bicycle boulevards.

Figure 6.18 - Typical Bike Boulevard Sign

Figure 6.19 - Distinctive Signage Examples

Figure 6.20 - Distinctive Signage Example

Figure 6.21 - Bike Boulevard Traffic-Calming Strategy Examples

T3.4 DESIGNATE AND CONSTRUCT OFF-STREET PATHS PER THE BIKE NETWORK MAP.

In addition to bike boulevards, off-street paths are recommended for two locations throughout the City of Gardner. An off-street path is an exclusive bike and pedestrian facility separated from traffic and large enough to accommodate multi-modal activity (cyclists and pedestrians). See Figure 6.22 for layout and example. Figure 6.23 identifies the proposed off-street path locations along Center Street, Santa Fe Street, and Waverly Road. The north/south Center Street location is consistent with the previously proposed routes along Center Street to help connect to the existing off-street paths south of Grand Street and north of Madison Street.

In order to connect bicyclists and pedestrians east of Moonlight Road south of Main Street, the existing off-street path along Moonlight Road should be utilized and an off-street path is recommended along E. Santa Fe Street to Cedar Niles Road. Additionally, the existing off-street path along Grand Street that connects through Stone Creek Park should be extended to run parallel to I-35. This will provide residents a connection to the Walmart Supercenter and businesses located at the Cedar Niles intersection.

The proposed off-street path west of Center Street connecting to Waverly Road allows bicyclists and pedestrians the opportunity to safely connect to the Downtown area and the future development at the west edge of the Corridor. There is a segment along the Corridor within the Main Street Residential Subarea that may be able to utilize existing R.O.W. to obtain the additional width needed for the off-street path once the proposed roadway alignment within the Main Street Residential Subarea is implemented. Before final implementation of the roadway alignment within the Main Street Residential Subarea, the City should explore the potential opportunity to shorten the curb-to-curb width to accommodate the off-street path within this Subarea. If this is not feasible, the City should then explore opportunities for an easement with adjacent property owners to install the off-street path along this portion of the Main Street Corridor.

Figure 6.22 - Off Street Path Typical Layout + Example

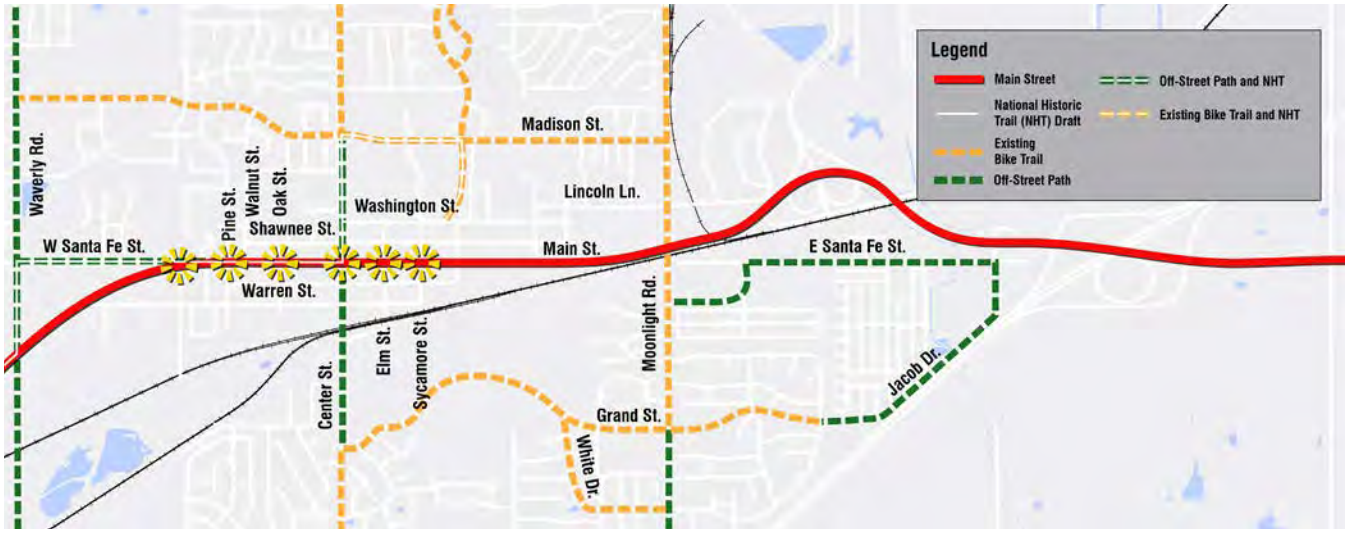


Figure 6.23 - Bike Network Map: Proposed Off-Street Paths

TRANSPORTATION AND CORRIDOR FUNCTION, CONT.

T4.0 *Improve access across railroads to better connect north and south sides of the community.*

Due to the frequency of train traffic and limited crossing locations, the BNSF railroad tracks present a significant barrier through the center of Gardner. This recommendation addresses improved connectivity.

T4.1 INVESTIGATE CONSTRUCTION OF A NEW GRADE-SEPARATE CROSSING BETWEEN MOONLIGHT ROAD AND DOWNTOWN.

The community expressed concerns that new development and redevelopment along the busy corridor could result in greater congestion and negative impacts at the two existing railroad crossings. The planning team did a high-level study for an additional connection across the railroad tracks between Moonlight Road and the Downtown Core Subarea, see Figure 6.24. Further study of the challenges and opportunities of a new grade-separate crossing between Moonlight Road and Downtown is needed.

T4.2 INVESTIGATE POTENTIAL PEDESTRIAN BRIDGE AT ELM STREET.

Based on community input, the planning team explored a new pedestrian bridge connection over the railroad tracks toward the end of Elm Street where a former bridge used to exist, see Figure 6.24 for location and 6.25 for examples. It is recommended that the City investigate the potential for this pedestrian bridge at the end of Elm Street. However, since there is a lower cost solution to improve the pedestrian connection on the Center Street Bridge, and a new pedestrian bridge over the railroad at Elm Street would cost approximately $1.6 million (including a 10 foot bridge with the necessary pedestrian ramps on both sides), this strategy will be a long-term solution.

Figure 6.24 - Potential Railroad Crossing Locations

***Figure 6.25** - Pedestrian Bridge Examples*

TRANSPORTATION AND CORRIDOR FUNCTION, CONT.

T5.0 Explore future transit along or near the Main Street Corridor.

Although the *Main Street Corridor Plan* is primarily recommending vehicular and pedestrian options, the future of transit is important and should be considered when planning for this Corridor. Future development along the Corridor should be encouraged to consider designated transportation facilities with valuable amenities, such as landscape areas, plazas, or other on-site or nearby amenities. During this planning process, another project, the *Southwest Johnson County Transit Plan*, was concurrently exploring potential transit solutions for the Gardner-Edgerton area over a 20-year horizon. The strategy below helps support the overall recommendation of investigating future transit near the Main Street Corridor and with future development.

T5.1 COORDINATE BUS STOP(S) AND MOBILITY HUB(S) LOCATION(S) WITH THE SOUTHWEST JOHNSON COUNTY TRANSIT PLAN RECOMMENDATIONS.

The *Southwest Johnson County Transit Plan* is considering potential bus stops (short term) and mobility hubs (long term) within the Gardner-Edgerton area. The new transit route is proposed to run through Gardner along the Main Street Corridor and begin trips sometime in 2018. The City should coordinate final bus stop locations along the Main Street Corridor with SW Johnson County transit planners and the Kansas City Area Transportation Authority (KCATA) and take into consideration the amount of parking near each stop, sidewalk connectivity to each stop, and overall accessibility to each stop. See Figure 6.26 for proposed recommendations.

A long-term strategy for this plan includes exploring potential mobility hub locations. A mobility hub builds on existing activity and transit centers, and is a place of connectivity where different modes of transportation (walking, biking, bus, on-demand services, hail a ride, etc.) are integrated with technology to help pay for, plan and track trips. They are typically located at higher intensity areas (high employment, population, and/or activity). The City should consult with KCATA annually to discuss the feasibility of a mobility hub. Elements that will help make the case for a mobility hub include but are not limited to: established partnerships to provide a suitable location, established significant employer participation, desired express routes between Olathe, Gardner or Edgerton with employer shuttle or vanpool. Initial mobility hub locations studied include I-35 and Homestead, the New Century Fieldhouse, Olathe Medical Center, or the Gardner Walmart, but further detailed analysis and study would need to be completed prior to finalizing proposed mobility hub locations.

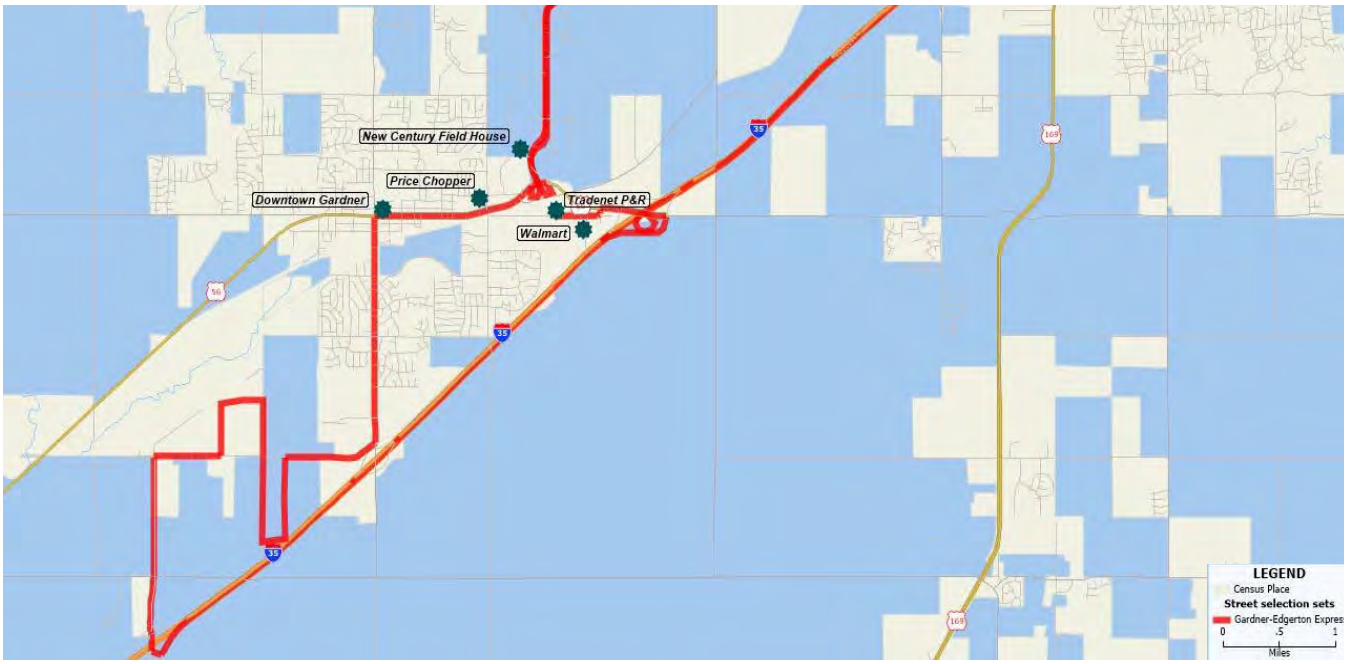


Figure 6.26 - DRAFT Recommended transit service - Gardner-Edgerton Circulation

ECONOMIC DEVELOPMENT

E1.0 *Develop a pro-active approach to attract quality development and redevelopment, and increase diversity of housing mix adjacent to Corridor, including incentives.*

Gardner is a pro economic development City with a desire to be business friendly, development ready, and to encourage high quality growth. The *Economic Development Strategy* completed in 2014 identifies a number of strategic initiatives for improving the City's competitive position for economic growth that are applicable to the Main Street Corridor as captured in the recommended strategies and actions below.

E1.1 ENCOURAGE SITE ASSEMBLY FOR LARGER DEVELOPMENT (STUDY AREAS FOR SITE ASSEMBLY FOR CONSISTENT ZONING).

Multiple property owners and multiple properties make site assembly and redevelopment more difficult. Due to the Corridor's many property owners and smaller, inconsistent lot sizes, this strategy reinforces that the City should encourage site assembly along the Corridor to make redevelopment more attractive. Site assembly has the potential to provide better site layout that will best enhance the Main Street Corridor presence by providing opportunities to condense site access points, develop shared parking and/or creating a centralized green space for users. Some initial steps the City can take include but are not limited to: study and review areas that make the most sense for site assembly and promote accordingly, begin conversations with developers, and / or continue discussion with local property and businesses owners to understand their wants and needs and how they can fit into the overall vision of the Main Street Corridor.

E1.2 ISSUE RFPS TO ENCOURAGE DEVELOPMENT ALONG THE CORRIDOR.

To explore future development that could potentially occur along the Main Street Corridor, the City can issue an RFP with a set program or type of development that they would like to see along the Corridor. This opportunity allows the City to better understand the desires of the local market for specific uses they'd like to see, and starts the conversation for future redevelopment along the Corridor.

E1.3 ENCOURAGE WORKFORCE HOUSING ALONG THE MAIN STREET CORRIDOR WITHIN AND BETWEEN THE DOWNTOWN CORE AND EAST GATEWAY SUBAREAS.

The market study identified the need for additional multi-family housing to accommodate the growing workforce at logistics businesses in the New Century AirCenter and the LPKC. This housing type can be accommodated in apartments and in mixed-use developments (see Figure 6.27) in the Main Street Mixed-Use Subarea as an appropriate land use and transition from the Downtown Core Subarea to the East Gateway Subarea. Linear strip commercial development should be discouraged in favor of high-quality residential and mixed-use development in this area. The introduction of these housing types in the nearer term will require public investment in the form of either infrastructure improvements (e.g. streetscape improvements and/or park amenities) and/or direct gap financing for residential projects (e.g. financing for affordable housing). Low income housing tax credits (LIHTC) for affordable housing offers one promising source of gap financing for multi-family housing within the Corridor. The income ranges of households showing the highest demand for renter-occupied housing fall between 50 percent and 80 percent of the U.S. Housing and Urban Development (HUD) defined area median income, and thus, these households would qualify for the program.

Figure 6.27 - Workforce Housing Examples

E1.4 AS PART OF THE CITY'S DEVELOPMENT PROCESS, ENSURE INCENTIVES ARE SCALED APPROPRIATELY TO THE PROJECT AND ARE A LONG-LASTING COMMUNITY INVESTMENT.

This strategy encourages the City to provide only redevelopment incentives that ensure the supported assets stay within the community. For example, if a new business were to leave after the incentive expired, the incentive utilized to attract that new business would still exist (building, public infrastructure, etc.) and could be used to attract another new opportunity. By offering concrete incentives that last within the community for years to come, the City's investment will not be lost throughout the flurry of the competitive market of commerce.

E1.5 PROMOTE OPPORTUNITY SITES FOR COMMERCIAL REDEVELOPMENT AND INFILL IN THE DOWNTOWN CORE AND MAIN STREET MIXED-USE SUBAREAS.

The Downtown Core Subarea and the Main Street Mixed-Use Subarea are two areas where catalyst sites were explored due to redevelopment potential and location along the Corridor. With the research and analysis of each catalyst site, the City is encouraged to promote both Subareas as prime opportunities for redevelopment. The City should use their relationships with other business organizations to continue the momentum and conversations around these two Subareas. Future development should be encouraged to consider designated transportation facilities with valuable amenities, such as landscape areas, plazas, or other on-site or nearby amenities. Figure 6.28 illustrates potential redevelopment locations within the Downtown Core Subarea's vision.

E1.6 TARGET AND RECRUIT RETAIL AND ENTERTAINMENT BUSINESSES CONSISTENT WITH THE DOWNTOWN CORE SUBAREA'S VISION.

Downtown business expansion will rely on attracting local entrepreneurs willing to invest in the Gardner community while taking on financial risk. The coffee shop, pharmacy, pottery business and funeral home are established examples of this kind of commitment and successful investment. The City should work with the Chamber of Commerce to target and recruit additional restaurants, craft breweries and unique stores that can add to the vibrancy and cumulative attraction of the Downtown, and to inform potential businesses and entrepreneurs about available business assistance and incentive programs.

Figure 6.28 - Potential Redevelopment Opportunities in Downtown Core Subarea

E1.7 SUPPORT THE RENOVATION AND REDEVELOPMENT OF DOWNTOWN HISTORIC BUILDINGS.

Another factor that makes the Downtown environment unique is the historic building stock. The four corners of Main and Elm Streets each have several historic buildings that collectively define the center of Downtown commercial development, see Figure 6.29. Current Downtown rent rates do not cover typical renovation costs; public investment may assist in closing the gap to improve feasibility. Providing financing assistance to property owners interested in renovating these buildings into more updated commercial space, or supporting their acquisition by motivated developers, will help attract some of the desired businesses to the Downtown area.

E1.8 PROMOTE VERTICAL MIXED-USE REDEVELOPMENT OPPORTUNITIES IN THE MAIN STREET MIXED-USE SUBAREA.

To achieve the most out of the limited parcel depths along the north side of Main Street, and to support shared parking solutions, promoting vertical mixed-use redevelopment within the Main Street Mixed-Use Subarea is encouraged. Vertical mixed-use development will enhance the pedestrian environment and visually extend the development type from the Downtown Core Subarea.

E1.9 SUPPORT AND HELP PROMOTE THE NEIGHBORHOOD REVITALIZATION PROGRAM.

The Neighborhood Revitalization Program (NRP) occurs in three locations throughout the City of Gardner, two of which are directly related to the Main Street Corridor. NRP is a way for business property improvements to receive up to a 10-year rebate on the increased taxes paid as a result of new construction or rehabilitation projects. Eligible commercial and business properties could receive up to a 95 percent rebate. Qualified improvements include new construction, rehabilitation and additions. Multiple improvements to the same parcel completed within one calendar year will be treated as one improvement.

To qualify for revitalization, a parcel of real estate:

- Must be located within a designated district
- Must be commercially zoned by the City of Gardner
- Must have a minimum increase in assessed property value directly resulting from construction and improvements
- Must be in compliance with current City codes and regulations or will be brought into compliance as part of the project
- Cannot be in arrears with regard to taxes

Figure 6.29 - Existing Downtown Historic Buildings

E1.10 SUPPORT COMMUNITY-ORIENTED RETAIL DEVELOPMENT AND REINVESTMENT IN THE EAST GATEWAY SUBAREA.

The East Gateway Subarea is the City's primary retail shopping district for neighborhood- and community-serving commercial uses (see Figure 6.30) anchored by Price Chopper and including other specialty foods, pharmacy, liquor, locally-oriented restaurants, and ancillary convenience goods stores. Maintaining a full-line supermarket is critical to the area's viability. The City should therefore support any plans for reinvestment, expansion, or new investment by existing or additional grocery and food stores, and work with commercial property owners interested in investing in building improvements to maintain viable retail spaces. The City should also explore ways to support reinvestment and new investment in hotels and other hospitality-related commercial uses near the I-35 interchange, including incorporating hospitality land uses in future City annexations near this interchange.

E1.11 SUPPORT COMMUNITY-ORIENTED DEVELOPMENT IN THE WEST GATEWAY SUBAREA.

The West Gateway Subarea is envisioned to be a community-oriented retail district similar to the East Gateway Subarea when the population of the surrounding trade area reaches a level to support a grocery store as an anchor. The City should therefore plan for the addition of 10 to 20 acres of additional neighborhood- and community-serving retail and commercial uses built in planned shopping centers. Future development should take into consideration the proximity to the High School and surrounding neighborhoods, as future traffic volumes from new development could add pressure to existing street networks.

E1.12 RESEARCH POTENTIAL PARTNERSHIPS AND SOLUTIONS THAT COULD BE CONSIDERED AS A FRAMEWORK FOR A CITY POLICY RELATING TO RELOCATION ASSISTANCE FOR RESIDENTS OF AFFORDABLE HOUSING WHO ARE DISPLACED BY REDEVELOPMENT.

Figure 6.30 - Typical Community-Oriented Development

ECONOMIC DEVELOPMENT, CONT.

E2.0 Leverage partnerships to achieve Corridor and Downtown redevelopment opportunities.

E2.1 RECRUIT QUALITY COMMERCIAL/RETAIL BUSINESSES.

To proactively encourage redevelopment, the City should pursue strategies to help attract quality commercial/retail businesses such as:

- Marketing Brochure - create a marketing brochure highlighting positive demographics to help position and market to future businesses (see Figure 6.31), such as but not limited to collaborating with the Johnson County Airport Commission, businesses and Industrial Park managers to establish a unified marketing campaign.
- Detailed Market Analysis - developing and utilizing a detailed market analysis for specific development types to support recruitment of potential developers and investors.
- Targeted Industry Incentive Package - providing public incentives (public infrastructure, tax rebate, etc.) on properties where potential business could locate.
- Direct Marketing - participating in business-oriented organizations, such as the International Council of Shopping Centers (ICSC).

The City should leverage their partnerships with the Southwest Johnson County EDC, the Johnson County Airport Commission, and the Gardner-Edgerton Chamber of Commerce to start recruiting once strategies are identified.

E2.2 ESTABLISH AGREEMENTS WITH PROPERTY OWNERS IN THE DOWNTOWN CORE SUBAREA TO UTILIZE AND SHARE CIVIC RESPONSIBILITY TO HELP IMPLEMENT THE DOWNTOWN CORE VISION.

The vision for the Downtown Core is focused on the creation of an identifiable civic green space for the City of Gardner. The civic green serves as a unifying element. The creation of the space allows for a large number of citizens to gather for a farmer's market, civic celebrations, or annual festivals. This space can also be utilized as an extension of the Johnson County Fair to further integrate the City and the fair.

Much of the Downtown Core Subarea's vision is unattainable without the establishment of agreements with local businesses and property owners. For example, the south public green space will need cooperation from the local pharmacy and bank, while the north public green space will only succeed by communicating with the Fair Board, Johnson County Library and the First Presbyterian Church. The planning team recommends that the City establish these agreements with the surrounding property owners in the Downtown Core Subarea to help implement the overall vision of the Downtown Core Subarea.

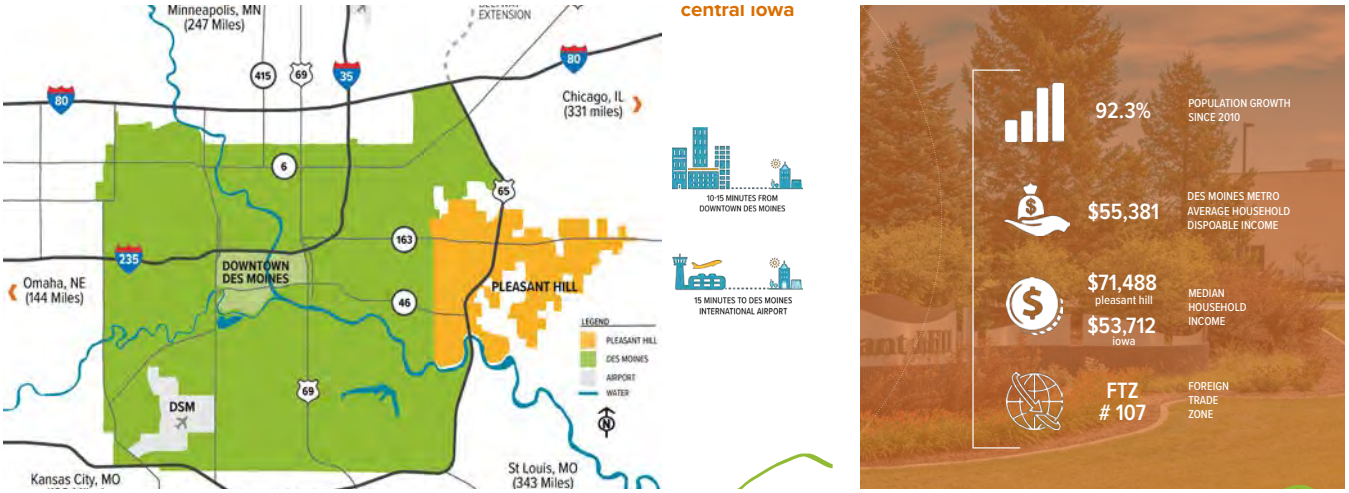


Figure 6.31 - Marketing Brochure Example

ECONOMIC DEVELOPMENT, CONT.

E3.0 *Update City plans and development codes to accommodate the Main Street economic development potentials.*

City staff provided the following insights regarding potential issues and solutions that might influence the implementation of development and redevelopment opportunities along the Main Street Corridor:

Mixed-Use Development

Downtown – currently there is only one future land use category in the Gardner Comprehensive Plan (Mixed Use) that contemplates the mixing of uses (such as commercial and residential uses) within a building or an area. This future land use category is designated in a very patchy, limited five-block area of Downtown Gardner between Center Street, Sycamore Street, E. Washington Street, and E. Park Street. Greater flexibility would be provided to property owners in maintaining or redeveloping their properties if the area designated for mixed use in Downtown was expanded to be inclusive of a larger area between Center Street, Mulberry Street, E. Madison Street, and the BNSF railroad tracks. This would also eliminate some existing nonconforming uses, while accommodating a broad range of retail, service, entertainment, employment, civic and supporting residential uses. It would also support the implementation of a higher level of civic design of consistent character to support Downtown.

Other areas of the Main Street Corridor – to accomplish a mixed use development outside of the five-block area Downtown would require a rezoning or a zoning text amendment, as current zoning designations are not supportive of this type of development. The majority of the parcels that provide opportunity for such development or redevelopment are currently zoned General Business (C-2) or Heavy Commercial (C-3). Rezoning to the Office (CO) or Neighborhood Business (CO-A) districts would provide opportunity for a mix of uses, but there are currently very few parcels with this zoning designation in the City. An alternate strategy would be to revise the provisions of the C-2 district to accommodate mixed uses. Other strategies should be developed to encourage or ensure this type of development occurs in the future.

Mixed Density Residential

To support housing diversity goals of the Gardner Comprehensive Plan, the Gardner Land Development Code established the Mixed-Density Neighborhood (R-4) zoning district that accommodates a mix of single-family and multi-family residential development types (along with complimentary civic, lodging and mixed uses). However, there is currently no single future land use category that supports this zoning district and provides guidance for its placement. Additionally, there are currently no properties in Gardner with the R-4 zoning designation. A mixed use future land use designation could support a diversity of housing types as accommodated by this zoning district. Or the future land use designations could be revised to be more inclusive of diverse housing types as appropriate.

This information was utilized to help craft the following strategies that help support the E3.0 Recommendation.

E3.1 UPDATE THE "CITY OF GARDNER LAND USE PLAN" MAP WITHIN THE COMPREHENSIVE PLAN.

The City's future land use plan within the Comprehensive Plan should be updated to reflect the vision of the Main Street Corridor; specifically to provide for greater flexibility through expanding mixed use opportunities Downtown and along the Main Street Corridor. See Figure 6.32 for the Main Street Corridor Future Land Use Plan.

E3.2 IMPLEMENT CHANGES TO THE DESCRIPTIONS UNDER THE "LAND USE CATEGORIES" SECTION TO ACCOMMODATE THE *MAIN STREET CORRIDOR PLAN* VISION.

Summary of the substantive recommended changes to the future land use descriptions, which are intended to provide greater consistency in language with the Gardner LDC and incorporate the vision of the Gardner *Main Street Corridor Plan* for community redevelopment:

- Low Density Residential – Clarify that this future land use description, while primarily for single-family homes, may also include duplexes and triplexes in a low density context.
- Mixed Use – re-purpose this future land use description as "Core Mixed Use" to implement mixed use concepts in the vicinity of the Downtown core of the community.
- Community Commercial – re-purpose this future land use description as "Community Mixed Use" to implement mixed use concepts along the corridor outside of Downtown and in neighborhood centers.
- Light Industrial and Office Parks – re-categorize as "Commercial and Light Industrial" with a focus on commercial and light industrial uses, associated with districts that also accommodate office development.
- Heavy Commercial and Industrial – this is a new future land use category to accommodate more intense commercial and industrial uses.
- Public/Semi-Public – use this for larger areas reserved for public or semi-public use that are not expected to face redevelopment challenges any time in the future. Would not necessarily include churches or small schools that exist in harmony in other districts and could potentially be redeveloped for a different use in the future.
- Additionally, the City should determine whether to amend the future land use designations for areas outside the Gardner Main Street Corridor Plan study area based on modifications to future land use descriptions and development trends.

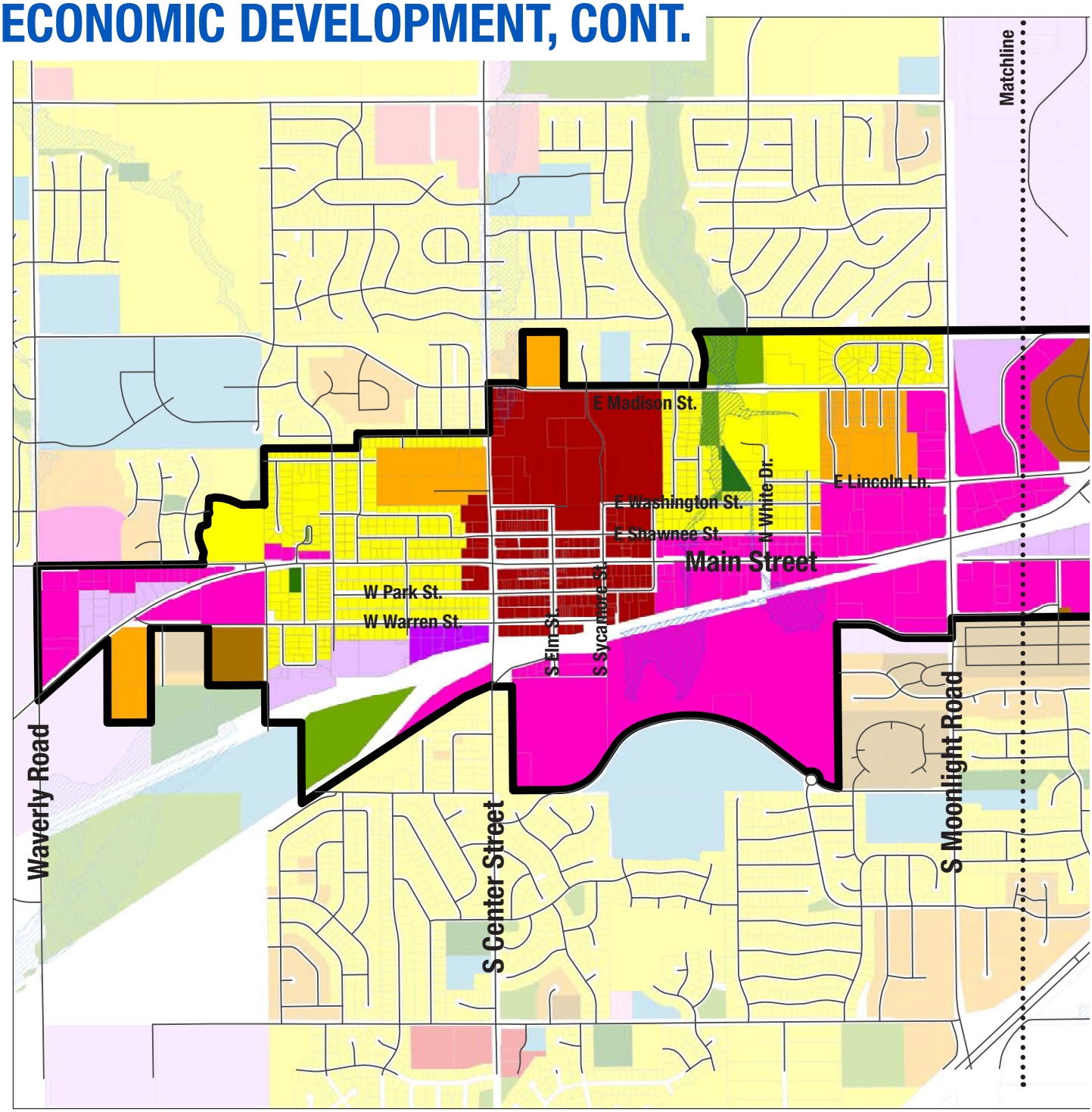
E3.3 REVISE THE LDC TO MATCH THE MODIFIED FUTURE LAND USE CATEGORIES.

- Revise the R-2 district of the LDC to allow triplexes in single-family or duplex structures (includes amendments to the specific use standards).
- Revise the typically applicable zoning districts for the Medium Density Residential future land use to also include the Residential Manufactured and Mobile Home Planned District (RM-P) for small scale development of this type. This is consistent with the intent of the existing future land use description.
- Revise the typically applicable zoning districts for the Community Mixed Use future land use (currently Community Commercial) to also include General Business (C-2).
- Revise the typically applicable zoning districts for the Regional Commercial future land use to include only Heavy Commercial (C-3) and Restricted Industrial (M-1), rather than C-2; C-3; M-1.
- Revise the typically applicable zoning districts for the Commercial and Light Industrial future land use (currently Light Industrial & Office Parks) to include only Heavy Commercial (C-3) and Restricted Industrial (M-1), rather than C-O; M-1; M-2.
- Add the Heavy Commercial and Industrial future land use to Table 5-1 with typically applicable zoning district as General Industrial (M-2).
- Amend the C-2 District to accommodate additional building types of Live/Work, Mixed-Use, Row House, and Walk-Up apartment.
- Amend the C-2 District to accommodate additional uses of Multi-Unit Household Living, Mixed Use, and Live/Work.

E3.4 ESTABLISH SPECIFIC REQUIREMENTS FOR CATALYTIC SITES THAT ACCOMPLISH THE GOAL OF VERTICAL MIXED-USE ALONG THE MAIN STREET CORRIDOR USING TOOLS SUCH AS THE FOLLOWING.

- Specific planned zoning district
- Minimum FAR
- Minimum building height
- Land use percentages
- Specific building type

ECONOMIC DEVELOPMENT, CONT.



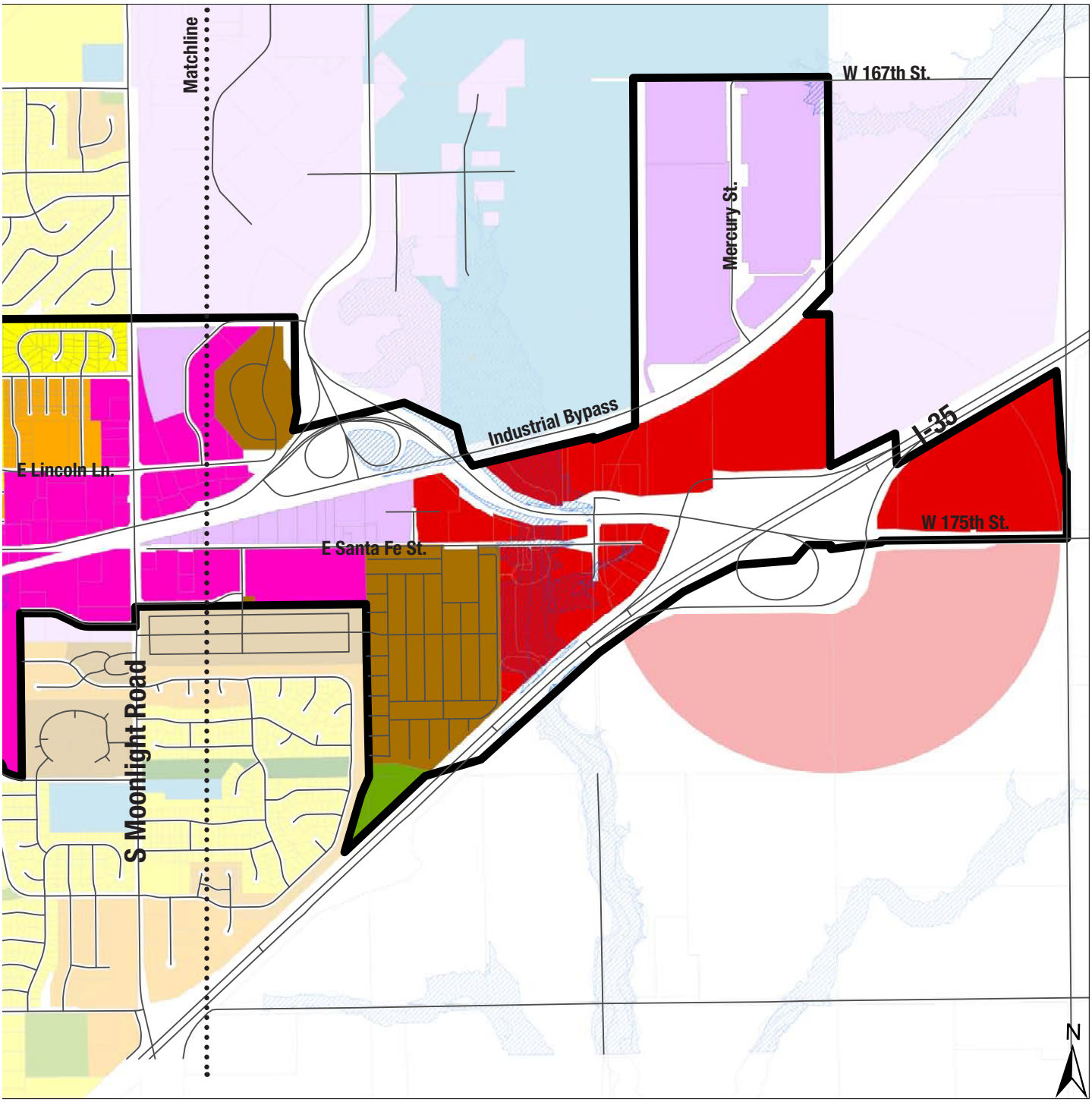
Main Street Corridor Future Land Use

Legend

- General Corridor Area
- Floodplain
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Core Mixed-Use
- Community Mixed-Use

*All designations outside study area boundary refer to Future Land Use Map, 2014 Gardner Comprehensive Plan.

Figure 6.32 - Main Street Corridor Future Land Use Map



CONFLUENCE

Community Commercial
Regional Commercial
Commercial and Light Industrial
Heavy Commercial and Industrial
Open Space
Parks and Rec
Public/Semi Public
Utility
ROW

ECONOMIC DEVELOPMENT, CONT.

E4.0 *Investigate new parking management efforts Downtown.*

E4.1 MANAGE CITY FLEET AND EMPLOYEE PARKING TO FREE UP PUBLIC PARKING IN DOWNTOWN CORE SUBAREA.

During the planning process, the community expressed concern about the lack of parking in the Downtown Core and in particular the parking lot north of City Hall. This parking lot serves both the Library and City Hall users by agreement. However, there is a perception that City Hall patrons and employees are the primary users of this parking and library patrons can not always find a parking space.

The City is encouraged to explore alternatives for fleet and employee parking, such as satellite parking with shuttle service, shared parking with Aquatic Center or Fairgrounds, or incentive to utilize alternative modes of transportation, to help alleviate the parking demand of City Hall.

E4.2 ENSURE NEW DEVELOPMENT IN DOWNTOWN CORE SUBAREA AT A MINIMUM MAINTAINS PARKING.

In addition to the concern for parking north of City Hall, the community felt the entire Downtown Core Subarea also lacks sufficient parking. Once redevelopment occurs, parking in the Subarea must be maintained, and future location of parking should be further analyzed, as proximity of parking is very important to the citizens of Gardner. See Figure 6.33 for proposed Downtown Parking net gain per the Downtown Core Subarea's vision.

E4.3 DISCUSS SHARED PARKING FOR CITY EMPLOYEES WITH THE FAIRGROUNDS OR SEASONAL OPTIONS SUCH AS AT THE AQUATIC CENTER.

In addition to exploring other solutions for City fleet vehicles, this strategy also suggests exploring shared parking solutions for City employees, either with the Fairgrounds or other City owned facilities such as the Aquatic Center. The primary goal is to alleviate parking pressures in the Downtown Core Subarea by freeing up a large amount of parking that is used on a regular basis by City employees for the public to utilize.

Figure 6.33 - Proposed Downtown Parking Count Improvements

ECONOMIC DEVELOPMENT, CONT.

E5.0 *Partner with Johnson County Fair Board to improve communications and support opportunities to meet their future goals.*

E5.1 IDENTIFY CITY LIAISON TO ATTEND FAIR BOARD EXECUTIVE MEETINGS. FAIR BOARD TO APPOINT LIAISON TO HELP TO COORDINATE CITY ISSUES.

To continue conversations and relationships established during this planning process, it is recommended that the City of Gardner work with the Fair Board to establish a consistent flow of dialogue and communication. The Fair Board should be contacted about the possibility of adding a City representative to their board to serve as a liaison between the two entities. Fair Board meetings are held once a month and this would be an opportune time to relay information between each party. See Figure 6.34 to see the location of the Fairgrounds.

Figure 6.34 - Fairgrounds Proximity to Downtown Core Subarea

E6.0 *Fully leverage identity as Johnson County Fair host community.*

E6.1 COMMUNICATE REGULARLY WITH FAIR BOARD ON PROGRAMS AND EVENTS.

The Johnson County Fairgrounds has been a staple of the Gardner community since 1939. To capitalize on the opportunities that the Fairgrounds provides to the City of Gardner (large piece of land near Downtown, brings in outside visitors for one week, etc.), it is recommended that the City communicate regularly with the Fair Board on programs and events.

E6.2 SUPPORT FAIR EVENTS THROUGH THE CITY'S SOCIAL PLATFORMS.

It is also recommended that the City should support any events held at the Fairgrounds by promoting them through their social media platforms. This will help extend the reach of potential visitors, along with spin-off benefits such as increased business activity in the Downtown Core Subarea.

ECONOMIC DEVELOPMENT, CONT.

E7.0 Promote development of large undeveloped property south of the railroad tracks.

E7.1 PREPARE A SUBAREA PLAN TO EVALUATE POTENTIAL LAND USES APPROPRIATE FOR FUTURE LAND DEVELOPMENT.

During the two-day workshop, the planning team explored potential development ideas within the large area of undeveloped property south of the tracks (see Figure 6.35) that is not within City limits. This was primarily a study and analysis of potential sports tourism and civic amenities based on the information that was available to the planning team at this time, but further evaluation of the property is recommended to better identify the appropriate use of this land. Future annexation into the City limits for this property would also need to be obtained.

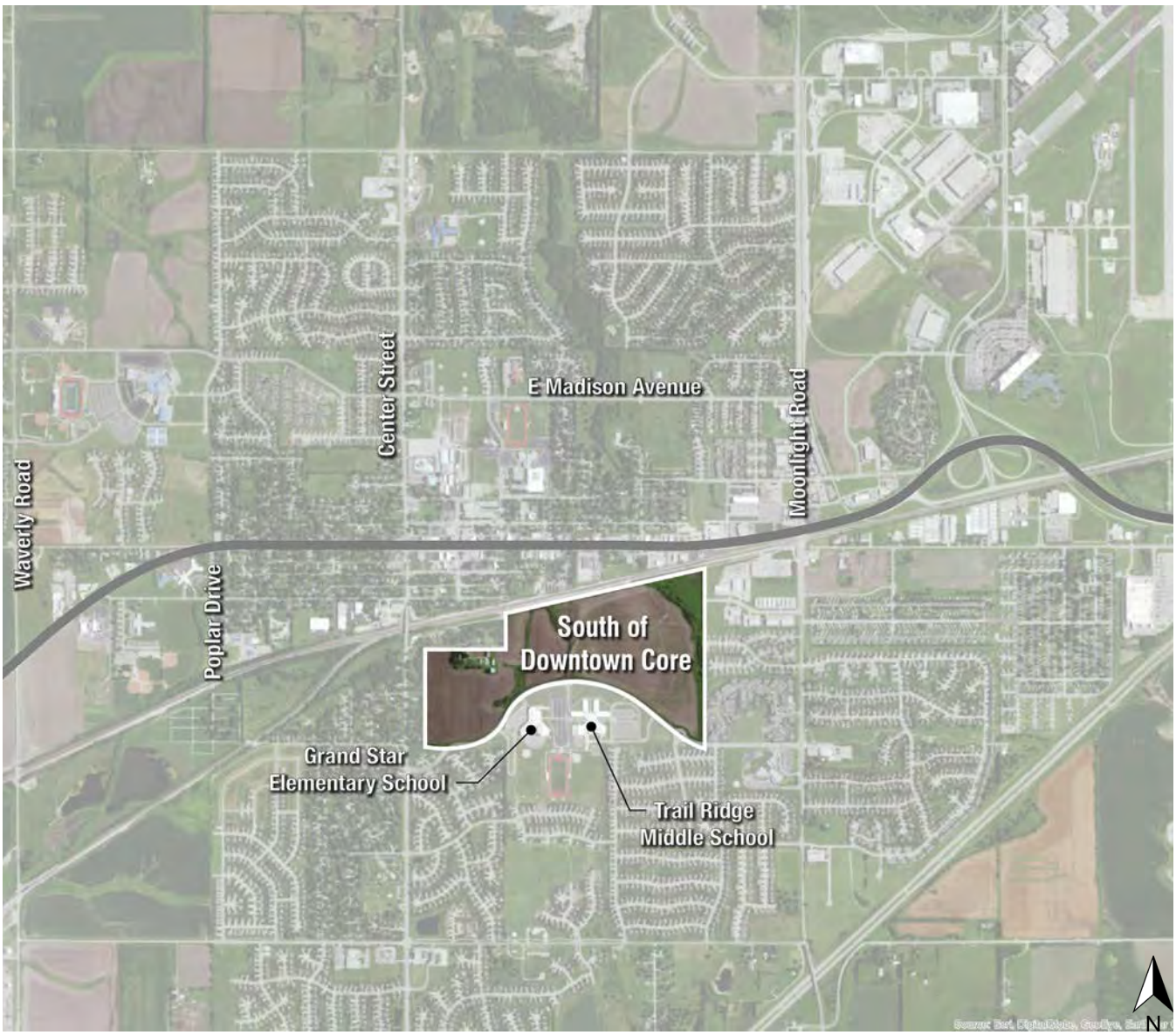


Figure 6.35 - Property South of Railroad Tracks Location Map

QUALITY OF LIFE

Q1.0 Create a strong and identifiable public green space in the Downtown Core Subarea.

Q1.1 INITIATE STEPS TO ACQUIRE PROPERTY OR ESTABLISH A MEMORANDUM OF AGREEMENT TO CONSTRUCT PROPOSED PUBLIC GREEN SPACE.

The Downtown Core Subarea vision is illustrated in Figure 6.36. It is recommended that the City should initiate steps to acquire property (if available), or establish a memorandum of agreement with surrounding property owners to start implementation of the proposed public green space.

Q1.2 DEVELOP CONSISTENT THEMED ELEMENTS FOR THE DOWNTOWN CORE SUBAREA BY BUILDING ON RECENT BRANDING IDENTITY EFFORTS COMPLETED BY THE CITY IN 2016. DEVELOP SIMULTANEOUSLY WITH STREETSCAPE MASTERPLAN FOR THE CORRIDOR.

The City recently completed a branding effort in 2016 and this strategy should build on that effort. This strategy should also develop consistently themed elements exclusive for the Downtown Core Subarea. Elements within this package could consistent of, but are not limited to, neighborhood markers, pedestrian lighting, benches, planters, litter and recycling receptacles, screening panels, public art, and pole banners and other signage. This effort should be studied in conjunction with or included within the Streetscape Masterplan for the Main Street Corridor.

Q1.3 CREATE SIGNAGE AND GATEWAY TO COMMUNICATE UNIQUE GARDNER IDENTITY AND TRANSPORTATION HISTORY.

To help strengthen the character and presence the Downtown Core Subarea already possesses, it is recommended to design and build the signage package that expresses the unique Gardner identity established by the City's Streetscape Masterplan (from Recommendation Q1.2) recommendations and findings. This should take into consideration the history of the trails, the railroad, and airport, along with the City's desire for forward-thinking tech companies and commerce. Location of signage should help inform and identify the many different aspects of the civic core, and promote a sense of community pride.

Figure 6.36 - Plan view of Downtown Core vision

QUALITY OF LIFE, CONT.

Q2.0 *Implement a more robust streetscape program along the Main Street Corridor.*

Q2.1 PREPARE STREETSCAPE MASTERPLAN FOR THE MAIN STREET CORRIDOR AND SURROUNDING SUBAREAS IDENTIFIED WITHIN THIS PLAN. INCLUDE OPPORTUNITIES FOR EAST AND WEST GATEWAY MARKERS.

During the planning process, the community and Steering Committee identified an "Overall Subarea Identity Strategy" for the Main Street Corridor – see Figure 6.37. This strategy focuses the bulk of investment for future streetscape amenities and signage at the center of the Corridor in the Downtown Core Subarea as it is most pedestrian friendly and can embrace the Downtown character and charm.

Areas along Main Street that are recommended to include some of the same streetscape amenities, but limit the number of features, are the Subareas directly adjacent to the Downtown Core Subarea - the Main Street Residential Subarea and the Main Street Mixed-Use Subarea. These areas are intended to display the same sense of place as the Downtown Core Subarea, but focuses the amenities directly on the Corridor, emphasizing the pedestrian and streetscape experience as an extension of the Downtown Core Subarea.

The East and West Gateway Subareas are to remain 'clean and simple' – a version of the overall streetscape Corridor family that is minimal, simple and pragmatic – knowing that these areas will be much more vehicular-oriented than the two previous areas described above. The "Overall Subarea Identity Strategy" also highlights the need for potential east and west gateway identity markers as users enter the Main Street Corridor.

One of the first things that can be accomplished after this plan is completed is a more detailed look at the overall Corridor's streetscape. This should involve a robust community engagement process to generate ideas and identify preferences on the overall theme of the Corridor, and can help inform the gateway markers identified at either ends of the Corridor. This would also include the subset of elements found within the Downtown Core Subarea. By completing a Streetscape Masterplan for the Corridor, it reduces the concern for implementing pieces randomly, and provides a guide for future implementation along the street.

Q2.2 DESIGN AND BUILD STREETSCAPE MASTER PLAN TO INCENTIVIZE PRIVATE INVESTMENT.

After the Streetscape Masterplan is established, the next step would be to find funding sources to build it. Since this is over a two-mile long Corridor, including the Downtown Core Subarea, the City could request that phasing options should be explored to implement select pieces along the Main Street Corridor. The benefit in public investment along a major arterial through Gardner is that it illustrates the identity of the community, and encourages private investment.

Q2.3 ENCOURAGE NEW DEVELOPMENT TO INCORPORATE STREETSCAPE PROGRAM.

Once new development or redevelopment starts to occur along the Main Street Corridor, the City should encourage new development to incorporate the new streetscape program to further enhance the identity and experience of the Main Street Corridor.

Figure 6.37 - Community "Overall Subarea Identity Strategy" for Main Street Corridor

QUALITY OF LIFE, CONT.

Q3.0 *Improve walkability and connectivity between neighborhoods and Corridor.*

Q3.1 EXPAND EXISTING SIDEWALK DATA BY IDENTIFYING CURRENT CONDITIONS OF EACH SEGMENT AND CONTINUE TO IMPLEMENT NEW SIDEWALK FACILITIES AS SUGGESTED BY EXISTING SIDEWALK INVENTORY.

To assist with making all sidewalks ADA compliant and creating a connected pedestrian network throughout the Gardner community, it is recommended to update and keep current the existing sidewalk database. This will help track progress and identify potential gaps within the community. See Figure 6.38 for map of sidewalk network along the Main Street Corridor.

New sidewalk segments can be implemented by continuing to require new development or redevelopment to construct these segments, as well as exploring funding programs, such as the Neighborhood Revitalization Program, to construct new sidewalk to fill these gaps.

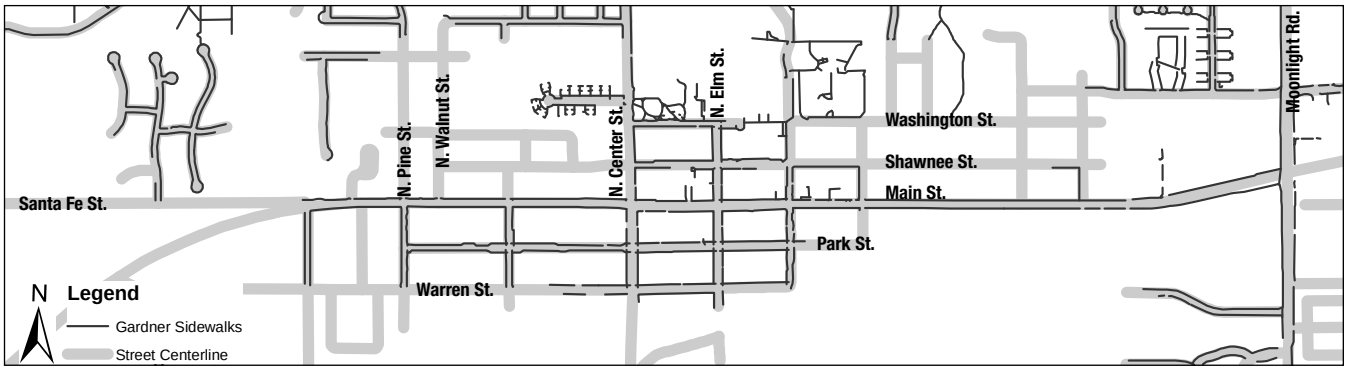


Figure 6.38 - Current Sidewalk Network in Gardner

Q4.0 *Strengthen connections to regional trail network.*

Q4.1 IMPROVE BICYCLE AND PEDESTRIAN FACILITIES TO SUPPORT REGIONAL TRAIL NETWORK.

The *Historic Trail Retracement Plan* is currently underway. Final recommendations of that plan should be incorporated into the bicycle and pedestrian facilities within Gardner to help increase connectivity to the overall trail system of the greater Kansas City region.

Q4.2 IMPROVE SIGNAGE TO SUPPORT REGIONAL TRAIL NETWORK.

The *Historic Trail Retracement Plan* has established signage (See Figure 6.39) to help identify the Santa Fe, Oregon and California Trails. It is recommended that the City of Gardner collaborate with the National Park Service and Mid-America Regional Council to help implement and identify the regional trail network for trail users.

Figure 6.39 - Signage from Historic Trail Retracement Plan

QUALITY OF LIFE, CONT.

Q5.0 *Explore a new Community Center within the Downtown Core Subarea as a catalyst site and an anchor for the public green space.*

Q5.1 STUDY FEASIBILITY OF A PROPOSED COMMUNITY CENTER.

During this planning process, as well as previous planning efforts, the desire for a new Community Center by the citizens of Gardner was a reoccurring issue. A related issue of relocating the Fairgrounds to provide a new site with more potential for growth (and releasing the current property for private redevelopment) was also considered in previous plans but was left unresolved.

After researching existing conditions, market feasibility and the Fair Board's desire to remain at this location, it is recommended that the Fairgrounds remain in their current location. As the City and the Fair Board continue to investigate opportunities to further enhance the fairgrounds as a key civic asset, a shared-use civic center could be an option to consider. Such a facility could house recreation and fitness facilities to serve the community on a daily basis along with a large event space that could be used by the fair. This space can also be rented out for use throughout the year. A flexibly designed space can offer more viable rental opportunities for groups of various sizes, further increasing revenue potential. The school district could also be a partner in this sort of shared-use facility. In order to fully investigate and understand all of the opportunities this type of facility could offer, as well as its viability, a more detailed feasibility study should be conducted with joint support from all interested parties (City, County, Fair Board, School District, etc.).

Q5.2 EXPLORE FUNDING OPTIONS AVAILABLE FOR THE NEEDS THAT THE COMMUNITY IDENTIFIES.

In conjunction with or following the feasibility study for the Community Center, the City should also consider the funding options available to the community to support a new Community Center.

Figure 6.40 - Initial Locations Studied for Potential New Community Center

GREEN SOLUTIONS

G1.0 *Promote environmental responsibility in all new Corridor development and redevelopment opportunities.*

G1.1 REQUIRE PRIVATE DEVELOPMENT TO CONTRIBUTE TO THE OVERALL STORMWATER MANAGEMENT SYSTEM.

G1.2 ENSURE STORMWATER MANAGEMENT AND BEST PRACTICES TECHNIQUES FROM THE BEST MANAGEMENT PRACTICES FOR STORMWATER QUALITY MANUAL ARE INCLUDED IN NEW DEVELOPMENT OR REDEVELOPMENT SPECIFIC TO MAIN STREET CORRIDOR VISION, SEE FIGURE 6.41.

G1.3 WHERE DENSITY, TOPOGRAPHY, SOILS, AND SLOPE PERMIT, USE VEGETATED OPEN CHANNELS TO CONVEY AND TREAT STORMWATER RUNOFF AND PROVIDE OPEN SPACE AMENITIES.

G1.4 CONSIDER IMPLEMENTING A POLICY TO ENCOURAGE THE USE OF BIORETENTION AREAS, FILTER STRIPS AND OTHER STORMWATER MANAGEMENT PRACTICES IN LANDSCAPING AREAS TO PROVIDE STORMWATER TREATMENT BEFORE ROUTING RUNOFF DIRECTLY TO THE ROADWAY OR OTHER STORMWATER CONVEYANCE SYSTEM.

Figure 6.41 - Examples of Stormwater Management / Best Practices

GREEN SOLUTIONS, CONT.

G2.0 *Integrate sustainable measures that also increase pedestrian comfort and pedestrian activity in new streetscape and infrastructure projects.*

G2.1 EXPLORE LARGER AREA DETENTION / WATER QUALITY PONDS WITHIN THE WEST AND EAST GATEWAY SUBAREAS TO PROVIDE DOWNSTREAM FLOOD CONTROL.

At the western end of the Corridor, there are several open areas where urban development has not yet occurred. These areas have the greatest potential to implement larger area detention/water quality ponds to provide downstream flood control. Additionally, The Santa Fe Street study and design is examining temporary and permanent drainage improvement strategies that will be tied to a larger area study. At the east end of the Corridor within the East Gateway Subarea, the greatest potential is to integrate detention and water quality practices into proposed developments. See Figure 6.42 for an example of a large area detention solution.

G2.2 EXPLORE CURB-AREA AND BUMP-OUT AREA LANDSCAPE TREATMENTS WITHIN THE MAIN STREET RESIDENTIAL AND MIXED-USED SUBAREAS AND THE DOWNTOWN CORE SUBAREA.

Within the Downtown Core Subarea and the Main Street Residential Subarea, the primary opportunities relate to curb area and bump-out area landscape treatments. These areas can play a role in regulating stormwater flows and reducing sediment flowing into the storm inlets. If a raised and planted median is installed, the primary benefit would be in the immediate space that the median covers as the stormwater flows from the center of the street to the curb lines. Additionally, redeveloped properties will have the potential to integrate landscaping and stormwater runoff features on their sites. See Figure 6.43 for a typical section of a bioretention swale.

G2.3 SEEK FUNDING TO PLANT DECIDUOUS TREES NEAR THE SIDEWALKS AND TRAILS WITHIN THE MAIN STREET RESIDENTIAL, DOWNTOWN CORE AND MAIN STREET MIXED-USE SUBAREAS TO HELP IMPROVE THE MICROCLIMATE BY PROVIDING SHADE FOR PEDESTRIANS.

G2.4 USE BUILT FEATURES AND/OR VEGETATIVE BUFFERS INCLUDING EVERGREENS AND HEDGES FOR WINDBREAKS AND DECIDUOUS TREES FOR SHADE TO CREATE A FAVORABLE MICROCLIMATE AROUND ALL TRANSIT STOPS AND PUBLIC GATHERING SPACES WITHOUT COMPROMISING VISIBILITY FOR SAFETY PURPOSES.

G2.5 PROMOTE NATIVE VEGETATION WITH DROUGHT-TOLERANT PRAIRIE GRASSES AND WILDFLOWERS WITHIN STREET RIGHTS-OF-WAY AND PUBLIC GATHERING SPACES WHERE POSSIBLE TO REDUCE THE NEED FOR MOWING OR IRRIGATION, SUPPORT POLLINATORS, FILTER STORMWATER, GIVE A SENSE OF BEING BUFFERED FROM TRAFFIC, AND CREATE A UNIQUE IDENTITY FOR THE CORRIDOR.

G2.6 SEEK FUNDING TO IMPLEMENT INTERPRETIVE SIGNAGE TO HIGHLIGHT THE BENEFITS OF SUSTAINABILITY MEASURES WITHIN THE PUBLIC SPACE.

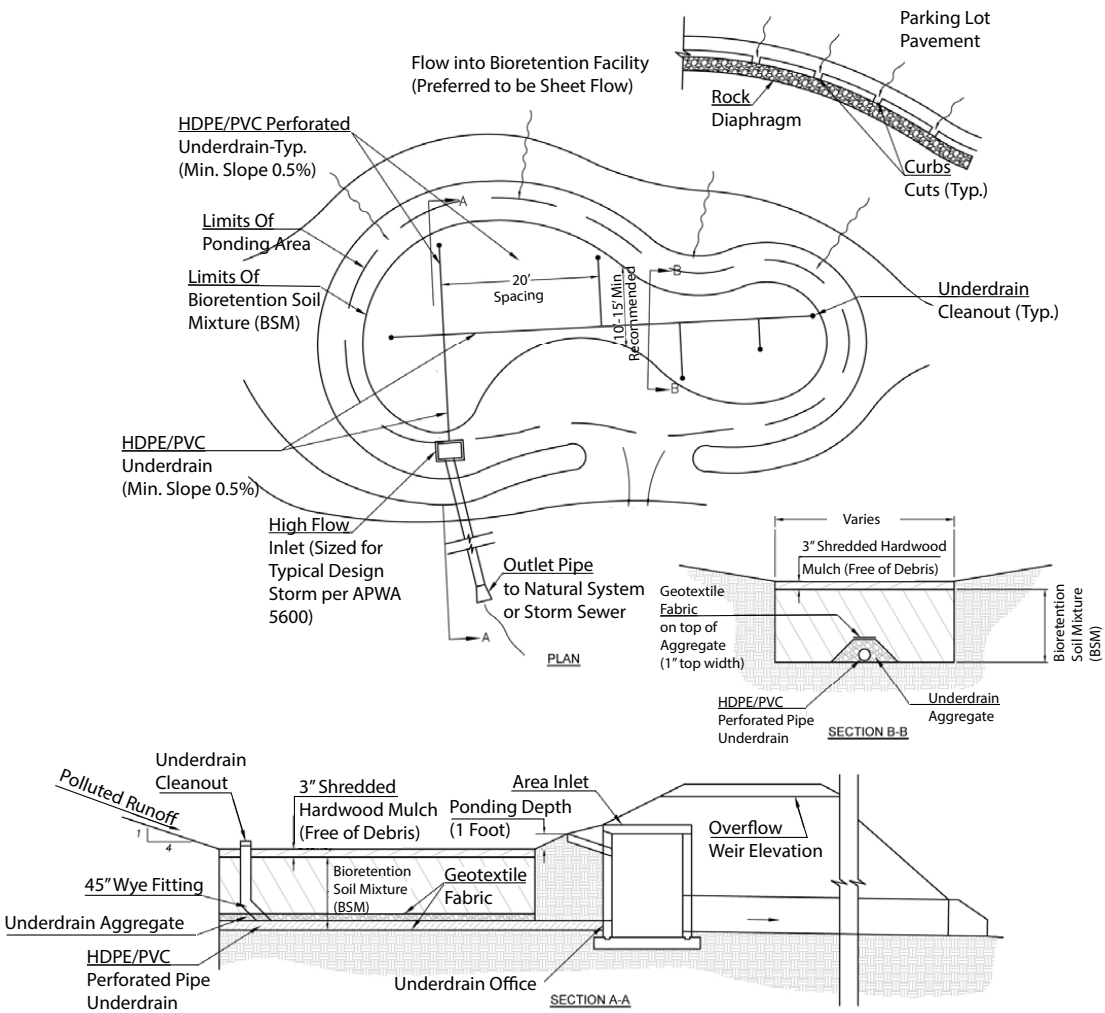


Figure 6.42 - Bioretention Pond Section

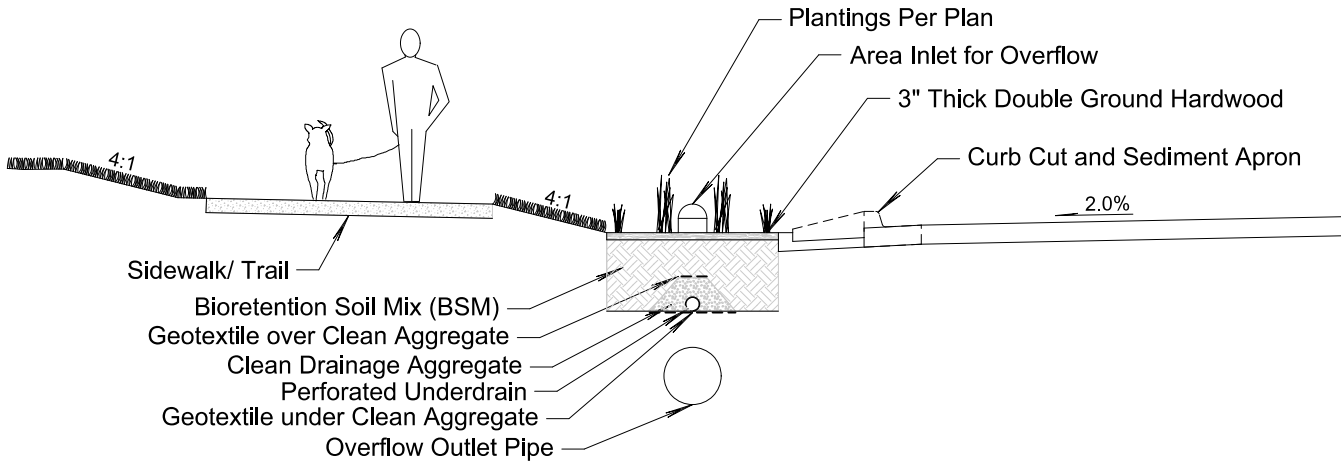


Figure 6.43 - Bioretention Swale Typical Section

GREEN SOLUTIONS, CONT.

G3.0 *Prioritize walkability in new development to promote active living while enhancing the civic life and economic vitality of the Corridor.*

The creation of a walkable Corridor will allow pedestrians to better connect to existing and new facilities, reducing the number of vehicle trips within the Corridor.

G3.1 ESTABLISH COLLABORATION BETWEEN PUBLIC SECTOR AND PRIVATE SECTOR TO ENCOURAGE CONTINUITY OF BIKE/PED CONNECTIVITY.

G3.2 ENCOURAGE THE PROVISION OF BENCHES, BICYCLE RACKS, TRASH RECEPTACLES, AND DRINKING WATER FOUNTAINS NEAR PRIMARY PEDESTRIAN CORRIDORS AND AT OUTDOOR GATHERING AREAS WITH NEW DEVELOPMENT OR REDEVELOPMENT.

G4.0 *Leverage KCP&L prairie wetland as a unique attraction.*

The KCP&L prairie wetland is a 55-acre public facility that improves water quality and provides a habitat for a large number of birds, native grasses, and wildflowers. Although a major storage location for stormwater runoff south of the Main Street Corridor, the City can look at ways of embracing potential opportunity at this site.

G4.1 PURSUE PARTNERSHIP OPPORTUNITIES WITH THE SCHOOL DISTRICT OR OTHER CIVIC OR NON-GOVERNMENTAL GROUPS TO STUDY THE WETLANDS, CREATE INTERPRETIVE DISPLAYS, AND PROMOTE EDUCATIONAL ACTIVITIES THERE.

G4.2 ESTABLISH WAYFINDING SIGNAGE TO GUIDE PEOPLE TO THIS ATTRACTION.

G4.3 CREATE A CITY-SPONSORED EVENT AT THE WETLANDS TO PROMOTE APPROPRIATE ACTIVITIES.

G5.0 *Continue to investigate methods to mitigate railroad noise.*

G5.1 EXPLORE IDEAS TO ALLEVIATE TRAIN RELATED ENVIRONMENTAL ISSUES.

The existing railroad is a heavily utilized corridor that cuts through the City of Gardner, connecting to the Logistics Park Kansas City. The large volume of trains creates unwanted noise pollution for adjacent businesses and residents, and the City should explore ways to mitigate the railroad noise, such as thicker vegetation, walls, etc. Additionally, the City should address railroad-associated environmental issues, such as air pollution and water / soil quality mitigation.

7 IMPLEMENTATION

OVERVIEW

For the Gardner *Main Street Corridor Plan* to be a success, the recommendations outlined within this plan must begin to be implemented. Without an implementation strategy, the *Main Street Corridor Plan* becomes just a document with a plethora of great ideas without an achievable strategy moving forward.

To help aid in the implementation of this plan, a matrix of all recommendations has been provided. The recommendations and strategies are organized according to the four sections of the recommendations in this plan and are listed below for reference.

IMPLEMENTATION MATRIX SECTIONS

- **Transportation + Corridor Function (T);**
- **Economic Development (E);**
- **Quality of Life (Q); and**
- **Green Solutions (G).**

In addition to the concrete information outlined in the implementation matrix, the City has also asked members of the Steering Committee to choose at least one of the four sections to volunteer their efforts to help move forward and champion the recommendations and strategies found herein.

Each year when the City reviews their annual budget and the Capital Improvements Plan, the implementation matrix can be used to help track progress and identify action items that need to be either re-prioritized or removed from the plan. A description of the columns included within the matrix are explained as follows.

Recommendation or Strategy Number (NO.)
Each recommendation is numbered with its respective category abbreviation listed in front, to clarify each section recommendation. For example, T1.0 is the first recommendation listed under the Transportation + Corridor Function category. Sub tasks (strategies) are identified as a decimal of the original recommendation number, such as 1.1, 1.2 and so on.

Project / Description
Identifies the recommendation or strategy. This section will relate directly back to the recommendations discussed earlier within this plan.

Other Sections Supported
Identifies whether the project is related to any of the other three sections within the matrix. This may help with future prioritization or funding sources, but is informational only.

Priority
Modeled after the Comprehensive Plan's implementation matrix, the project priority is indicated as:

- 0 – Ongoing effort
- 1 – Immediate (1-5 years)
- 2 – Medium Term (5-10 years)
- 3 – Long-Term (10+ years)

Internal Responsibility
This identifies the department(s) within the City to help champion the efforts, and essentially manage the success of the task identified. Other departments may or may not be involved. However, this column's purpose is to call for the specific department(s) solely responsible for implementation.

Cost/Impact
This column compares each project against two variables: cost and impact. These elements are measured by three general categories:

- L - Low (cost or impact)
- M - Medium (cost or impact)
- H - High (cost or impact)

Potential Partners / Outside Funding Sources
This column is intended to help identify non-City partners that could potentially assist in completing the identified strategy.

Other Relevant Strategies
This column helps to connect those recommendations and strategies that overlap.

Reference in Document
This column helps identify supporting areas throughout the document by listing relevant page numbers that further explain and / or illustrate that specific strategy.

Status
Also, consistent with the Comprehensive Plan's implementation matrix, project status is indicated as:

- A – Achieved
- O – Ongoing
- N – Not yet addressed

LEGEND

#	RECOMMENDATION
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MAIN STREET CORRIDOR IMPLEMENTATION MATRIX

NO.	PROJECT / DESCRIPTION	OTHER SECTIONS SUPPORTED	PRIORITY	INTERNAL RESPONSIBILITY	COST / IMPACT	POTENTIAL PARTNERS / OUTSIDE FUNDING SOURCE	OTHER RELEVANT STRATEGIES	REFERENCE IN DOCUMENT	STATUS
TRANSPORTATION + CORRIDOR FUNCTION									
T1.0	Slow and manage traffic on Main Street.	E + Q						78	
T1.1	Construct median to slow traffic in the Downtown Core Subarea (Center Street to Sycamore Street).		1	PW	H/H	KDOT + MARC + KCATA	T1.7, T1.8, T1.9, T5.1, Q2.1, G2.2, G2.5, G2.6	18, 19, 58, 78	
T1.2	Maintain parallel parking along Main Street within the Downtown Core Subarea.		0	PW	L/H	KDOT	T1.1	48, 51, 63, 78	
T1.3	Reduce to a three-lane street configuration in the Main Street Residential Subarea.		1	PW	M/M	KDOT	T1.7, G2.2, G2.5	48, 70, 80	
T1.4	Maintain existing street configuration in the West Gateway Subarea.		0	PW	L/L	KDOT		48, 70, 81	
T1.5	Maintain existing street configuration in the Main Street Mixed-Use Subarea.		0	PW	L/L	KDOT		48, 81	
T1.6	Maintain existing street configuration in the East Gateway Subarea.		0	PW	L/L	KDOT		49, 81	
T1.7	Construct intersection improvements along Main Street.		1 or 2	PW	M/M	KDOT	T1.1, Q2.1, Q4.1, G2.2	60, 62,70, 82, 83	
T1.8	Work to reduce posted speed limit along Main Street Corridor.		2	PW	L/M	KDOT + MARC	T1.1, T1.7	82	
T1.9	Safely accommodate truck traffic.		0	PW + PD	L/L	KDOT	T1.1, T1.3, T1.7	49, 82	
T2.0	Improve pedestrian circulation along Main Street.	E + Q + G						84	
T2.1	Maintain existing accessible sidewalk connections and create new sidewalk connections to make the sidewalk network more complete.		0 or 1	PW	M/M	KDOT + MARC	Q3.1, G3.1	48, 84, 105	
T2.2	Continue to reduce curb cuts along the Main Street Corridor per the US-56 Corridor Management Plan.		0	B&ED + PW	L/M	KDOT	Q2.3, G3.1	50, 69, 84	

KEY

		T-Transportation+ Corridor	0-ONGOING	PW-Public Works	L-LOW	KDOT- Kansas Department of Transportation			A-ACHIEVED
		E-Economic Development	1-IMMEDIATE 1-5 yrs	B&ED-Business and Economic Development	M-MEDIUM	MARC- Mid-America Regional Council			O-ONGOING
		Q-Quality of Life	2-MED-TERM 5-10 yrs	PD-Police Department	H-HIGH	BNSF- Burlington Northern and Santa Fe Railroad			N-NOT YET ADDRESSED
		G-Green Solutions	3-LONG-TERM 10+ yrs	P&R-Parks and Recreation		KCATA-Kansas City Area Transit Authority			
				A-Administration					
				C-Communications					

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TRANSPORTATION + CORRIDOR FUNCTION									
T3.0	Introduce bicycle and pedestrian facilities to connect neighborhoods to the Corridor.	E + Q + G						85	
T3.1	Consider improving pedestrian safety at railroad crossings.		0 or 2	PW + B&ED	H/H	BNSF	T3.2, T4.2, G5.1	50, 61, 85	
T3.2	Improve Center Street bridge to widen multi-use path to 7 feet wide.		1	PW	L/H	-		51, 61, 62, 85	
T3.3	Designate and construct bike boulevards per the Bike Network Map.		2	P&R + B&ED + PW	L/M	MARC	Q1.3, Q4.1, Q4.2	60, 62, 86, 87	
T3.4	Designate and construct off-street paths per the Bike Network Map.		1	P&R + B&ED + PW	M/M	KDOT + MARC	T1.3, Q4.1, Q4.2, G2.3, G2.5, G3.1, G3.2	61, 62, 70, 88	
T4.0	Improve access across railroads to better connect north and south sides of the community.	E + Q						89	
T4.1	Investigate construction of a new grade-separate crossing between Moonlight Road and Downtown.		3	PW + B&ED	L/H	BNSF	G5.1	50, 89	
T4.2	Investigate potential pedestrian bridge at Elm Street.		3	PW + B&ED	L/H	KCATA	T3.1, G3.1, G5.1	61, 89	
T5.0	Explore future transit along or near the Main Street Corridor.	E + Q + G						90	
T5.1	Coordinate bus stop(s) and mobility hub(s) location(s) with the Southwest Johnson County Transit Plan recommendations.		0	PW + B&ED	L/M	KCATA + MARC	G2.4	18, 20, 90	

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ECONOMIC DEVELOPMENT									
E1.0	Develop a pro-active approach to attract quality development and redevelopment, and increase diversity of housing mix adjacent to Corridor, including incentives.	Q + G						20, 21, 72, 91	
E1.1	Encourage site assembly for larger development (study areas for site assembly for consistent zoning).		1	B&ED + A	L/H	Kan DOC + SW JoCo EDC	E1.2	14-21, 64-68, 91	
E1.2	Issue RFPs to encourage development along the Corridor.		1	B&ED	L/M	Kan DOC + SW JoCo EDC + KCADC area development council	E1.1, E3.4	14-21, 91	
E1.3	Encourage workforce housing along the Main Street Corridor within and between the Downtown Core and East Gateway Subareas.		1	B&ED	L/H	-	E3.4, E1.12	20-21, 67-69, 72, 76, 91	
E1.4	As part of the City's development process, ensure incentives are scaled appropriately to the project and are a long-lasting community investment.		0	B&ED + A	L/H	SW JoCo EDC + Gardner-Edgerton Chamber of Commerce	E1.8, E1.9, E1.10, E1.11, E2.2	76, 92	
E1.5	Promote opportunity sites for commercial redevelopment and infill in the Downtown Core and Main Street Mixed-Use Subareas.		1	B&ED	L/H	SW JoCo EDC + Gardner-Edgerton Chamber of Commerce	E1.1, E1.2, E1.4, E1.7, E1.9, E1.12, E2.1, E2.2	18-21, 44, 64 69, 92	
E1.6	Target and recruit retail and entertainment businesses consistent with the Downtown Core Subarea's vision.		1	B&ED	L/H	SW JoCo EDC + Gardner-Edgerton Chamber of Commerce, downtown business + property owners	E1.1, E1.2, E1.7, E1.9, E2.1	40-41, 74, 92	
E1.7	Support the renovation and redevelopment of Downtown historic buildings.		1	B&ED	L/H	SW JoCo EDC + Gardner-Edgerton Chamber of Commerce, downtown business + property owners	E1.4, E1.5, E1.9, E2.1	74, 76, 93	
E1.8	Promote vertical mixed-use redevelopment opportunities in the Main Street Mixed-Use Subarea.		0	B&ED	L/H	-	E1.1, E1.2, E1.3, E1.4, E1.5, E1.9, E1.12, E2.1, E3.1, E3.2, E3.4, G3.2	20, 21, 93	

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ECONOMIC DEVELOPMENT									
E1.9	Support and help promote the neighborhood revitalization program.		1	B&ED	L/H	-	E1.4, E1.5, E1.6, E1.7, E1.8	76, 93	
E1.10	Support community-oriented retail development and reinvestment in the East Gateway Subarea.		0	B&ED	L/M	-	E1.1, E1.2, E1.4, E1.9	40-41, 44, 75, 94	
E1.11	Support community-oriented development in the West Gateway Subarea.		0	B&ED	L/M	-	E1.1, E1.2, E1.4, E1.9	40-41, 44, 75, 94	
E1.12	Research potential partnerships and solutions that could be considered as a framework for a City policy relating to relocation assistance for residents of affordable housing who are displaced by redevelopment.		1	B&ED	L/H	-	E1.1, E1.2, E1.5, E1.8	20, 21, 94	
E2.0	Leverage partnerships to achieve Corridor and Downtown redevelopment opportunities.	Q + G						95	
E2.1	Recruit quality commercial/retail businesses.		1	B&ED	L/H	SW JoCo EDC + Gardner-Edgerton Chamber of Commerce	E1.1, E1.2, E1.4, E1.5, E1.6, E1.8, E1.9, E1.10, E1.11	40-41, 74-76, 95	
E2.2	Establish agreements with property owners in the Downtown Core Subarea to utilize and share civic responsibility to help implement the Downtown Core vision.		1	B&ED + A	L/H	Property Owners	E1.12, Q1.1	18-19, 64-66, 95	
E3.0	Update City plans and development codes to accommodate the Main Street economic development potentials.	Q + G						18-21, 96	
E3.1	Update the "City of Gardner Land Use Plan" map within the Comprehensive Plan.		1	B&ED	L/H	-	E1.3, E1.7, E1.8, E1.10, E1.11	96, 98, 99	
E3.2	Implement changes to the descriptions under the "Land Use Categories" section to accommodate the Main Street Corridor Plan vision.		1	B&ED	L/H	-	E1.3, E1.7, E1.8, E1.10, E1.11	97	
E3.3	Revise the LDC to match the modified future land use categories.		1	B&ED	L/H	-	E1.3, E1.7, E1.8, E1.10, E1.11	97	
E3.4	Establish specific requirements for catalytic sites that accomplish the goal of vertical mixed-use along the Main Street Corridor using tools.		1	B&ED	L/H	-	E1.8	97	

KEY									
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ECONOMIC DEVELOPMENT									
E4.0	Investigate new parking management efforts Downtown.	T + Q						100	
E4.1	Manage City fleet and employee parking to free up public parking in Downtown Core Subarea.		1	PW + A	L/M	Property owners	E4.3	51, 63, 100	
E4.2	Ensure new development in Downtown Core Subarea at a minimum maintains parking.		0	PW + B&ED	L/M	-		51, 63, 100	
E4.3	Discuss shared parking for City employees with the Fairgrounds or seasonal options such as at the Aquatic Center.		1	P&R + A	L/L	Fair Board	E4.1	51, 63, 100	
E5.0	Partner with Johnson County Fair Board to improve communications and support opportunities to meet their future goals.	Q						101	
E5.1	Identify City liaison to attend Fair Board executive meetings. Fair Board to appoint liaison to help to coordinate City issues.		1	B&ED + A	L/M	Fair Board	Q5.1	64-66, 101	
E6.0	Fully leverage identity as Johnson County Fair host community.	Q						42, 101	
E6.1	Communicate regularly with Fair Board on programs and events.		0	P&R	L/L	Fair Board		101	
E6.2	Support Fair events through the City's social platforms.		0	C	L/L	Fair Board		101	
E7.0	Promote development of large undeveloped property south of the railroad tracks.	T + Q						102	
E7.1	Prepare a subarea plan to evaluate potential land uses appropriate for future land development.		2	B&ED	L/M	-	E1.2, Q1.12, Q5.1	71, 102	

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QUALITY OF LIFE									
Q1.0	Create a strong and identifiable public green space in the Downtown Core Subarea.	E + G						18-19, 103	
Q1.1	Initiate steps to acquire property or establish a memorandum of agreement to construct proposed public green space.		1	B&ED + A	L/H	Property Owners	E2.2	64-66, 103	
Q1.2	Develop consistent themed elements for the Downtown Core Subarea by building on recent branding identity efforts completed by the City in 2016. Develop simultaneously with Streetscape Masterplan for the Corridor.		2	B&ED + C	M/M	KDOT + Gardner-Edgerton Chamber of Commerce	T3.3, Q1.3, Q2.1, Q4.2	103	
Q1.3	Create signage and gateway to communicate unique Gardner identity and transportation history.		2	C + A	H/M	KDOT + Gardner-Edgerton Chamber of Commerce	T3.3, Q1.2, Q2.1, Q4.2, G2.6, G4.2	103	
Q2.0	Implement a more robust streetscape program along the Main Street Corridor.	T + E + G						18-19, 104	
Q2.1	Prepare Streetscape Masterplan for the Main Street Corridor and surrounding Subareas identified within this plan. Include opportunities for east and west gateway markers.		1	B&ED	M/M	MARC + KDOT	T2.2, T5.1, Q1.2, Q1.3, Q4.2, G2.2, G2.3, G2.4, G2.5	104	
Q2.2	Design and build Streetscape Master Plan to incentivize private investment.		2	B&ED + PW	H/H	KDOT + MARC	E1.4, Q2.1	104	
Q2.3	Encourage new development to incorporate streetscape program.		0	B&ED	L/H	-	T2.2, E1.2, G1.1, G1.3, G2.2, G2.3, G2.4, G2.5, G3.2	104	

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QUALITY OF LIFE									
Q3.0	Improve walkability and connectivity between neighborhoods and Corridor.	T + E + G						105	
Q3.1	Expand existing sidewalk data by identifying current conditions of each segment and continue to implement new sidewalk facilities as suggested by existing sidewalk inventory.		0	PW + B&ED	L/M	-	T2.1, G3.1	105	
Q4.0	Strengthen connections to regional trail network.	E + G						105	
Q4.1	Improve bicycle and pedestrian facilities to support regional trail network.		1	Parks&Rec + B&ED + PW	M/M	Ride America + MARC + State of Kansas + National Park Service	T3.3, T3.4, Q2.3, Q4.1, Q4.2, G3.1, G3.2	60-62, 70, 105	
Q4.2	Improve signage to support regional trail network.		1	Parks&Rec + B&ED + PW	M/M	Ride America + MARC + State of Kansas + National Park Service	T3.4, Q1.2, Q1.3, Q2.1	105	
Q5.0	Explore a new Community Center within the Downtown Core Subarea as a catalyst site and an anchor for the public green space.	E						106	
Q5.1	Study feasibility of a proposed Community Center.		3	Parks&Rec + Admin	M/M	-	E5.0, E7.0	64-67, 106	
Q5.2	Explore funding options available for the needs that the community identifies.		3	Parks&Rec + Admin	L/H	-	E5.0	106	

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GREEN SOLUTIONS									
G1.0	Promote environmental responsibility in all new Corridor development and redevelopment opportunities.	Q						107	
G1.1	Require private development to contribute to the overall stormwater management system.		0	PW + B&ED	L/H	Johnson County Stormwater Management Program		107	
G1.2	Ensure stormwater management and best practices techniques from the best management practices for stormwater quality manual are included in new development or redevelopment specific to Main Street Corridor vision.		1	PW + B&ED	L/H	Johnson County Stormwater Management Program		107	
G1.3	Where density, topography, soils, and slope permit, use vegetated open channels to convey and treat stormwater runoff and provide open space amenities.		0	PW + B&ED	M/H	Johnson County Stormwater Management Program		107	
G1.4	Consider implementing a policy to encourage the use of bioretention areas, filter strips and other stormwater management practices in landscaping areas to provide stormwater treatment before routing runoff directly to the roadway or other stormwater conveyance system.		2	PW + B&ED	L/H	Johnson County Stormwater Management Program		107	
G2.0	Integrate sustainable measures that also increase pedestrian comfort and pedestrian activity in new streetscape and infrastructure projects.	Q						108	
G2.1	Explore larger area detention / water quality ponds within the West and East Gateway Subareas to provide downstream flood control.		2	PW + B&ED	L/H	Johnson County		108-109	
G2.2	Explore curb-area and bump-out area landscape treatments within the Main Street Residential and Mixed-Used Subareas and the Downtown Core Subarea.		1	PW + B&ED	L/H	-	T1.1, T1.3, T1.7, T2.2, Q2.1, Q2.2, Q2.3, G1.3, G1.4, G2.3, G2.5	108-109	
G2.3	Seek funding to plant deciduous trees near the sidewalks and trails within the Main Street Residential, Downtown Core and Main Street Mixed-Use Subareas to help improve the microclimate by providing shade for pedestrians.		0	PW + P&R + B&ED	L/H	MARC; Heartland Tree Alliance	Q2.1, G2.5	108	

KEY									
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GREEN SOLUTIONS									
G2.4	Use built features and/or vegetative buffers including evergreens and hedges for windbreaks and deciduous trees for shade to create a favorable microclimate around all transit stops and public gathering spaces without compromising visibility for safety purposes.		2	PW + P&R + B&ED	L/M	-	T5.1, Q1.1, Q2.1, G2.5	108	
G2.5	Promote native vegetation with drought-tolerant prairie grasses and wildflowers within street rights-of-way and public gathering spaces where possible to reduce the need for mowing or irrigation, support pollinators, filter stormwater, give a sense of being buffered from traffic, and create a unique identity for the Corridor.		0	PW + P&R + B&ED	L/H	-	Q1.1, Q2.1, G1.3, G1.4, G2.2, G2.3, G2.4, G2.6	108	
G2.6	Seek funding to implement interpretive signage to highlight the benefits of sustainability measures within the public space.		2	P&R + B&ED	L/M	MARC	Q1.2, Q1.3, Q4.2, G1.3, G1.4, G2.2, G2.5, G4.2	108	
G3.0	Prioritize walkability in new development to promote active living while enhancing the civic life and economic vitality of the Corridor.	T + Q						110	
G3.1	Establish collaboration between public sector and private sector to encourage continuity of bike/ped connectivity.		0	PW +P&R + B&ED	L/H	-	T2.1, T2.2, T3.4, T4.2, Q3.1, Q4.1	110	
G3.2	Encourage the provision of benches, bicycle racks, trash receptacles, and drinking water fountains near primary pedestrian corridors and at outdoor gathering areas with new development or redevelopment.		0	B&ED	L/M	-	T3.3, T3.4, T5.1, E1.4, E2.2, E5.0, Q1.1, Q2.1	18-21, 110	
G4.0	Leverage KCP&L prairie wetland as a unique attraction.	Q						110	
G4.1	Pursue partnership opportunities with the school district or other civic or non-governmental groups to study the wetlands, create interpretive displays, and promote educational activities there.		1	B&ED + C + P&R	L/M	-		110	
G4.2	Establish wayfinding signage to guide people to this attraction.		1	B&ED + P&R	M/M	MARC	Q2.1	110	
G4.3	Create a City-sponsored event at the wetlands to promote appropriate activities.		2	P&R	L/M	-	Q1.2, Q1.3	110	
G5.0	Continue to investigate methods to mitigate railroad noise.							110	
G5.1	Explore ideas to alleviate train related environmental issues.		0	PW + B&ED	L/H	-	T3.1, T3.2, T4.1, T4.2	50, 110	

KEY									
		T-Transportation+ Corridor	0-ONGOING	PW-Public Works	L-LOW	KDOT- Kansas Department of Transportation			A-ACHIEVED
		E-Economic Development	1-IMMEDIATE 1-5 yrs	B&ED-Business and Economic Development	M-MEDIUM	MARC- Mid-America Regional Council			O-ONGOING
		Q-Quality of Life	2-MED-TERM 5-10 yrs	PD-Police Department	H-HIGH	BNSF- Burlington Northern and Santa Fe Railroad			N-NOT YET ADDRESSED
		G-Green Solutions	3-LONG-TERM 10+ yrs	P&R-Parks and Recreation		KCATA-Kansas City Area Transit Authority			
				A-Administration					
				C-Communications					

COST NARRATIVE

Downtown Core Street Improvements

The proposed improvements within the Downtown Core (between Sycamore Street and Center Street along Main Street) include the construction of a planted median, lane width adjustments, and streetscape and pedestrian amenities. Although not directly within the Main Street Corridor, costs for the bike boulevard (signage and paint) and the 8' off-street path throughout the Downtown Core Subarea is also estimated. This cost range also includes design fees, along with any necessary surveying and a 10% contingency. It is assumed there is no improvement to the roadway pavement (curb to curb), as well as the concrete sidewalk from back of curb to face of building.

- Planted median
- Pavement re-striping
- Streetscape amenities, such as site furnishings, street and pedestrian lighting, specialty signage components, landscaping and BMPS
- Crosswalk 'piano keys' at Center, Elm and Sycamore Streets
- Concrete bump outs at both private drives and intersections
- ADA accessible ramps
- Elm Street signal modification
- Bike boulevard + signage
- 8' off-street path

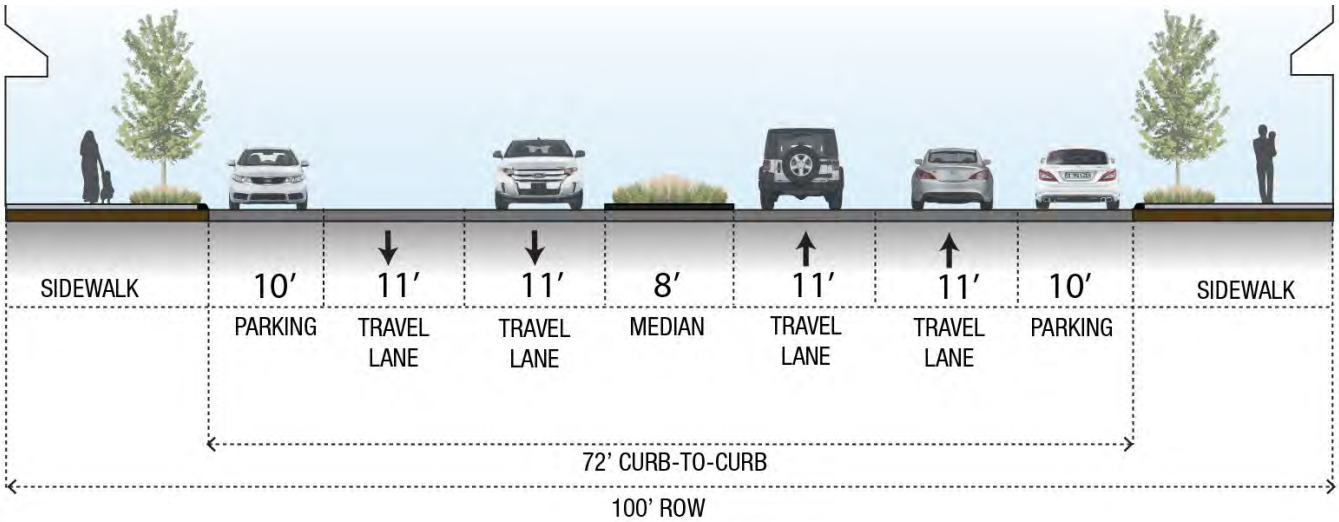
COST RANGE:

$2.0 - $2.5 MILLION

SUPPORTED STRATEGIES:

T: 1.1, 1.2, 1.7, 1.8, 1.9, 3.3, 3.4

Q: 1.3, 2.1, 4.1, 4.2; G: 1.4, 2.5, 2.6, 3.2



Center Street Bridge Improvements

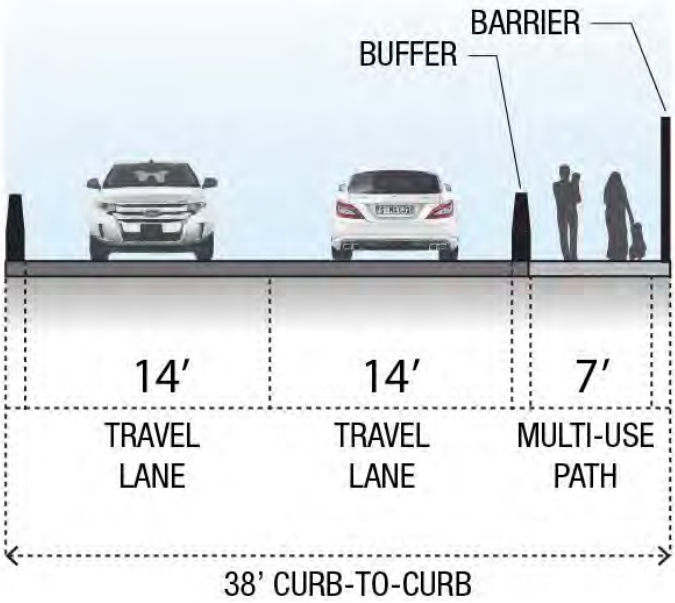
Improvements to the Center Street bridge include an updated concrete barrier and handrail. It also takes into consideration any new concrete and curb and gutter needed for appropriate bridge tie in locations. Traffic control, design fees, a survey and a 10% contingency are also included. It is assumed that there is no improvement to the mainline pavement over the bridge.

COST RANGE:

$225,000 - 300,000

SUPPORTED STRATEGIES:

T: 3.1, 3.2



Main Street Residential Improvements

Improvements to the Main Street Residential Subarea, from Center Street to the Main Street/Santa Fe Street split, are proposed to include re-striping from a four-lane to three-lane road, with simple streetscape improvements. Improvements at Pine Street and Oak Street intersections are also included. This cost includes the potential to adjust the curb (~$500,000) but assumes that no utilities would need to be moved. A survey, design fees, and a 10% contingency is included as well.

- Concrete bulb outs at Pine and Oak Streets
- Striped crosswalks across Main Street
- Consistent street lighting
- Street trees within a tree lawn
- Five-foot walk along the south side of the corridor
- Eight-foot trail along the north side of the corridor
- Bike boulevard + signage.

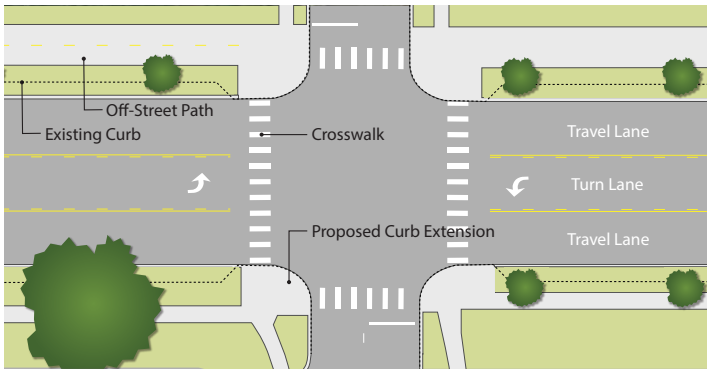
COST RANGE:

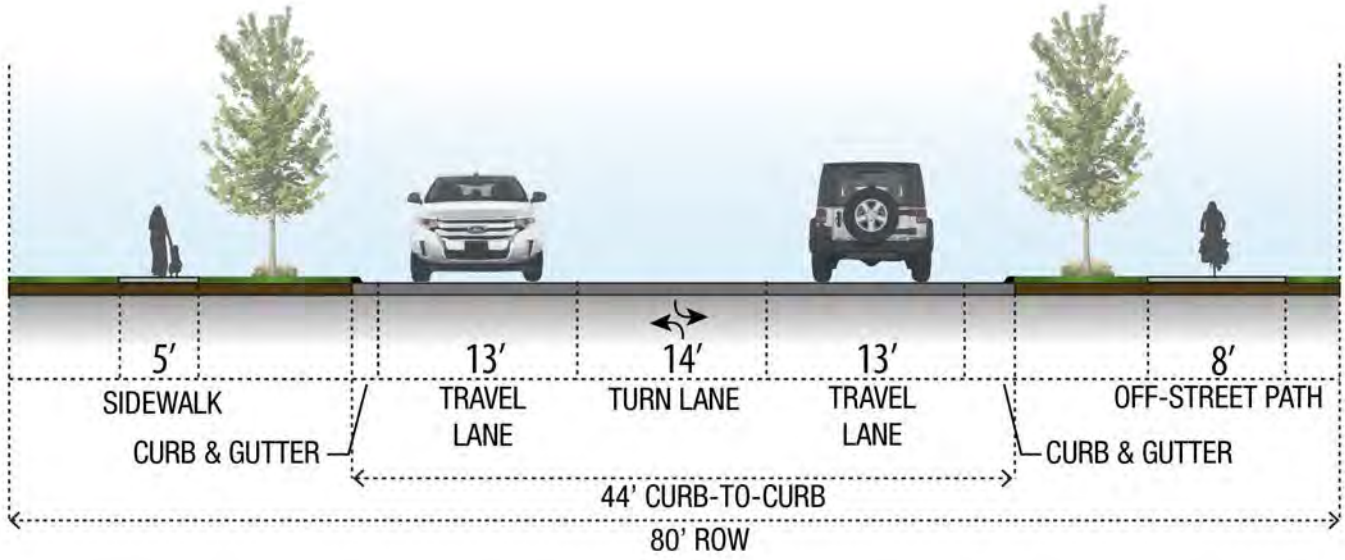
$1.5 - $2.0 MILLION

SUPPORTED STRATEGIES:

T: 1.3, 1.7, 3.3, 3.4

Q: 2.1, 4.1; G: 2.2, 2.5

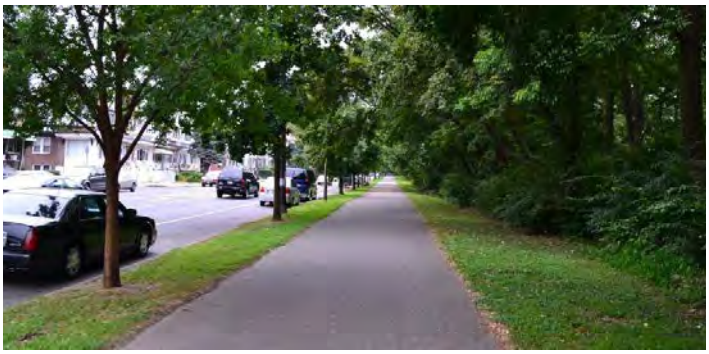




West Gateway Improvements

Improvements to the West Gateway Subarea (from the Main Street / Santa Fe Street split down to Waverly Road and Main Street intersection) includes a simple streetscape treatment: consistent street lighting and street trees to enhance this area of the Main Street Corridor. This area also includes costs for major gateway signage to help visitors and residents identify they are within the Main Street Corridor of the Gardner community. Costs for an 8' off-street path is included from Waverly Road north to Santa Fe Street. Design fees, a survey and a 10% contingency are also included within the cost. There are no improvements proposed to the roadway itself.

- Street lights
- Street trees
- Major gateway signage
- 8' off-street path



COST RANGE:

$1.1 - $1.25 MILLION

SUPPORTED STRATEGIES:

T: 1.4, 3.4

Q: 1.3, 2.1, 4.1

East Gateway Improvements

Improvements to the East Gateway Subarea (from the intersection of White Drive / Main Street out to the I-35 interchange) includes a simple streetscape treatment: consistent street lighting and street trees to enhance this area of the Main Street Corridor. This assumes new street lights are installed within this subarea. This area also includes costs for major gateway signage to help visitors and residents identify they are within the Main Street Corridor of the Gardner community. Design fees, a survey and a 10% contingency are also included within the cost. There are no improvements proposed to the roadway itself.

- Street lights
- Street trees
- Major gateway signage

COST RANGE:

$2.25 - $2.5 MILLION

SUPPORTED STRATEGIES:

T: 1.6

Q: 1.3, 2.1

Main Street Mixed-Use Improvements

Improvements to the Main Street Mixed-Use Subarea (from Sycamore Street to White Drive) include streetscape improvements similar to the Downtown Core area. Although not directly within the Corridor, this area also proposes bike boulevard improvements along Washington, Shawnee, Cedar and Lincoln streets. Design fees, a survey, and a 10% contingency is also included within the proposed cost.

- New sidewalks
- ADA upgrades
- Site furnishings
- Street lighting
- Pedestrian lighting
- Landscaping
- Bike boulevard + signage

COST RANGE:

$1.75 - $2.0 MILLION

SUPPORTED STRATEGIES:

T: 1.5, 2.2, 3.3

Q: 2.1; G: 2.3, 2.4, 2.5, 3.2

North of City Hall Improvements

Improvements to the North Lawn include the creation of:

- Lawn panels
- Reorganization of existing parking lots
- Creation of new parking
- New sidewalks
- Street trees
- Street and pedestrian lighting
- New stormwater management

Survey, design fees and a 10% contingency is included. However, acquiring property is excluded.

COST RANGE:

$2.5 - $3.0 MILLION

SUPPORTED STRATEGIES:

Q: 1.1, 1.2, 1.3, 2.1

G: 1.2, 2.3, 2.4

South of City Hall Improvements

Improvements to the South Lawn area include the creation of:

- Lawn panel
- Reorganization of existing parking lots
- Creation of new parking
- New sidewalks
- Street trees
- Parking lot lighting
- Pedestrian lighting
- New stormwater management

Survey, design fees and a 10% contingency is included. However, acquiring property is excluded.

COST RANGE:

$1.5 - $2.0 MILLION

SUPPORTED STRATEGIES:

Q: 1.1, 1.2, 1.3, 2.1

G: 1.2, 1.3, 2.4

A APPENDIX

PREVIOUS PLANNING DOCUMENTS REVIEW..... PAGE 132-139
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PREVIOUS PLANNING DOCUMENTS REVIEW

After reviewing existing plans relevant to the Main Street Corridor, the planning team identified a series of common topics that formed the basis for initial dialog with the community and eventually informed many of the recommendations contained in this plan. The common topics are as follows:

- Community Center
- Fairgrounds
- Visitors + Residents
- Historic Trails and Identity
- Economic Development
- Downtown Parking

Community Center

Gardner Parks and Recreation Master Plan Update (2009)

- The City is exploring options to build a new Community Center, which may house future senior activities. A Community Center is Gardner's citizens' highest recreation priority at this time.
- The Steering Committee and study team determined that if the Fairgrounds should choose to relocate, as well as any of the potential Community Park Sites, they would be a good location for the new Community Center.

Gardner Comprehensive Plan (2014)

Chapter 3: Public Participation

- **Community Workshop response**: Lack of Community Center.
- **Business Workshop response**: Create a larger Community Center/central gathering place (only place is the senior center).

Chapter 4: Vision Goals & Objectives - Community Facilities

- **Goals and Objectives:** Establish a Community Center to provide a central location for meetings and events particularly for youth and senior programs. While the City of Gardner has a senior Citizen's building that hosts a variety of senior activities, it does not have a facility that meets the needs of the general community. The Master Plan recommends a feasibility study to analyze the best location, amenities, funding, and maintenance and operational costs for a new facility. The Master Plan estimates that a new Community Center would require at least 90,000 square feet at a cost of $17-25 million.

COMMUNITY CENTER SUMMARY

- **Community members and leaders understand the need for a Community Center as outlined in the 2001 *Main Street Corridor Plan* to act as a central gathering spot for people of all ages.**
- **Locations that have been mentioned include the Fairgrounds or any of the community park sites.**

Fairgrounds

***Main Street Corridor Plan* (2001)**

- The vision plan specifically recommends strengthening the connection between the Downtown Subarea and the Johnson County Fairgrounds, perhaps through the development of a Farmer's Market, entry building, or gateway.
- The vision plan includes an alternative concept for the north terminus of Elm Street. This concept promotes the incorporation of a Fairground Conservatory building. It is intended to increase the activity level of the Fairgrounds beyond the annual County Fair.
- The Downtown Subarea is envisioned to retain its civic identity for municipal government administration activities, along with capitalizing on integrating the elementary school, church, Cornerstone Park, and Johnson County Fair Grounds into one unified and recognizable area.

Economic Development Strategy (2014)

- **Strategic Initiative**: Downtown, a Catalyst Project: Repurpose portions of the fairgrounds closest to Downtown as gathering hubs.

Gardner Comprehensive Plan (2014)

Chapter 3: Public Participation

- **Community Workshop response**: Move the County Fairgrounds to a different location and open up site for potential development. Identifiable assets: hosting the County Fair- gives identity and is a great attraction.

Chapter 4: Vision Goals & Objectives - Community Character

- **Goals and Objectives:** Enhance the Johnson County Fairgrounds, including exploring alternative sites, to ensure that the fair continues to be an important part of the City's identity and is compatible with surrounding development. Continue to host and support the Johnson County Fair as well as additional events and festivals throughout the year.

Chapter 6: Transportation & Mobility - Transit Improvements

- Coordinate with the Johnson County Transit department to implement special transit services for the Johnson County Fair and other events and festivals in Gardner that may attract visitors from other portions of the county or the region.

Chapter 7: Community Facilities & Services - Johnson County Fairgrounds

- Although the annual county fair is a boon to local businesses, the fairgrounds are generally vacant for most of the year. The fairgrounds are considered a great asset to Gardner. However, its current location presents challenges in terms of site capacity, access, and impacts on surrounding uses that have developed more recently. In order to maximize the benefits that the county fair offers to the Gardner community, the City should implement the following actions: **1.** Improve access to the fairgrounds via bicycle and pedestrian infrastructure that connects it to surrounding neighborhoods and Downtown Gardner; **2.** Work with the Johnson County Fair Association to identify opportunities for uses of the fairgrounds that would make them more active throughout the year; **3.** Collaborate with the Johnson County Fair Association to identify municipal funding, incentives, public-owned properties, outside grants, and complementary year-round uses to help offset the costs of land acquisition and fairgrounds development; **4.** Should relocation be viewed as a viable alternative, work with the Fair Association to create a redevelopment plan for the current fairground property, and consider marketing the property to developers through an RFP process.

FAIRGROUNDS SUMMARY

- **Early plans discuss strengthening and enhancing existing Fairgrounds but later plans advocate for the Fairgrounds to move to a new location to ensure that the fair continues to be a great asset for Gardner.**
- **Main concern is that the Fairgrounds site is large and minimally used throughout the year.**
- **The Comprehensive Plan discusses what should be done to enhance current Fairgrounds but also states that if those actions cannot be taken, relocation should be seen as a viable alternative.**

Visitors + Residents

Gardner Parks and Recreation Master Plan Update (2009)

- The plan lists a Trail Hierarchy from **Regional Trails**, **City Trails-** trails and routes that connect the County's regional parks and greenways throughout the City of Gardner and **Neighborhood Trails**- recreational loops through a neighborhood or neighborhood connections to the City or regional system.

MARC Complete Streets Policy (2012)

- **Transportation System Goal: Economic Vitality**- Complete streets create more vibrant, attractive places with increased access to all users, while accommodating the movement of freight, goods and services. Vibrant and accessible places increase property values and make businesses more appealing.
- **Transportation System Goal: Transportation Choices**- Complete Streets help maximize mobility opportunities for all people in the context of access to jobs, education, health care, shopping, entertainment, and other goods and services.

Economic Development Strategy (2014)

- Housing trends indicate that **1.** Young people come to Gardner for their first home but as their families grow, there are no "move-up" opportunities so they move out; **2.** More recently, empty-nesters appear to be buying homes but they want locations where the grandchildren have things to do when they visit.
- **Strategic Initiative**: Create a more diverse housing market to address the diverse needs of residents and potential new residents.

Gardner Comprehensive Plan (2014)

Chapter 5: Industrial & Office Areas Plan

- **Intermodal Industrial**: Located in Edgerton but adjacent to Gardner's southwestern border, the facility serves a 1,000 acre intermodal anchor for surrounding warehousing and distribution development. While the LPKC Intermodal Facility itself is not within Gardner city limits, the City can take advantage of its close proximity to the facility by encouraging complimentary uses near the site. In order to support future industrial development in the Intermodal Industrial area, the City should consider the following actions: **1.** Annex emerging industrial corridors that are well-positioned to take advantage of the LPKC Intermodal Facility; **2.** Establish a long-term capital improvement plan to provide appropriate infrastructure to future industrial development areas.
- **New Century AirCenter:** This business park is not within Gardner's regulatory purview and thus the City has limited capacity to control development in this area. However, there are several actions the City can take to maximize benefits to the community, including; **1.** Coordinate near-term and long-term infrastructure improvements and service fees to appropriately accommodate anticipated development in the New Century Industrial Park; **2.** Collaborate with the Johnson County Airport Commission, businesses and Industrial Park managers to establish a unified marketing campaign that highlights opportunities for local industrial and office development, supporting amenities (hotels, entertainment, etc.), and community assets that would serve to attract visitors and potential employees.

Chapter 5: Residential Areas Plan

- **New Residential Growth Areas:** include undeveloped land that provides a "clean slate" for future residential development. Gardner is projected to grow in terms of both residential population, and its employment opportunities; the New Residential Growth Areas represent an opportunity to create a full spectrum of housing options for a range of income levels.
- The City should ensure new development meets the requirements in the Zoning Ordinance and Landscape Ordinance, providing flexibility where necessary to accommodate a variety of housing types and intensities.
- The City should work closely with residential developers to encourage local development patterns that provide a variety of housing types and allowing aging residents to "downsize" and stay in the neighborhood or subdivision.

VISITORS + RESIDENTS SUMMARY

- The areas just outside the Gardner border experience a large daily influx of people who come for employment. At the same time, most Gardner residents leave the community for work. Gardner would like to take advantage of those coming into the area by having infrastructure and amenities that can serve them.

- Gardner would like to accommodate a variety of housing types with differing levels of density and see a higher number of people who both live and work in Gardner.

Historic Trails and Identity

***Main Street Corridor Plan* (2001)**

- Because of the Santa Fe and Oregon trails that divided just west of Downtown Gardner, the City was established as a center for commerce, and resting place for those in transit. This historical context set the tone for the entire Vision of the Gardner Main Street Corridor, and is exhibited in a streetscape and landscape design concept derived from some of the more significant details of what life on the trails was all about.
- The landscape is dotted with native limestone pylons amidst large swaths of native grasses and wildflowers. The limestone was chosen to symbolize both trails and are intended to evoke images of the long lines of wagons and trail users as well as to contrast the long slow travel of the trail against the pace of modern society.
- The same native limestone and plant materials are utilized throughout the length of the Corridor, responding to the desire to create a unifying element.
- Near the interchange of US-56 and I-35, a Visitor Information Center is planned, providing travelers both a comfort station and source for additional information for the area.
- As the corridor continues west, the Vision includes many additional opportunities for the incorporation of theme-based sculptures, as both aesthetic enhancements, and interpretation tools.

Gardner Design Standards (2014)

- Highway / Interchange district landscape materials shall include native plantings, wildflowers and perennials, random planting of trees with evergreen and shade trees following water / drainage courses, replicating / enhancing the native prairie feel and environment.

Economic Development Strategy (2014)

- **Economic Development Goal**: Build an image and identity as a business-friendly community.
- To differentiate Gardner from the rest of the market/competitors, the City should focus on creating a business friendly reputation.
- **Strategic Initiative**: Build a reputation as a business friendly community that delivers on its brand promise.
- Enhance the image - The public perception is key to promoting Gardner - physical improvements at gateway corridors, streetscapes, as well as way finding signs should be initiated.

HISTORIC TRAILS AND IDENTITY SUMMARY

- **Earlier plans discuss physical elements that could be implemented throughout the Gardner area that speak to the history of the pioneer trails that once went through the community.**
- **Later plans abandon those physical elements and focus more on a branding and identity campaign which also highlights the business friendly / quality of life emphasis in Gardner.**
- **The Comprehensive Plan mentions forming a branding package that speaks to those coming near Gardner for work to encourage them to come into the community.**

Historic Trails Image and Identity CONT'D

Gardner Comprehensive Plan

Chapter 2: Community Profile - Regional History

- Gardner is the home to the historic location of where the Santa Fe Trail divides, with one fork leading to Oregon and California and the other to New Mexico. During the 19th Century, hundreds of thousands of travelers came through Gardner and chose to either follow the Santa Fe Trail, or head for the west coast on the Oregon and California Trails.

Chapter 3: Public Participation

- **Community Workshop response**: improve perception of the City, maintain unique identity.
- **Business Workshop response**: define the identity of Gardner, perception/reputation towards small businesses.

Chapter 4: Vision, Goals, & Objectives - Community Character

- **Goals and Objectives**: Promote Gardner through a multi-faceted branding and marketing strategy, partner with the Gardner Historical Society to promote the community's heritage.

Chapter 9: Image & Identity

- **Introduction:** The long-term success of Gardner will be dependent upon the quality of life that it provides for residents and businesses. Local image and identity play a significant role in this by projecting a reputation to the rest of the region that will encourage people to invest in the community, supporting a local aesthetic that is attractive and unique to Gardner, and instilling pride for citizens that fosters a high level of maintenance. Creating this sense of image and identity is a responsibility that falls on City government, residents, businesses, and all local stakeholders.
- **Community Culture & History:** Throughout the Comprehensive Plan process, a noted asset of Gardner is its family-oriented community feel. This is due largely to its history and strong faith-based community as well as through local events, art, and entertainment that demonstrate the community's connection to its past.
- **Community Culture & History:** Working with the Gardner Historical Museum & Historical Society, the City should implement: **1.** A community open space and/or a prominent place marker that designates the point at which the Santa Fe trail divides; **2.** Install trail markers and informational placards throughout the City that delineate the original path of the Santa Fe trail; **3.** Commission public art installations that follow the theme "Where the Trails Divide."
- **Events & Promotions:** A strong and identifiable brand will be the basis for the successful promotion of Gardner. The City's logo and motto, "Where the trails divide," distinguishes it from surrounding communities. In addition to the overall Gardner brand, specific areas throughout the City can benefit from having a unique identity. Through strategic marketing efforts and partnerships, the City's brand can be used to capture local and regional audiences, as well as more specific target markets.

Economic Development

***Main Street Corridor Plan* (2001)**

- **Future Land Use:** This plan seeks to provide opportunities for new businesses and housing to locate in the corridor, along with allowing the expansion needs of existing businesses. One of the unique challenges to encouraging new businesses into an older developed area is to ensure harmony.
- The development of the Main Street Corridor does not occur in isolation of other commercial and housing developments in the new growth areas of Gardner. In order to attract reinvestment into the corridor, the City needs to consider why a developer or retail business will locate in the corridor. This may include incentives that make the area economically attractive. Another part of the equation is to make sure that the city is not damaging its redevelopment efforts in the corridor by encouraging sprawl, and allowing new commercial development to locate in farm fields on the edge of town, or next to Highway 35.
- Perhaps the only opportunity for accumulating a significant amount of land for redevelopment exists in The Strip between Main Street and the BNSF railroad tracks. This presents a challenge for the Main Street Corridor, where issues of appropriate development type and scale are highlighted. Should big box retail be allowed in The Strip or elsewhere in the corridor?

Economic Development Strategy (2014)

- Gardner is one of many places in the Kansas City area where development could occur. There is an abundance of built space and vacant property throughout the greater Kansas City metro area. The competition is steep.
- Gardner is too far away from Kansas City to support just-in-time deliveries to auto plants and other area industrial and commercial customers.
- Weaknesses: The City of Gardner does not have staff dedicated to economic development; Chamber of Commerce is not fully staffed; currently there is no point person for economic development, business retention or attraction.
- **Strategic Initiative: Business Climate:** Be development ready. This is an area where the City, unfortunately, has a negative reputation for projects in the past. They need to identify specific sites/buildings with economic development potential.
- **Strategic Initiative: Business Retention & Expansion:** Most of the large employers within the Gardner sphere, which could be engaging with the community and buying goods and services locally, feel disconnected from the City. A potential program would be to identify supply chain businesses that would want to locate on City in-fill properties and/or provide input on strategic growth opportunities.

Gardner Comprehensive Plan

Chapter 2: Community Profile - Market & Demographics

- The inflow/outflow jobs count paints a picture of commuting patterns and workforce mobility on a daily basis. In 2011, most of Gardner's primary jobs were filled by non-residents commuting into the City, an "inflow" of 3,040 workers. At the same time, most of Gardner's employed residents left the City to work elsewhere, an "outflow" of 7,277. Only 977 workers both live and are employed in Gardner. This influx of workers shows that the City's daytime population is larger than its reported population.
- Between 2010-2020, Gardner may gain 620 jobs based on State employment projections in the key areas of educational services, healthcare, tech services, etc.
- A retail gap analysis was conducted and motor vehicle & parts dealers, furniture stores, electronic & appliance stores, food & beverage stores, gasoline stations, sporting goods, hobby, book & music stores are all stores where leakage exists, among others.

ECONOMIC DEVELOPMENT SUMMARY

- **Analysis shows that there is a retail gap in many categories including furniture stores, food & beverage stores, sporting goods, etc. These retail options can be found in adjacent communities such as Olathe.**
- **Gardner would like to provide strategic options to help attract retail found in nearby communities.**

Downtown Parking

***Main Street Corridor Plan* (2001)**

- One of the Plan Objectives: Soften the impact of the auto and integrate parking into the fabric of the corridor.
- One of the Primary Issues: Location and orientation of on-site parking.
- **Historic Downtown District**: Parking is prohibited between the public street and front and side facades of buildings. Parking lot areas shall be located at the rear of the property and accessible from alleys or secondary side streets. Structured parking garages should incorporate multi-use retail functions at ground level street fronts.
- **Midtown Commercial District:** Objectives: **1.** Accommodate new commercial and office development proposals with on-site parking in a traditional suburban development pattern; **2.** Rehabilitate and improve the appearance, parking, and open space of existing commercial structures to complement the Main Street Corridor Design Guidelines.
- **Future Considerations for Enhancing Main Street:** Parking has been identified as an integral component of this plan and is the key issue for the success of an environment where people are able to walk from business to business. Future considerations should include: ***Private On-Site Parking Lots***- The location of on-site parking varies from block to block but has typically been provided in the front of the building. As vehicles are displaced from view of the public streetscape, additional parking areas and access points must be found at the back of sites. ***Civic Parking Lots or Structures***- The City of Gardner will inevitably be required to provide or make accommodations for public parking in the Main Street Corridor in order to facilitate a pedestrian environment. This scenario will require that public lots be located within walking distance of the area, most likely on the back side of the Main Street blocks. ***On-Street Parking***- this provides valuable curbside adjacencies and decreases the quantity of parking required on-site. A key requirement in the Midtown District is that parking is not allowed between the front of the building and the public street. Supplemental parking at the street curb would allow for some drive-up traffic at the front of the business but keeps most of the parking at the rear of the site. The need to provide on-street parking, is crucial to the economic success of Downtown and Midtown businesses and facilitates the walk-in commercial activity vital to a pedestrian streetscape environment.

Gardner Design Standards (2014)

- Perimeter landscape screening shall be incorporated into all parking areas when located adjacent to public streets, sidewalks, trails, and open space, as well as private site entry drives. Standards include: 1. Parking perimeter and interior landscape areas shall be sufficient in size to allow the landscaping at maturity to thrive; 2. Parking lot perimeter landscaping shall consist of berms, hedges, walls, and/or fences in combination with trees and/or other landscaping; 3. Safe and accessible pedestrian routes shall be considered and accommodated, with breaks in parking perimeter landscaping provided at logical pedestrian access points; 4. The total amount of surface parking area shall be broken up into parking blocks as specified; 5. The primary landscaping material used shall be trees that provide shade or are capable of providing shade at maturity. Shrubs, hedges and other plant materials may be used to complement the trees, but cannot be the sole means of landscaping.

DOWNTOWN PARKING SUMMARY

- **Officials recognize the importance and need for parking along the Main Street Corridor but also understand that it has the potential to be a detrimental component to Corridor enhancement projects, specifically those involving bicycle and pedestrian facilities.**

- **The Comprehensive Plan encourages parking to be located in the rear of buildings where possible in the Downtown commercial core and accessed by side streets. Parking adjacent to Main Street should be screened and on-street parking should be encouraged where possible.**

Downtown Parking CONT'D

Gardner Comprehensive Plan (2014)

Chapter 3: Public Participation

- **Business Workshop response**: need for more Downtown parking.

Chapter 5: Commercial Areas Plan

- **Downtown Mixed-Use**: Parking Management: Parking is an important component in many commercial areas, allowing access to local shops and restaurants. However, the location and configuration of surface parking lots are often detrimental to the desired character of Downtown. In order to balance the goals of providing sufficient parking capacity and maintaining a traditional Downtown character, the City should implement the following strategies: **1.** Develop or screen existing surface parking lots that front on Main Street or adjacent uses; **2.** Use alleys for access to parking areas; **3.** Work with property owners to relocate parking lots that currently front on Main Street to rear portions of the block so that Main Street frontage can be redeveloped with buildings that reinforce the desired character; **4.** Periodically conduct parking surveys that assess the capacity and location of Downtown parking relative to demand at different times of the day and week; **5.** Encourage shared parking agreements between Downtown tenants or for special events.
- **Main Street Corridor Access Management: 1.** Prioritize access to parking areas from side streets and alleys rather than from Main Street; **2.** Review development regulation related to parking to ensure that required on-site capacity does not create undue strain, especially within the context of other regulations related to landscaping, access, required yards, and buffers against other land uses; **3.** Allow for and encourage shared parking agreements between uses whose parking demand occurs during different times of the day or week.

Chapter 6: Transportation & Mobility - Roadway Improvements

- Two alternatives are given for the redesign of Main Street. The Reconfiguration alternative illustrates how the roadway could be reconfigured to accommodate additional parking, landscape area, etc. This and other alternatives should consider impacts to multi-modal safety, Downtown character, parking location and capacity, and traffic flow.

OTHER DOCUMENTS REVIEWED

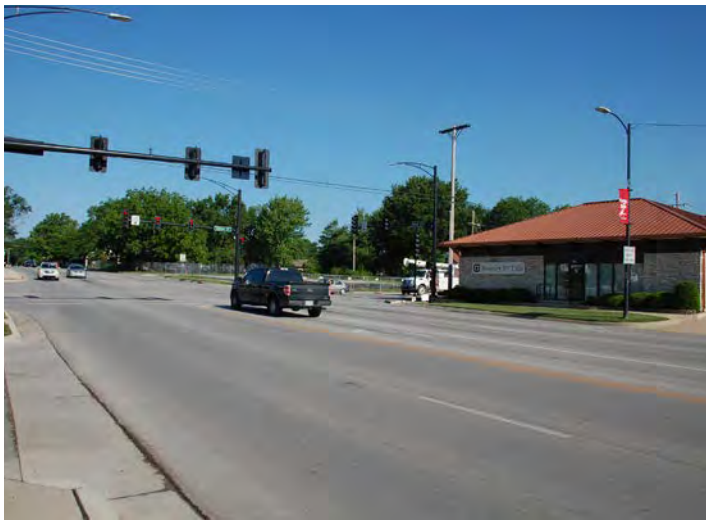
- **2009 Gardner Transportation Master Plan**
- **2010 US-56 Corridor Management Plan**
- **2015 Johnson County Park & Recreation District Legacy Plan**
- **2012 Gardner Access Management Code**
- **2014 Gardner Economic Development Strategy**
- **National Historic Trails Development Concept Plan**
- **2013 Southwest Johnson County Area Plan**
- **2016 Gardner Land Development Code**

These plans were reviewed but contained no content related to the Common Topics listed above.

WEST GATEWAY SUBAREA - WAVERLY ROAD TO POPLAR DRIVE

MAIN STREET RESIDENTIAL - POPLAR DRIVE TO CENTER STREET

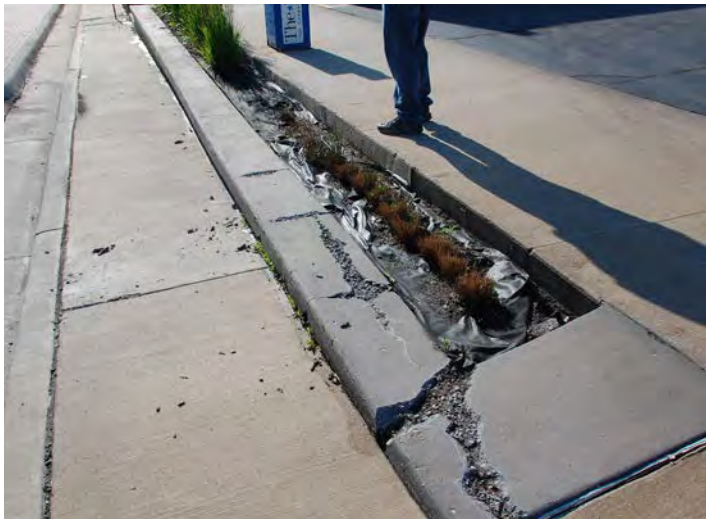
DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET



DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET

DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET

DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET



DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET

DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET

DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET

DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET

DOWNTOWN CORE SUBAREA - CENTER STREET TO SYCAMORE STREET

MAIN STREET MIXED-USE SUBAREA - SYCAMORE STREET TO WHITE DRIVE

MAIN STREET MIXED-USE SUBAREA - SYCAMORE STREET TO WHITE DRIVE

MAIN STREET MIXED-USE SUBAREA - SYCAMORE STREET TO WHITE DRIVE

MAIN STREET MIXED-USE SUBAREA - SYCAMORE STREET TO WHITE DRIVE

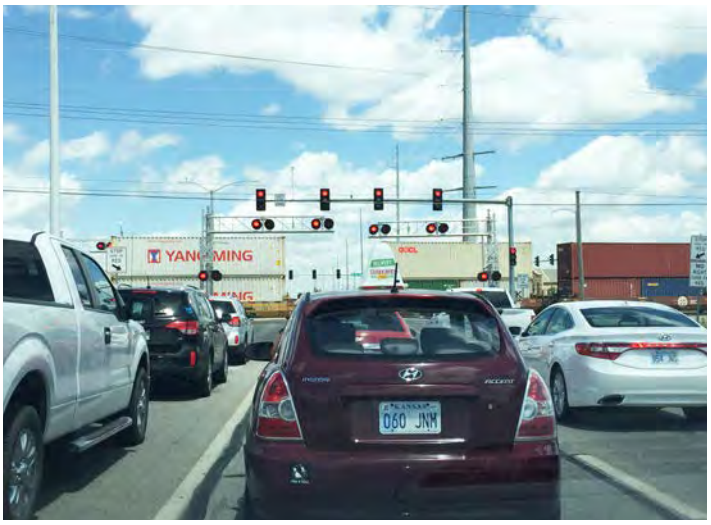
MAIN STREET MIXED-USE SUBAREA - SYCAMORE STREET TO WHITE DRIVE

EAST GATEWAY - WHITE DRIVE TO MOONLIGHT ROAD

EAST GATEWAY - WHITE DRIVE TO MOONLIGHT ROAD

EAST GATEWAY - WHITE DRIVE TO MOONLIGHT ROAD

EAST GATEWAY - MOONLIGHT ROAD TO I-35



Caitlin Henricksen

From: Townsend, Jim K. <Jim.Townsend@wilsonco.com>
Sent: Tuesday, January 02, 2018 12:37 PM
To: Caitlin Henricksen
Cc: Josh Cheek; Starr, Micah D.; Klaudt, Justin C.
Subject: FW: US-56 through Gardner

Caitlin,
Here's all of the correspondence with KDOT for Gardner. It's all be on one email string.

Thanks,
Jim

Jim Townsend, AICP, Principal
Transportation Planning Manager | Wilson & Company, Inc., Engineers & Architects

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From: Joshua Welge [KDOT] [mailto:Joshua.Welge@ks.gov]
Sent: Wednesday, October 18, 2017 4:14 PM
To: Townsend, Jim K.
Cc: Klaudt, Justin C.; Michael Kramer (mkramer@gardnerkansas.gov); Timothy R. McEldowney; Sims, Jeffrey S.; Starr, Micah D.; Michael Moriarty [KDOT]; Hugh Bogle [KDOT]; Josh Cheek
Subject: RE: US-56 through Gardner

Jim,

I don't know that we have any guidance on that as overhead monuments are sparse. Even if we did, it would be nullified or at least temporarily banned by KDOT's current policy (or more accurately lack thereof) for non-highway signing. KDOT cannot even consider an overhead monument sign until the policy is finalized.

Thanks,
-Josh

From: Townsend, Jim K. [mailto:Jim.Townsend@wilsonco.com]
Sent: Friday, October 13, 2017 8:31 AM
To: Joshua Welge [KDOT] <Joshua.Welge@ks.gov>; Townsend, Jim K. <Jim.Townsend@wilsonco.com>
Cc: Klaudt, Justin C. <Justin.Klaudt@wilsonco.com>; Michael Kramer (mkramer@gardnerkansas.gov) <mkramer@gardnerkansas.gov>; Timothy R. McEldowney <tmceldowney@gardnerkansas.gov>; Sims, Jeffrey S. <Jeffrey.Sims@wilsonco.com>; Starr, Micah D. <micah.starr@wilsonco.com>; Michael Moriarty [KDOT] <Michael.Moriarty@ks.gov>; Hugh Bogle [KDOT] <Hugh.Bogle@ks.gov>; Josh Cheek <jcheek@thinkconfluence.com>
Subject: Re: US-56 through Gardner

Josh,
We had a very good meeting last night - thanks again for the timely feedback.

One thing that came up was regarding an entry monument feature that would span US-56. What height does the monument/entry feature need to be? Same spec as a traffic signal minimal vertical clearance? We just want to make sure to provide the right guidance in the plan.

Thanks again - have a nice weekend,
Jim

1

Jim Townsend, AICP, Principal
Transportation Planning Manager
Wilson & Company, Inc., Engineers & Architects

-------- Original message --------
From: "Joshua Welge [KDOT]" <Joshua.Welge@ks.gov>
Date: 10/12/17 1:56 PM (GMT-06:00)
To: "Townsend, Jim K." <Jim.Townsend@wilsonco.com>
Cc: "Klaudt, Justin C." <Justin.Klaudt@wilsonco.com>, "Michael Kramer (mkramer@gardnerkansas.gov)" <mkramer@gardnerkansas.gov>, "Timothy R. McEldowney" <tmceldowney@gardnerkansas.gov>, "Sims, Jeffrey S." <Jeffrey.Sims@wilsonco.com>, "Starr, Micah D." <micah.starr@wilsonco.com>, "Michael Moriarty [KDOT]" <Michael.Moriarty@ks.gov>, "Hugh Bogle [KDOT]" <Hugh.Bogle@ks.gov>
Subject: RE: US-56 through Gardner

Jim,

I just received some information from our Local Projects folks I thought you might like to know about. The city of Topeka attempted to provide extended medians for improved ped crossings. They found that vehicles were crashing into the noses when making left turns from the side streets onto the main street and some vehicles were even trying to use the ped cut through as a turn lane. As a result, they removed the median noses. Just food for thought.

Thanks,
-Josh

From: Townsend, Jim K. [mailto:Jim.Townsend@wilsonco.com]
Sent: Thursday, October 12, 2017 12:17 PM
To: Joshua Welge [KDOT] <Joshua.Welge@ks.gov>
Cc: Klaudt, Justin C. <Justin.Klaudt@wilsonco.com>; Michael Kramer (mkramer@gardnerkansas.gov) <mkramer@gardnerkansas.gov>; Timothy R. McEldowney <tmceldowney@gardnerkansas.gov>; Sims, Jeffrey S. <Jeffrey.Sims@wilsonco.com>; Starr, Micah D. <micah.starr@wilsonco.com>; Michael Moriarty [KDOT] <Michael.Moriarty@ks.gov>; Hugh Bogle [KDOT] <Hugh.Bogle@ks.gov>
Subject: RE: US-56 through Gardner

Thank you, Josh. This is exactly the feedback I was hoping to understand and have in hand for tonight.
Thank you,
Jim

Jim Townsend, AICP, Principal
Transportation Planning Manager | Wilson & Company, Inc., Engineers & Architects

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From: Joshua Welge [KDOT] [mailto:Joshua.Welge@ks.gov]
Sent: Thursday, October 12, 2017 12:10 PM
To: Townsend, Jim K.
Cc: Klaudt, Justin C.; Michael Kramer (mkramer@gardnerkansas.gov); Timothy R. McEldowney; Sims, Jeffrey S.; Starr, Micah D.; Michael Moriarty [KDOT]; Hugh Bogle [KDOT]
Subject: RE: US-56 through Gardner

Jim,

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I don't think KDOT would take exception to any of these options right out of the gate. Our Local Projects and Traffic Engineering groups along with FHWA will all need to eventually be involved in this process but I haven't fully engaged all of them at this point. I think your safe to continue vetting any of these and see what comes of them once you get further into more detailed analyses.

I do have one item I want to caution you on. KDOT is currently developing a policy for landscaping and non-highway signing. In some early discussions we've had on the issue one major concern has been in regards to trees planted in the median. I realize you're not into those details yet but I wanted to mention it. I'd hate for the citizens or governing body to get terribly invested in the idea of a median packed with trees only to have KDOT's policy come out with a complete restriction on them.

Along with that, one item I think the city should consider is KDOT's maintenance of the route. While our connecting link agreements typically prescribe KDOT's maintenance being curb-to-curb, the city should expect a specific addendum which would exclude KDOT from having any maintenance responsibilities for the landscaping in the median. This would especially be the case if the median itself is uniquely constructed to allow for safe installation of trees, i.e. surrounded by barrier wall instead of curb. In that case, the city will also be responsible for maintenance of the barrier.

Thanks,

Kansas Department of Transportation

Joshua Welge, P.E.
Metro Engineer
District One – Area Two
1290 South Enterprise Drive
Olathe, KS 66061-5355
O: 913-764-4525
M: 785-640-2046

From: Townsend, Jim K. [mailto:Jim.Townsend@wilsonco.com]
Sent: Thursday, October 12, 2017 8:15 AM
To: Joshua Welge [KDOT] <Joshua.Welge@ks.gov>
Cc: Klaudt, Justin C. <Justin.Klaudt@wilsonco.com>; Michael Kramer (mkramer@gardnerkansas.gov) <mkramer@gardnerkansas.gov>; Timothy R. McEldowney <tmceldowney@gardnerkansas.gov>; Sims, Jeffrey S. <Jeffrey.Sims@wilsonco.com>; Starr, Micah D. <micah.starr@wilsonco.com>; Michael Moriarty [KDOT] <Michael.Moriarty@ks.gov>; Hugh Bogle [KDOT] <Hugh.Bogle@ks.gov>
Subject: RE: US-56 through Gardner

Good morning, Josh. Just checking back in with you on this email from last week to see if there are any KDOT related thoughts on the concepts and the speed limit discussion before our meeting tonight.

Thanks again!
Jim

Jim Townsend, AICP, Principal
Transportation Planning Manager | Wilson & Company, Inc., Engineers & Architects

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From: Townsend, Jim K.
Sent: Friday, October 06, 2017 1:32 PM
To: 'Joshua Welge [KDOT]'
Cc: Klaudt, Justin C.; Michael Kramer (mkramer@gardnerkansas.gov); Timothy R. McEldowney; Sims, Jeffrey S.; Starr, Micah D.; Michael Moriarty [KDOT]; Hugh Bogle [KDOT]
Subject: RE: US-56 through Gardner

Josh,

3

We are preparing for an upcoming public meeting on Oct 12 and wanted to get this over to you.

The strategies discussed below have been integrated into three concepts, attached. We kept the left-turn lane storage the same at Center as they are today.

There are three concepts attached as follows:

- Proposed No Left at Elm
  - Removes the north/south movements at the Elm intersection, and thus, the signal.
  - Installs a raised, planted median in the corridor
  - Provides a median refuge area for pedestrian crossings at Elm – this is a pedestrian-focused downtown alternative
  - Integrates the other strategies listed below along the corridor.
- Improved Ped xing at Elm
  - Provides a protected refuge area for pedestrians crossing at the Elm signal
  - Installs a raised, planted median in the corridor
  - Retains existing geometry with no left-turn storage for lefts at Elm – permissive condition
  - Integrates the other strategies listed below along the corridor
- Proposed Left at Elm
  - Provides storage for a left-turn bay at Elm.
  - Smaller raised, planted median in the corridor
  - Integrates the other strategies listed below along the corridor.

One comment that has come up was the ability to reduce the speed limit from 30mph to 25mph between Center and Sycamore in the core of town. Our responses have been that a speed study needs to be conducted with KDOT's concurrence for that change to occur.

Thank you and have a nice weekend,
Jim

Jim Townsend, AICP, Principal
Transportation Planning Manager | Wilson & Company, Inc., Engineers & Architects

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From: Joshua Welge [KDOT] [mailto:Joshua.Welge@ks.gov]
Sent: Tuesday, September 05, 2017 3:46 PM
To: Townsend, Jim K.
Cc: Klaudt, Justin C.; Michael Kramer (mkramer@gardnerkansas.gov); Timothy R. McEldowney; Sims, Jeffrey S.; Starr, Micah D.; Michael Moriarty [KDOT]; Hugh Bogle [KDOT]
Subject: RE: US-56 through Gardner

Jim,

I bounced this off some folks internally and I think the general consensus is that KDOT can support any combination of those strategies with one caveat. Whatever strategies are implemented, they should not result in significant loss in LOS for present or future traffic models.

Thanks,

Kansas Department of Transportation

Joshua Welge, P.E.
Metro Engineer
District One – Area Two
1290 South Enterprise Drive
Olathe, KS 66061-5355
O: 913-764-4525
M: 785-640-2046

4

From: Townsend, Jim K. [mailto:Jim.Townsend@wilsonco.com]
Sent: Tuesday, September 05, 2017 8:09 AM
To: Townsend, Jim K. <Jim.Townsend@wilsonco.com>; Joshua Welge [KDOT] <Joshua.Welge@ks.gov>
Cc: Klaudt, Justin C. <Justin.Klaudt@wilsonco.com>; Michael Kramer (mkramer@gardnerkansas.gov) <mkramer@gardnerkansas.gov>; Timothy R. McEldowney <tmceldowney@gardnerkansas.gov>; Sims, Jeffrey S. <Jeffrey.Sims@wilsonco.com>; Starr, Micah D. <micah.starr@wilsonco.com>; Michael Moriarty [KDOT] <Michael.Moriarty@ks.gov>
Subject: Re: US-56 through Gardner

Josh,
Checking back in with you on this. I'm ccing Michael in case you are out with the Labor Day holiday.

Thanks again,
Jim

Jim Townsend, AICP, Principal
Transportation Planning Manager
Wilson & Company, Inc., Engineers & Architects

-------- Original message --------
From: "Townsend, Jim K." <Jim.Townsend@wilsonco.com>
Date: 8/28/17 9:06 AM (GMT-06:00)
To: "Josh Welge [Joshua.Welge@ks.gov]" <Joshua.Welge@ks.gov>
Cc: "Klaudt, Justin C." <Justin.Klaudt@wilsonco.com>, "Michael Kramer (mkramer@gardnerkansas.gov)" <mkramer@gardnerkansas.gov>, "Timothy R. McEldowney" <tmceldowney@gardnerkansas.gov>, "Sims, Jeffrey S." <Jeffrey.Sims@wilsonco.com>, "Starr, Micah D." <micah.starr@wilsonco.com>
Subject: US-56 through Gardner

Josh,
The study team has been looking at several mobility options in the Gardner area. Specifically to the US-56 corridor, the City is collecting traffic counts. We wanted to wait until after school started so to get a more normalized count. There have been a few public meetings that have set the stage for the improvement strategies listed below. We want to make sure that KDOT can support these strategies before we go too far with the study.

Options that are being examined for US-56 include:

- Bump outs (there are current examples of this in place on Main Street at Elm today).
- Reduced lane widths to be as narrow as 11-feet
- Reduced parking lane widths to be as narrow as 7.5 feet
- Possibility of including left-turn lanes at Elm Street
- Possibility of adding at least one improved pedestrian crossing west of Center Street
- Possibility of adding a raised median between Center Street and Mulberry.
    - If narrower, it may be stamped concrete
    - If wider to shadow a turn lane pocket, then it may be landscaped
- Possibility of going to a 3-lane section from Mulberry west to the existing 2-lane section on US-56. Then it can transition to a wider section east of Mulberry. This approach could be an interim solution that may be an ultimate 5-lane in the future, but there are too many variations and variables in the forecasts to understand the timing and need for this level of capacity.

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At this point, based on the discussion that we previously had regarding the turn back, it seems as though the City probably won't pursue that option.

Thank you for your feedback and input on these items.
Thanks,
Jim

Jim Townsend, AICP, Principal
Transportation Planning Manager

Wilson & Company, Inc., Engineers & Architects
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(816)701-3108 direct | (816) 868-2927 mobile | (816) 942-3013 fax
www.wilsonco.com | *Jim.Townsend@wilsonco.com*

I contribute to the success of my company and the organizations we serve by building and sustaining positive relationships.
shared ownership | collaboration | intensity | discipline | solutions

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PUBLIC MEETING #1-SUMMARIZED PUBLIC INPUT MATRIX

CONVERSATION MATRIX

PROJECT GOALS	COMMON TOPICS: 01. IDENTITY / HISTORY / VISITORS	02. NEIGHBORHOOD LIVABILITY	03. COMMUNITY CENTER	04. FAIRGROUNDS
A. ENHANCE ECONOMIC COMPETITIVENESS	How can we take advantage of Gardner's role and historic connections to the western trails and railroads that might help us spur economic development downtown? **EXPAND ON HISTORICAL MUSEUMS AND GARDNER HISTORY** **TRAIL SYSTEM TOURISM - RAILS TO TRAILS** **EMBRACE TRANSPORTATION - RAILROADS AND AIRPORT** **BUILD OFF FAIRGROUND MOMENUM - RODEO, MOVIES, ETC.**	What type of economic development along the corridor would most greatly enhance the livability of Gardner for current and future residents? What would you be opposed to? What role could new housing play along the corridor? **MOVIE THEATER / PERFORMANCE STAGE / LIVE MUSIC** **BREWERY/ SIT-DOWN RESTAURANTS / WINE TASTING** **BUILDING PARTNERSHIP WITH FAIRGROUNDS** **CONSIDER ELDERLY**	Do you see the addition of a multi-generational community center as a benefit to Gardner's future economic development efforts? Why / why not? **YES** **SOMETHING FOR ALL AGES** **DOWNTOWN ALL YEAR ROUND** **SWIM TEAM / TOURNAMENT OPPORTUNITIES** **HOTELS**	What are some ideas for using the County Fairgrounds as a catalyst for economic development? Could we achieve more if the Fairgrounds are relocated? **KEEP** **PART OF IDENTITY / UTILIZE YEAR ROUND / EXPLORE EDUCATION OPPORTUNITIES** **MOVE** **TO TOWN WITH LARGER POPULATION / TO CELEBRATION PARK**
B. ENHANCE QUALITY OF LIFE / SENSE OF PLACE	How do you describe Gardner to family and friends that don't live in Gardner? **GOOD SCHOOLS / ACTIVITIES FOR KIDS / FAMILY FOCUSED** **GREAT PLACE TO RETIRE / QUIET / FRIENDLY / SAFE** **BEDROOM COMMUNITY / GOOD PROXIMITY** **LACK OF IDENTITY**	What could be done in the Main Street Corridor to improve the quality of life in adjacent neighborhoods / livability of Gardner? How does the railroad factor into this? **IMPROVE BIKE / PED CONNECTIVITY / ENHANCE RR BRIDGE** **RESOLVE NOISE POLLUTION** **EXPLORE TRAIN OVERLOOK** **REDUCE SPEEDS / CONTROLLED ACCESS ON MAIN**	If the City builds a new community center, what location would best enhance residents' quality of life and reinforce a sense of place for Gardner residents? **FAIRGROUNDS** **WAVERLY & 175TH** **CENTER OF TOWN BUT SOUTH OF TRACKS** **SOMEWHERE DOWNTOWN / START SMALL**	Do the Fairgrounds and hosting the JoCo Fair improve the quality of life in Gardner, and is it a defining part of Gardner's identity? What could be done to strengthen the relationship to Main Street? **YES** **PART OF IDENTITY BUT NEEDS TO HAVE YEAR ROUND EVENTS**
C. IMPROVE CORRIDOR FUNCTION AND CONNECTIVITY	Would you support improvements to the Main Street Corridor that enhance the beauty and identity of the community even if it resulted in a reduction in roadway width and slowing traffic? **YES** **SLOW TRAFFIC / REDUCE SPEEDS** **EXPLORE ALTERNATIVE TRUCK ROUTE TO BYPASS DOWNTOWN** **ENCOURAGE MULTI-MODAL TRAFFIC**	What could be done to improve all forms of transportation (autos, bikes, pedestrians) to better connect neighborhoods to the corridor and to each other? Does the railroad create a significant connectivity issue? **REDUCE SPEEDS / PROVIDE TURNING LANES** **INCREASE LIVABILITY DOWNTOWN** **DEDICATED BIKE LANES / SIDEWALK CONNECTIVITY** **ENHANCE OVERPASS**	Do you believe a new multi-generational community center would be a good addition to the downtown core area / in close proximity to the Main Street Corridor or would it be better situated away from the corridor? Why? **MOVE** **FURTHER AWAY TO REDUCE TRAFFIC CONGESTION** **KEEP** **WITHIN CORE, CLOSE TO DOWNTOWN**	During the JoCo Fair, are the associated traffic issues a major concern for you or do you believe hosting the Fair downtown is worth the temporary inconveniences that come with it (parking, street closures, etc.)? **WORTH IT / PARKING & TRAFFIC NOT AN ISSUE** **NEED PUBLIC PARKING IDENTIFIED**
D. PROMOTE ENVIRONMENTAL RESPONSIBILITY	How do you define environmental responsibility as it relates to Main Street and adjacent neighborhoods? **SAFER FOR PEDESTRIAN / MORE SIDEWALKS & BIKE FACILITIES** **PUBLIC TRANSIT** **SAFE CONNECTIONS ALONG RAILROAD** **BUSINESS INITIATIVE FOR ENCOURAGING LEED STANDARDS** **SLOW TRAFFIC ALONG HIGHWAY 56** **ELIMINATE NOISE POLLUTION**			

This project is supported through a grant from the Mid-America Regional Council's (MARC) Planning Sustainable Places Initiative - A regional program funded by the state-allocated Surface Transportation Program (Livable Communities Pilot) and intended to assist communities to explore transportation network improvements that enhance the quality of life and support long-term community growth.

6/14/17

MAIN STREET CORRIDOR PLAN
CITY OF GARDNER, KANSAS

PUBLIC MEETING #1-FULL LOG OF PERSPECTIVE GROUP DOCUMENTATION

Public Meeting #1 - June 8, 2017

Question 1A: How can we take advantage of Gardner's role and historic connections to the western trails and railroads that might help us spur economic development downtown?		
GROUP		
Business	**Civic**	**Neighborhood**
Historic ends – historic significant with the rail roads	Rails to trail/Santa Fe trail connection – making a destination	Olathe and RR tracks – built in pictures of pioneers and scenes – embracing the history in signage, architecture to help portray that history. Reminds them of where they came from. Not sure if it helps spur economic development, but embraces history and makes them remember where the community came through.
Rail road museum	Build off of the current trail system that is in plan already	Trail theme
Better flow of traffic to get around better – currently dangerous	Use historical museum, expand	Improve trailhead / marker – no shade, not comfortable. Can be improved.
Fly-over?	Wetlands	Price Chopper – where the trails divide – promotional thing from businesses.
Plans on 199th for more truck traffic, how can we can around 56	Olathe Naval Air Center	Should embrace we are a trail town – Horseback riding, camping. Old rail trails to ride horses on.
Congested on the corners at high traffic times	Quantril (?) Raids (Historical) – trail to Lawrence	Bull Creek Park – tie into the potential draw.
Balance of what to bring in and get people around	More acitivities/ festivals	Utilize fairgrounds as more rodeo type things. Not just farmers market.
Access plan		Fairground buildings used for exhibits – smells terribly.
Historic event with the airport and how to capitalize on the airport		Improved Fairgrounds to facilitate multiple rodeo events annually
Festival of Trails – better promotion; additional festivals that center around Gardner and the significance to the County. Translate into more economic development		Rails to trails - where the trails divide
Embrace the rail road. How to capitalize on the rail road. Historic, dinner train,		Fairgrounds used as drive-in theater, camping, horse trails, music events, rodeos
Traffic – need to consolidate more (Jason). More congestion downtown and force those who doesn't want to deal with it find an alternative route.		
Park once, and walk around		
Truck traffic – how to be creative to address		
Bull Creek Park		
Santa Fe; California Bronze Statues and Plaques on Trails		
Enhance RR museum		
Walkability to watch trains		
Fly over		
Additional Festivals		
Historic Township		
What identifies Gardner - need to narrow it down!		

Public Meeting #1 - June 8, 2017

Question 1B: How do you describe Gardner to family and friends that don't live in Gardner?		
GROUP		
Business	**Civic**	**Neighborhood**
10 miles past Olathe	Can get anywhere anytime – easy distance to the cities	Bedroom community
Where the trails divide	Small town feel but so close to the city	Small Town
Next to the intermodal	Nice, peaceful place to live	Great place to raise your kids
Small town with big town amenities	Affordable, quality housing	Great schools
Great place for families, small town living with blue collar roots, safe	Good schools	Friendly people
Good schools	Great community of character	Quiet
Great parks	Safe	Still feels small even after it's grown from 3K to 20K.
Promote the museum	People care about the community	Activities for the small children through parks and rec
Lacks collective identity	** WHAT IS OUT THERE TO THREATEN THIS? **	Swimming pool – all the kids want to go.
Can't differentiate this community from other identical communities	What will the town feel be when the schools grow?	Don't describe history of town (trails), but do talk about the growth of population.
Mostly young families	The closeness to the cities	Need the history written so it's easier to talk to others out of town / not familiar with the city that it is important to their national identity.
Has what retired people need	The "bedroom" community – need unity – Maybe signature events to unify?	Festival of the trails – doesn't highlight the trails that much, but there is a wagon trail; mules and wagon and give rides. From fairgrounds to the museum and back. Activities at the museums. Between drop off locations, scouts put on an Indian dance. Character there impersonating John Brown, and two oxen near him. Need to advertise that function of the festival more.
Great place to retire	Missing out on opportunities by fighting change	Need more events to promote Trail City
10 miles past Olathe	Safe community; schools are great; affordable -- work, stay,play	Great place to raise children
Safe; good schools		Bedroom community
focus on families		Great schools
		Small town feel
		Aquatic Center
		Mostly a Bedroom Community
		Great place to raise kids
		great schools and good for kids
Activities		

PUBLIC MEETING #1–FULL LOG OF PERSPECTIVE GROUP DOCUMENTATION

Public Meeting #1 - June 8, 2017

Question 1C: Would you support improvements to the Main Street Corridor that enhance the beauty and identity of the community even if it resulted in a reduction in roadway width and slowing traffic?		
GROUP		
Business	**Civic**	**Neighborhood**
Want people to slow down and take a look a the businesses	YES	Yes; yes; yes; yes;
Slow / divert the truck traffic	One way west	Trucks drive too fast through Gardner.
Costly to shift traffic to 199th street from 56 – it's all or nothing – very costly	yes - business ownership should be a large part of input	Tom Murts come up with this, so much eminent domain, split the highway, like Elimosa at Colorado, to allow bike / ped on edges. 20 miles an hour and that's it.
Identity of Gardner:	make one way west	Can we even ask KDOT to reduce speeds? Rerouting / bypassing it? Like Burlington Corridor in NKC? KDOT is open to hearing the City's ideas.
Dividing trails / history		Want residents using downtown / main street – but not the truck traffic.
Airport		Potentially a lot of foot traffic near CVS; not a lot of sidewalks along the west side of Center. CVS will have sidewalk along their property; City plans to provide sidewalk to fill in the gap at some point, but it's a future project, and will take time.
Rail roads		Waverly to Center could be developed into Retail.
Wayfinding		Yes, develop alternate route to drive through the city - Bypass
yes		Yes
yes - keep truck traffic down		yes
		This would certainly make it more accomodating for people to stop and shop
		yes - to create more restaurants, bars, specialty shops
Not really		
yes		

Public Meeting #1 - June 8, 2017

Question 2A: What type of economic development along the corridor would most greatly enhance the livability of Gardner for current and future residents? What would you be opposed to? What role could new housing play along the corridor?		
GROUP		
Business	**Civic**	**Neighborhood**
No barrier between downtown and the neighborhoods – enhance walkability of the corridor	Keep commercial at the highway (moonlight > east to interstate)	Restaurant equivalent to Ground House; ground house is a community gathering spot.
Coming in from the west, no bike paths	Avoid over development	Patios
No safe way for kids to navigate the city	Avoid a lot of non-conforming uses – Not turning historic homes into apartments	Food choices are all fast food, and located near the highway
More restaurants (casual, family, fine dining) / grocery to keep money in Gardner	Don't tear down historic houses for new cookie cutter single family houses	Movie theater downtown – tired of traveling. 17 miles away.
Movie theater	No more expansion of trailer parks	No fork and food! They'll fall asleep!!!
Bowling alley (last closed in the 1970's)	Guidelines/Design Standard that fits historic Gardner - harmonizing	Outdoor drive in?! Maybe fairgrounds?!
Ice skating	No hard strip of apartments	Downtown Overland Park makes them think about what Gardner should be.
Pedestrian zones (closing a portion of a street to vehicular traffic)	Lofted apartments above businesses are good (mixed use, low density)	Pizza by the slice
Antique stores	Need to think of elderly – easier access with housing to grocery, post office, etc	Vintage music store
Micro brewery; pubs	Row housing could be okay??	Traffic is slow there
Local wine testing rooms	Keep commercial on highway and boutiques in downtown core	Community Theater / performing theater – set up in the new community center?? Live theaters – old churches?? Similar to outside of Wichita.
Theater		Belmont, Iowa for example of theater that went under, and is repurposed for live theater and non-for profit options.
Farmers market		Kids showing at the Fairgrounds is a current program.
Restaurants		BUILD PARTNERSHIP WITH COUNTY OVER JOHNSON COUNTY FAIRGROUNDS!!
Train museum ; old trails museum		More entertainment for teens as well as adults to hang out
Bike paths		Museums
bowling alley		Restaurants
Core area that is walkable		Theater
Nicer waterpark?		Movie theater
		teen center
		dinner theater
		restaurants
		winery
		Live music
		Brewery
		shows
		bars

PUBLIC MEETING #1-FULL LOG OF PERSPECTIVE GROUP DOCUMENTATION

Public Meeting #1 - June 8, 2017

Question 2B: What could be done in the Main Street Corridor to improve the quality of life in adjacent neighborhoods / livability of Gardner? How does the railroad factor into this?		
GROUP		
Business	**Civic**	**Neighborhood**
Overlook to watch the trains	Railroads are NOISY	No horn zone isn't consistent.
Speed limits are not enforced on Main St / 56	The grade change bridge has too narrow of a sidewalk	All things have to be improved before it is a whistle free zone.
CVS will obstruct the vehicular / pedestrian traffic in downtown	ADA connectivity needs enhanced	Warren is no horn zone; other side is not.
Better sidewalks (alternative POV)	Better traffic control on main street – less entrances	Raise the tracks instead of putting road crossings over them?
Waterpark – kids coming from the south over the Center Street overpass, parents are not comfortable with kids using this overpass	Needs to be pedestrian/bike friendly	Combination of the tracks and the utilities – very expensive /difficult to maneuver around.
Sidewalks leading to overpass are worse	Walkway and bike path on elm street	Gardner is not a pedestrian friendly or bike friendly town at all.
Bridge is heavily used by pedestrians	Improve current overpass on Center Street	Again, entertainment for both teens and adults
Improvements planned for streets and sidewalks south of overpass	Build new off Elm.	Sidewalks; trails
Lack of connections between neighborhoods		yes - Stop the horns on the other side of Gardner Cemetary
Older people are moving here because of grandkids		
Part of City identity		
Make an overlook		
35 mph not enforced		

Public Meeting #1 - June 8, 2017

Question 2C: What could be done to improve all forms of transportation (autos, bikes, pedestrians) to better connect neighborhoods to the corridor and to each other? Does the railroad create a significant connectivity issue?		
GROUP		
Business	**Civic**	**Neighborhood**
Speed limits are not enforced on Main St / 56	Accessibility	Dedicated bike lanes would help.
CVS will obstruct the vehicular / pedestrian traffic in downtown	More Sidewalks	Enhance the one Gardner's overpass, but sticky because would have to get into people's yards / easements, etc.
Better sidewalks (alternative POV)	Reroute hwy 56	Electric buggies will just go on the road.
Lack of connections between neighborhoods	Yes - P.R. campaign for cycling safety	Early to mid 80s it was built (overpass). What was it like before then?
walkability connections - nothing is connected	Addition of walkway off elm	Fix the two lane crossings over railroads, needs to feel more comfortable.
	Bike lanes	Center turn lane on Main Street – hard to turn left any direction. Rush hour makes it impossible right now. Crazy if you try.
		Why did CVS choose that spot? Visibility, traffic and availability.
		Didn't live west of Center street – too far from the interstate; live just north of fire station and can get onto interstate way faster when trying to get to work in Olathe.
		Can't get to doublegate walking, unless going up through Madison.
		Grand to I-35 nice trail, but then a gap between center street / downtown area.
		Still valuable to have a downtown, even though people choose to live closer to the interstate. Having a middle turn lane would help alleviate traffic easier.
		Existing multifamily not very nice. I-35 and Center/Gardner road, nicest and the newest – full always.
		Bike path lanes
		Improve the viaduct or add another bridge on moonlight or both and stop that horn!

PUBLIC MEETING #1-FULL LOG OF PERSPECTIVE GROUP DOCUMENTATION

Public Meeting #1 - June 8, 2017

Question 3A: Do you see the addition of a multi-generational community center as a benefit to Gardner's future economic development efforts? Why/why not?		
GROUP		
Business	**Civic**	**Neighborhood**
Yes, but cost is an issue	Yes – People need more services. Meeting and events center – we need that kind of space.	Yes. It's a gathering place for everyone. Community theaters, meeting places, etc. Nightly movies all year round; ice skating; teen center; it will keep all ages here.
People us New Century Fieldhouse frequently – would like to have something closer to downtown	No – We have a lot of the facilities separately already. Competes with local business. Keep government out of private sector	Always going to the Olathe Community Center to fulfill this need.
Could be surprised by the number of people who would use it.	Yes - transportation to & from Center	DeSoto owns the building, but prairie life fitness (wellness center potential solution).
Emphasis on health, eating better, and exercise. Use to attract a community center. Economic incentive?	Invest in a core community center	Members of the Y in Olathe, would reconsider using a local option.
A lot of people have membership to the YMCA in Olathe (have childcare for those with small children).		Indoor swimming pool would be necessary.
Quality meeting space, event space, etc in Gardner		Potential swim teams / tournaments?! All 6A schools have swim teams, except Gardner. Hotels too?
Indoor sporting events to use year around		Indoor walking trail would be another option.
Increase spending in the community		Finishing up the trail to connect to it as well.
yes, have to pay; need kid care; meeting/training rooms; wedding/events		Conjunction with the fairgrounds
		Could hold sporting events / basketball tournaments, baseball tournaments, etc.
		New Century Fieldhouse, booked years out. Staying in Olathe.
		City council wants tournament schedule to understand when visitors out of town are coming..?? Is that right?
		Celebration Park – beer and wine festivals; if it was downtown could have more stuff downtown and more tourism. Wish it was closer to downtown.
		Yes, Community theater/focal gathering. Services Activities.
		Yes / Fairgrounds
		Yes with indoor pool, yoga, elder daycare etc
Competition with other local businesses; meeting and event space		

Public Meeting #1 - June 8, 2017

Question 3B: If the City builds a new community center, what location would best enhance residents' quality of life and reinforce a sense of place for Gardner residents?		
GROUP		
Business	**Civic**	**Neighborhood**
By Fair grounds	By the trailer park – by Walmart	Fairgrounds.
Close to downtown	Center of town, south of the tracks	Unless City can buy church land??
Community center defiantly needed – start small and add on as it grows and needed. Need something small to start with.	On the fairgrounds – opportunities for partnerships	Underpass at white drive? At one point? Ped/Bike bridge.?
Senior center not originally City owned. Widely used, but not large enough.	close to downtown & walking, distance from elderly and grandparents	Fairgrounds, or north of the schools.
Figure in the logistics park and the impact to a proposed community center. Add the City of Edgerton in on funding?		Waverly and 175th?
Could the fairgrounds be used for a different economic spur?		Leave land near interstates to be developed retail / office / etc. Closer in, keep it.
Look a the fairgrounds in a couple of different ways.		Waverly and 175th,
Community center should be multi-generational.		Right north of grand near schools west part of Gardner buy housing
Fairgrounds – true economic development opportunity close to downtown		
Time of year / lack of AC – very hot time when fair is in session.		
FAIRGROUNDS		
Def. need community center; start small and add - year round		
By trailer park OR pool		

PUBLIC MEETING #1-FULL LOG OF PERSPECTIVE GROUP DOCUMENTATION

Public Meeting #1 - June 8, 2017

Question 3C: Do you believe a new multi-generational community center would be a good addition to the downtown core area / in close proximity to the Main Street Corridor or would it be better situated away from the corridor? Why?		
GROUP		
Business	**Civic**	**Neighborhood**
Yes	no answers	Personal – center and main and as close as you can get it.
Any issues with the schools related to the fair?	Yes - continue to support the city's core and biz	Celebration park is too far out there, it's the downfall of the park.
Access		Open to smaller lots for community center to maintain closer to civic center.
How does the fairgrounds and the school relate and work together??		Could go vertical, or utilize fairgrounds?
Schools going through a capacity review		Away from corridor
Gladstone example		yes
Mixed use development		Away from core, closer to homes, it would create too much traffic downtown

Public Meeting #1 - June 8, 2017

Question 4A: What are some ideas for using the County Fairgrounds as a catalyst for economic development? Could we achieve more if the Fairgrounds are relocated?		
GROUP		
Business	**Civic**	**Neighborhood**
Fair attendance and exhibitors is down	Fear that the fair board will relocate the fair in a different town – even if Gardner were to offer a new location. Will the board move somewhere that is more advantageous?	Who owns land north of Madison – Fairgrounds – for additional parking.
Food trucks are well attended	Would like to partner with board to expound on economic opportunities	Don't move it – it's part of our identity, but only used a few days of the year. Promote events there / joint ownership?! Wedding receptions there work well.
Acreage can be better used for other activities	Can we upgrade the grounds to be utilized year-round?	Relocated fair by celebration park, and city takes over old fairgrounds. But might make the downtown area suffer.??
Landlocked and not enough room for many event types	Make it better over scrapping the whole site	At a minimum – need to build partnership with the fairgrounds so the city can have events there, or put a community center?
If they moved farther out, will it hurt DT?	Utilize space for community center	OR put the community center where the city is expecting future residential growth? Another option…
My only bring in traffic for a small time (less than 1 week)	Move closer to highway	Music festivals should be explored / art festivals?
Town has grown around the fairgrounds (1864 was the first fair)		Beerfest and BBQ at celebration park; Boo Bash at celebration park; fireworks at celebration park;
Losing attendance - only get one weekend		People come and camp out for fairgrounds.
		Used to get a lot more outside visitors from Gardner for the fairgrounds. Mostly gardner residents are now attending the fair and rural communities around Gardner that would come to the fair. Not like it used to be. Probably has something to do lack of interest in people going to fairs now….no new vendors that can really attend, and they're not really interested – competition is similar to 'Shawnee Days', etc..
		They have the festival of the trails, so can potentially build on that..making sure entry fees and lower, and insurance is addressed. Don't make it too expensive to run people out when starting out. And promote heavily to make sure foot traffic is good.
		Tying into schools, with fairgrounds, and with city / parks. Pull in agricultural educational items?
		Community Garden – not sure how popular it is..
		Drive in movie
		Multiple rodea events at updated fairgrounds
		Repurposed
		Relocate to celebration park
		Use for mixd events, live music, community center
Could achieve - Community center ---- Fair would be better in different location with high population - Stillwater?		

PUBLIC MEETING #1-FULL LOG OF PERSPECTIVE GROUP DOCUMENTATION

Public Meeting #1 - June 8, 2017

Question 4B: Do the Fairgrounds and hosting the JoCo Fair improve the quality of life in Gardner, and is it a defining part of Gardner's identity? What could be done to strengthen the relationship to Main Street?		
GROUP		
Business	**Civic**	**Neighborhood**
no answers	Would be better if it were used year round	no answers
Vendors have trouble with heat - miserable	As of today – it's not more beneficial to only have the fair one time a year. There isn't enough value in one week of events.	Octoberfest and add festivals in fairgrounds
	Yes - close 56 and include festivities during fair to along main st	More mixed events, better use of space
		Use more days of the year
Would need to negotiate new location		

Public Meeting #1 - June 8, 2017

Question 4C: During the JoCo Fair, are the associated traffic issues a major concern for you or do you believe hosting the fair downtown is worth the temporary inconveniences that come with it (parking, street closures, etc.)?		
GROUP		
Business	**Civic**	**Neighborhood**
No streets are shut down for the fair, only for the parade.	Between employees and consumers, there is no parking – any given day	Traffic isn't an issue, nope;
Generate a little traffic in town, nothing significant – fair is only one week	City parking is a huge issue – one affects the other	Worth it
	Parking issue at Moonlight and Lincoln	No, JoCo Fair should be used for weekly grounds events - should be organized, fair is too repetitive.
	Impedes the likelihood of businesses to come to the corridor	No - yes it is worth it
	Temporary - city needs to identify a large parking location	Worth it
Public parking???		

PUBLIC MEETING #1-FULL LOG OF PERSPECTIVE GROUP DOCUMENTATION

Public Meeting #1 - June 8, 2017

Question 1D, 2D, 3D, 4D: How do you define environmental responsibility as it relates to Main Street and adjacent neighborhoods?		
GROUP		
Business	**Civic**	**Neighborhood**
Need trash cans downtown	Add more sidewalks	No drinking fountains along main street.
No seating in down along the pedestrian corridor	Connectivity	Slowing traffic down along 56.
Bike racks	Slow Traffic	Walking along main street is not nice.
Recycling program	Small business initiative – LEED	Make downtown nicer to hang out / quieter. And not as hurried. Less horns.
ADA compliant – older businesses and high cost	Small biz initiative to encourage investment	Noise pollution is an issue along the corridor.
Public transit	Walk/Bike path	Knuckleheads development?
Edgerton is pushing to public transit to the logistic parks and other employment center southwest of town		Not any issues with kids going down on ped bridge / connection.
Johnson County is so spread out to benefit from public transit		Glass recycling at other locations.
Hybrid – carpool lanes – encouraging MOV (rather than SOV)		Slower traffic; more ped traffic safety
Those on public transit may not use services in town – bypassing downtown on public transit		Should be a nice place to be outside
Shorter lunch times.		Anything that slows traffic will reduce traffic which improves environmental
Get trucks off of main street by bypass		Less horns
Trees in a center street greenway		Slower traffic,
Public transit option?		Less cars
Have bicycling separate		
Need trash cans		
ADA compliance		
need seating		
need bike racks		
Not fine -- More sidewalks, connectivity and walkability		

ONLINE SURVEY SUMMARY

Over 215 respondents answered the open-ended survey questions provided after the July 12 and 13th public meeting. A summary of results for each Subarea (Downtown, Main Street Mixed-Use/East Gateway, South of Tracks, West Gateway/Main Street Residential and Transportation) can be found below, and the full survey results can be found on the City's website. See pages 58-71 for survey narrative and illustrations.

Common Positive Feedback for Downtown Core Option A, B and C

- Community Center location within the Downtown Core area, as it adds to the facilities for community in an already civic serving area
- Building density and the potential for infill development – such as a destination restaurant - within the Downtown Core was well received
- Creation of more green space within the Downtown Core area and providing the opportunity to create a town square for the community
- Enhancing views from the street with landscaping and streetscape amenities
- Creation and designation of space for a farmer's market year round
- Overall walkable appeal (feels very walkable)
- Revitalizing area around the Fairgrounds while also embracing the uniqueness of the fair
- Greenhouse opportunities / multi-use buildings
- Having a gateway to the Fairgrounds
- Multi-use facilities having the potential to collect revenue for the City
- Future pedestrian walkway at the end of Elm Street as a potential pedestrian overlook and connection to the southern side of the community
- Potential for extra parking in the Downtown Core

Common Concerns for Downtown Core Option A, B and C

- Property sensitivities – City showing stuff on properties they don't own, such as the church property and surrounding housing
- Not dreaming big enough
- Much of the buildings Downtown are historic or older building stock and could be a potential issue in the future redevelopment / renovation of the Downtown Core (building life)
- Fear of reducing the amount of parking, and all existing parking should be retained and improved, not removed
- Potential access / traffic increases with more services added to the civic hub (including school)
- Adjusting existing street grid / closing off streets
- Not doing enough to improve Main Street
- Too much density and activity in one area
- Relocate fairgrounds
- Concern of facilities being able to coexist, such as the Fairground Midway and Aquatic Center
- Cost and size of future Community Center
- Concern of raising taxes
- Questions of who will maintain new green space / town square shown
- Questioning the need for greenhouse space and how much would it be used
- Impact on local businesses – ensure new businesses do not hurt existing establishments
- Concern of tree types
- Need cost estimates / funding strategies moving forward to understand implementation possibility of the vision
- Accessible parking for elderly population
- Remove any dirt / gravel parking lots and require paved parking lots
- Farmer's market to be on concrete for accessibility purposes and provide shade
- Focus efforts on bringing business to I-35, not Downtown
- Tax payers are sensitive to more funding with the funding of the new Justice Center

Common Positive Feedback for Main Street Mixed-Use / East Gateway Option A and B

- Preference for a mixed-use corridor, with buildings closer to the road and parking behind near the railroad tracks
- Like the feeling of extending Downtown to the East and promoting walkability
- Interesting location for Community Center and could be worth exploring, but seems a bit disconnected from neighborhoods
- Preferred an entry sign into the Downtown area
- Preferred bike / pedestrian connectivity to Downtown by use of Shawnee Street
- Improving the image of Main Street
- Multi-family housing along Main Street
- Revitalization of many blighted properties and helps to organize the corridor with consistent development style and improved curb appeal
- Added retail development, such as new restaurants / pad sites and a new grocery store
- Concealed or relocated mobile home park

Common Concerns for Main Street Mixed-Use / East Gateway Option A and B

- Many respondents felt the Community Center may be too far from Downtown Core
- Concern of having housing directly on Main Street with the railroad in such close proximity
- Questioned if there is a need for a welcome center, and if it was at the right location or if it needed to be further east in the community
- Addressing the railroad and roadway with future development
- Emphasizing too much on development and should focus efforts on connecting over the railroad in other locations
- Potential traffic and access issues with new development, especially closer to Moonlight Road
- Too much commercial in close proximity to Downtown and concern of taking away from Downtown businesses
- Need more development at west edge of the community
- Still too car centric
- Concern of parking behind buildings and the potential of having 'hidden' parking for retail tenants
- Ensure the buildings placed directly on Main Street are four sided architecture
- Concern of displacing mobile home park residents
- Not able to make Main Street wider to accommodate traffic without major investment
- General cost and funding to implement proposed vision
- Fear of losing small town feel with additional commercial options

Common Positive Feedback for South of Tracks Options

- Pedestrian connection between north and south of tracks (underground is appealing)
- Solar field is an interesting idea
- Prefer athletic fields farther away from tracks
- Potential revenue source to the City and local businesses with the addition of athletic fields
- Developing a very underutilized part of town that is so close to the Downtown area rather than on the outskirts of town
- Updated fields + fieldhouse
- Providing amenities for population south of tracks
- Amphitheater is an appealing idea
- Buffering techniques for railroad are desired
- Community Center potential location south of tracks
- Arts and community engagement features
- Very appealing by having multiple amenities in one location

Common Concerns for South of Tracks Options

- Costs for proposed Amphitheater, Community Center, and the underground connections between the north and south sides of the community
- Proximity of playground to railroad tracks
- Some concern around amphitheater noise for surrounding residents
- Railroad noise competing with amphitheater noise
- Amphitheater might be located too close to tracks
- Appropriate size for proposed Community Center
- Increase in traffic flow / congestion to this area - ensure proper access for future
- Increased traffic on Moonlight Road
- Questioning the needs for a new amphitheater, solar farm, athletic fields and fieldhouse
- Concern of seasonal uses only and unable to utilize all year round (winter months)
- No skate park option
- Location of land seems too central and valuable for shown proposed uses
- Concern of safety for the proposed underground pedestrian connection
- Drainage in this area is a potential issue
- Lack of focus on other types of amenities within the community – too focused on sports

Common Positive Feedback for West Gateway / Main Street Residential Option

- Safer for bicyclists with proposed bike facility enhancements
- Redesign of 175th street to make it more friendly to everyone other than just vehicles
- Introducing commercial on the west side of town
- New signaled intersection

Common Concerns for West Gateway / Main Street Residential Option

- Schedule / timeline / cost for proposed infrastructure improvements to occur
- Bike traffic needs own lane off of street (trail / sidewalk), as biking is not a big need in Gardner
- Decreasing traffic capacity and potential for increased traffic congestion, especially for those who commute
- Taking away some of Gardner's history
- Concern of proximity of proposed commercial uses to the High School
- Lack of sidewalk along Santa Fe Street entirely
- This option does not look at improving traffic flow to Madison by extending North Buckeye south to Main Street
- Drainage issues at Santa Fe Street and Waverly Road

Common Positive Feedback for Transportation Options

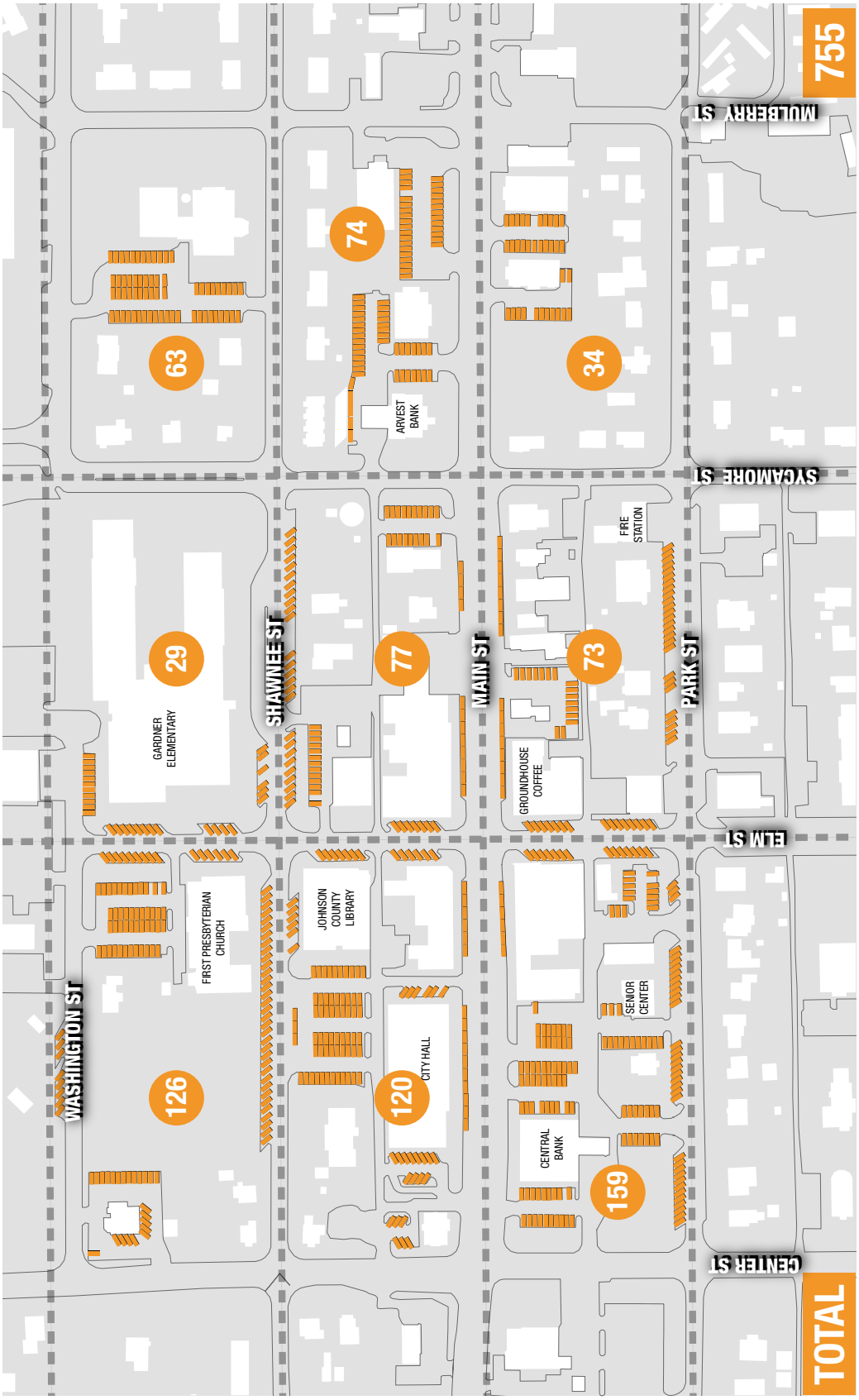
- Many prefer any and all traffic-calming measures along Main Street
- Increasing the ability to move throughout the community for cyclists and pedestrians
- Preference to widen pedestrian bridge
- Adding a median to Main Street will improve Downtown aesthetic and help slow traffic
- Roundabouts help to keep traffic moving
- Landscaping and green space throughout the transportation facilities
- Slowing traffic through Downtown
- Raised crosswalks
- Bike/pedestrian initiative should connect to the schools since a lot of those who ride would be staff and students.

Common Concerns for Transportation Options

- Angled parking along Main Street
- Speed bumps / traffic-calming
- The need for roundabouts and the cost of them
- Need another grade separate railroad crossing that includes bike/pedestrian facilities and four traffic lanes
- Too much emphasis on bike traffic, as it is not a problem in Gardner
- Narrowing traffic lanes - traffic lanes less than 12 feet wide is concerning
- Separate bike from vehicular traffic – too many trucks
- Costs and funding of proposed improvements
- Ensure there is good lighting for any railroads crossings
- Longer right turn lanes along Main Street are needed due to too much stacking
- Look for opportunities to connect to regional trail system
- Move railroad tracks out of Gardner
- More parking Downtown is needed
- Traffic is already slow enough along Main Street
- Eliminate parking on Main Street all together
- Focus on traffic flow first as a priority, then pedestrian connections

Table
Downtown Parking Counts per Building Square Feet

Description	#	Total Parking	Sq. Ft.	Sq. Ft. (No School)	% Total
Sq. Ft.					
Block	1	126	18,686	18,686	7%
Block	2	29	67,746		26%
Block	3	63	13,626	13,626	5%
Block	4	120	49,370	49,370	19%
Block	5	77	26,833	26,833	10%
Block	6	74	16,472	16,472	6%
Block	7	159	37,071	37,071	14%
Block	8	73	16,615	16,615	6%
Block	9	34	14,983	14,983	6%
Total		**755**	**261,403**	**193,657**	**100%**
Parking					
Total Parking			755	726 without block #2 (school)	
Parking Ratio					
Total Parking/1,000 sq. ft.			**2.89**	**3.75**	


755
MULBERRY ST
74
63
34
ARVEST BANK
SYCAMORE ST
FIRE STATION
29
SHAWNEE ST
77
MAIN ST
73
PARK ST
GARDNER ELEMENTARY
GROUNDHOUSE COFFEE
ELM ST
FIRST PRESBYTERIAN CHURCH
JOHNSON COUNTY LIBRARY
SENIOR CENTER
WASHINGTON ST
126
120
CITY HALL
CENTRAL BANK
159
CENTER ST
TOTAL

ENVIRONMENTAL JUSTICE DOCUMENTATION

Below is a detailed list of the environmental justice efforts that occurred throughout the process of the *Main Street Corridor Plan*. These efforts helped to encourage meaningful participation from environmental justice populations, learn their needs, and explore policy considerations that respond to these needs. Additional documentation of the deliverables asterisked in the list below can be found on the following pages within this section.

- City staff invited all members of the public to the first public meeting by the following methods:
    - Physically posted flyers at prominent locations around town*
    - Posted on the City calendar and project webpage
    - E-mailed the flyer to the Gardner-Edgerton Chamber of Commerce for distribution to their members
    - E-mailed the flyer to all Department Directors for distribution to their community contacts
    - Mass e-mail through Constant Contact
    - Facebook posting
    - Twitter posting
- City staff invited mobile park owner by mail to the August 28, 2017 property owner meeting
- City staff advertised the online survey with a flyer. The flyer was created for those with limited literacy and translated to Spanish. City staff distributed survey flyer to mobile home park residents. Approximately half of the residents were provided the flyer personally by City staff, while those who were not currently at their residence were left with the flyer on their property (Mid-August 2017)*
- City staff's preliminary conversation with mobile home park owner (9/11/2017)*
- Flyer for 10/12/2017 public meeting was handed out to the mobile home park residents and mailed to the property owner list.* Further methods to encourage attendance at the third public meeting include:
    - Flyers posted at prominent locations around town
    - Mailed notices to property owners
    - Email notifications to previous attendees and City distribution list
    - Postings on the City website
- Mobile home park owner attendance at 10/12/2017 public meeting
- City staff meeting with mobile home park owner - draft agenda and summary notes (10/18/2017)*
- Mobile home park owner attendance at 11/6/2017 property owner meeting
- Research and policy considerations responding to the needs of mobile home residents*

FLYER FOR PUBLIC MEETING #1

GARDNER KANSAS

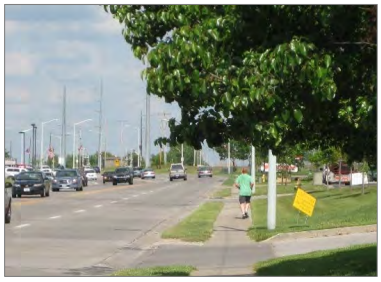
Main Street Corridor Plan

Public Meeting #1

YOUR CITY → YOUR IDEAS → YOUR PLAN

MARC
MID-AMERICA REGIONAL COUNCIL

This project is supported through a grant from the Mid-America Regional Council's (MARC) Planning Sustainable Places Initiative - a regional program funded by the state-allocated Surface Transportation Program (Livable Communities Pilot) and intended to assist communities to explore transportation network improvements that enhance the quality of life and support long-term community growth.



MEETING LOCATION

Gardner Senior Center
128 East Park Street
Wednesday, June 14, 2017 5pm-8pm

What is on your wish list for the heart of your community?

The City of Gardner invites citizens of all ages to participate with the consultant team in planning for improvements and new development along the Main Street Corridor.

Dinner will be provided.

www.gardnerkansas.gov

Special accommodations available upon request.
Michael Kramer – Director of Public Works: 913-856-0999; mkramer@gardnerkansas.gov

ONLINE SURVEY FLYER IN BOTH ENGLISH AND SPANISH

GARDNER KANSAS

Main Street Corridor Plan

ONLINE SURVEY | Public Meeting #2

YOUR CITY → YOUR IDEAS → YOUR PLAN

MARC
MID-AMERICA REGIONAL COUNCIL

This project is supported through a grant from the Mid-America Regional Council's (MARC) Planning Sustainable Places Initiative - a regional program funded by the state-allocated Surface Transportation Program (Livable Communities Pilot) and intended to assist communities to explore transportation network improvements that enhance the quality of life and support long-term community growth.

ONLINE SURVEY for Public Meeting #2

The City of Gardner invites you to provide your opinions on future development along Main Street.

Ideas were discussed at a public meeting on July 13, 2017.

Please also provide your ideas in an online survey by August 28, 2017.

Computers are available at the Gardner Public Library at 137 E. Shawnee St.

You may also e-mail, visit, or send a letter to:
City of Gardner
Business and Economic Development Department
120 E. Main Street
Gardner, KS 66030

GardnerMainStreet@gardnerkansas.gov

La ciudad de Gardner te invita a proveer tus opiniones sobre los futuros desarrollos en la calle Main.

Las ideas fueron analizadas en la junta publica que se llevo a cabo el 13 de Julio, 2018.

Le pedimos que provea sus ideas atreves del cuestionario disponible en la internet antes del 28 de Agosto, 2017.

Computadoras están disponibles en la biblioteca de Gardner localizada en 137 E. Shawnee St.

También puede mandar un email, visitar o mandar una carta con atención a:
City of Gardner
Business and Economic Development Department
120 E. Main Street
Gardner, KS 66030

GardnerMainStreet@gardnerkansas.gov

https://www.surveymonkey.com/r/MainStCorridor_GardnerKS_PublicInput

FLYER FOR PUBLIC MEETING #3

GARDNER KANSAS

Main Street Corridor Plan

Public Meeting #3

YOUR CITY → YOUR IDEAS → YOUR PLAN

MARC
MID-AMERICA REGIONAL COUNCIL

This project is supported through a grant from the Mid-America Regional Council's (MARC) Planning Sustainable Places Initiative - a regional program funded by the state-allocated Surface Transportation Program (Livable Communities Pilot) and intended to assist communities to explore transportation network improvements that enhance the quality of life and support long-term community growth.

MEETING LOCATION

Gardner Senior Center
128 East Park Street
Wednesday, October 12, 2017 5pm-8pm

What is your vision for the heart of your community?

The City of Gardner invites citizens of all ages to provide feedback to the consultant team to continue to refine the planning for improvements and new development opportunities along the Main Street Corridor.

www.gardnerkansas.gov

Special accommodations available upon request.
Michael Kramer – Director of Public Works: 913-856-0999; mkramer@gardnerkansas.gov

AGENDA FOR MEETING WITH MOBILE HOME PARK OWNER

October 18, 2017

Meeting with owner of mobile home park on East Main Street
Kelly Drake Woodward, AICP, Chief Planner
Michelle Kriks, AICP, Planner

RE: Gardner Main Street Corridor Plan

Draft Agenda

1. Revisit purpose/role of the plan
2. Information on the existing mobile home park
    a. # units
    b. Rental or ownership of trailers?
    c. Monthly site rent – other expenses
    d. Key positive features
    e. Challenges
3. Information on current residents
    a. Housing cost needs
    b. Housing location needs
    c. Transportation needs
    d. Other needs
    e. Ideas on involvement
4. Property owner
    a. Existing concerns
    b. Potential concerns about redevelopment
    c. Potential interest in development
    d. Other thoughts

SUMMARY OF INPUT FROM OWNER OF MOBILE HOME PARK ON MAIN STREET

GARDNER KANSAS
Blazing New Trails

Business & Economic Development **MEMORANDUM**

TO: Confluence

FROM: Kelly Drake Woodward, AICP, Chief Planner

DATE: February 19, 2017

SUBJECT: Summary of input from owner of mobile home park on Main Street

From September 11, 2017 Phone Conversation notes:

The property owner reports that the residents of the park are very low income, but have jobs and transportation to jobs. Access to public transportation might be helpful with the jobs developing in the area. The residents own the mobile homes and pay monthly rent for the lot on which the home sits. Some of the mobile homes are in poor condition, having been abandoned by others and then subsequently modified.

She is concerned that any future project should not leave the residents without housing. She estimates that residents would pay between $60 and $160 more for monthly lot rent in the other mobile home park in Gardner. She thinks this rent increase would be prohibitive for them.

She would be interested in projects to improve the appearance of the park from the street.

From October 18, 2017 Meeting notes:

It was discussed that one goal of the plan is to provide guidance for future development character should redevelopment occur (as initiated by the action of the property owner). This is why the City is meeting with her and other property owners.

The mobile home park has been in its current location since the 1950's. There are approximately 25 units. Many have had code violations pertaining to modifications to the structures. Most trailers were built in the 1970's or earlier. They are not likely able to be relocated.

Many residents are construction workers, and travel outside the City for work. Most households have children with a stay-at-home parent. They are a close community.

The owner is concerned about the cost of removing the trailers should redevelopment occur and the loss of the value of the trailers to the residents. She is interested in recommendations pertaining to mitigating loss to the residents with future redevelopment of the property.

RESEARCH AND POLICY CONSIDERATIONS RESPONDING TO THE NEEDS OF MOBILE HOME RESIDENTS

Research and Policy Considerations responding to the needs of Mobile Home residents

General Background

1. It is estimated that approximately 20% of currently occupied rural manufactured homes were built before 1975, the year before the HUD code was implemented, and these units are likely to be less safe and have less investment potential than newer units. Nearly 25% of mobile home park units were built before 1975.[i]
2. The majority of manufactured homes are financed with personal property loans with shorter terms and higher interest rates than conventional mortgage financing.[ii]
3. Among manufactured homes located in communities (parks), 80% are owned by their inhabitants, however only 14% of park residents also own the lot on which their unit is placed.[iii] So residents are both owner (home) and tenant (land).
4. Households that reside in manufactured home community settings have lower incomes and are more likely to be elderly than their counterparts residing in scattered-site manufactured homes.[iv]
5. Common problems faced by residents in manufactured home communities include excessive rent increases, park closures, poor park management and maintenance, restrictive rules, and restricted access to municipal services.
6. Relocating mobile homes is expensive, impractical and rarely a viable option; relocation costs can exceed $20,000 and manufactured home communities may not accept used manufactured homes.
7. Older parks or communities were not designed with modern requirements or homes in mind. They are designed with minimal distance between homes, minimal setbacks from streets, narrow streets (not accommodating emergency equipment), and infrastructure that will not accommodate modern homes, making them functionally obsolete. Additionally, the costs of replacing entire obsolete infrastructure systems make the older parks financially obsolete.[v]
8. Manufactured homes and manufactured home communities are the single most affordable type of housing available, and a haven for lower income groups and seniors on a limited income.[vi]
9. Rental communities foster the sense of community that many modern subdivisions try to create.[vii]

Strategies to discourage or prevent dislocation (reduce opportunities for redevelopment – probably applies only to larger parks with infrastructure in good repair, good location)

1. Public assistance in exchange for maintaining the mobile home park for a number of years
2. Zone for mobile home park/other affordable housing district – For local context, our current Residential Manufactured and Mobile Home Planned District (RM-P) allows household living uses, manufactured/mobile/micro home community (conditional), accessory home occupations, accessory in-home day care, small assembly, light farming. Permitted building types are not specified. Even if zoned specifically as a manufactured/mobile/micro home community (as are existing parks in Gardner), a future rezoning request could occur.

Strategies to minimize and mitigate impacts of relocation if it occurs

1. Notice of closure (advance eviction notice) – lengthen the required notice time to allow for relocation needs

RESEARCH AND POLICY CONSIDERATIONS RESPONDING TO THE NEEDS OF MOBILE HOME RESIDENTS

2. Require a relocation report in advance of park closure (number of residents to be displaced, inventory of available spaces within a certain distance, rent schedules for available spaces, available relocation assistance from owner/other)
3. Required payment of relocation costs (by property owner/developer) or purchase of mobile home at assessed value if unmovable – reasonable amount to relocate displaced park residents to a location of equal quality, up to a certain amount
4. Require payment of increased rental costs for a period of time (by property owner/developer) – also prevent raising of rents by property owner before relocation
5. Community support – owner of another manufactured home community may be willing to help pay relocation costs to their park, or match current rent for one year? Churches or other non-profit assistance?

**City participation in any of the mitigation techniques could depend on whether the redevelopment involves City financial assistance or a discretionary land use decision (such as annexation, rezoning, planned development), or if it is a private redevelopment. Decision makers should consider the following:

1. Should the City participate in mitigation expenses only with City-supported redevelopment (involving City financial assistance, incentives or discretionary land use decision), but not for private redevelopment?
2. Should relocation assistance apply to all redevelopment, regardless of City participation, and if so, what is the role of the City?
3. Should relocation assistance be waived if the redevelopment creates equal opportunity for affordable housing units? Consider the problem that these opportunities are not fungible because there is still the loss of the housing asset burdening the tenant.
4. Should the City consider funding or partially funding a plan for relocation in advance of closure?
5. Can the City establish a housing relocation fund with regular contributions over time in preparation for future redevelopment?

<u>Tasks to be proactive</u>

1. Commission a study for a redevelopment displacement mitigation strategy (policy), and obtain public input
    a. Research applicable partner agencies for affordable housing in Gardner
    b. Research applicable laws regarding affordable housing and in particular manufactured home communities in Gardner and Johnson County
    c. Research potential funding/incentive sources
2. Consider adopting regulations to support the resulting strategy

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[i] *Preserving Affordable Manufactured Home Communities in Rural America: A Case Study*, Rural Housing Research Note, Housing Assistance Council, March 2011.
[ii] Ibid.
[iii] Ibid.
[iv] Ibid.
[v] *Preserving and Expanding Mobile/Manufactured Home Communities: An Affordable Housing Solution*, Arizona Housing Alliance, Mobile Home Working Group, January 2017.
[vi] Ibid.
[vii] Ibid.