

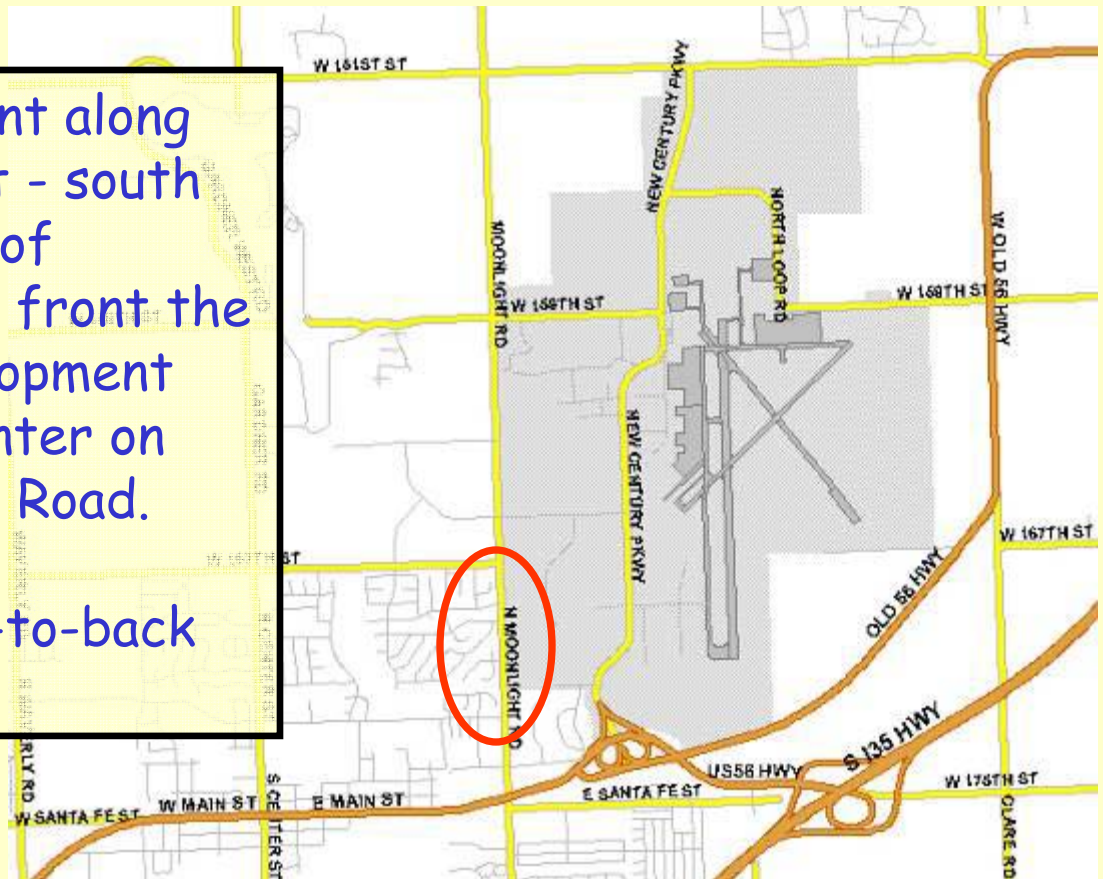
Back-to-Back Land Use Policy

- Put conflicting land uses back-to-back - not across the street from one another

Industrial Development Standards

The residential development along the west side of Moonlight - south of 167th Street and north of Madison Street - does not front the street, nor does the development within New Century AirCenter on the east side of Moonlight Road.

This is not a desired back-to-back land use relationship.

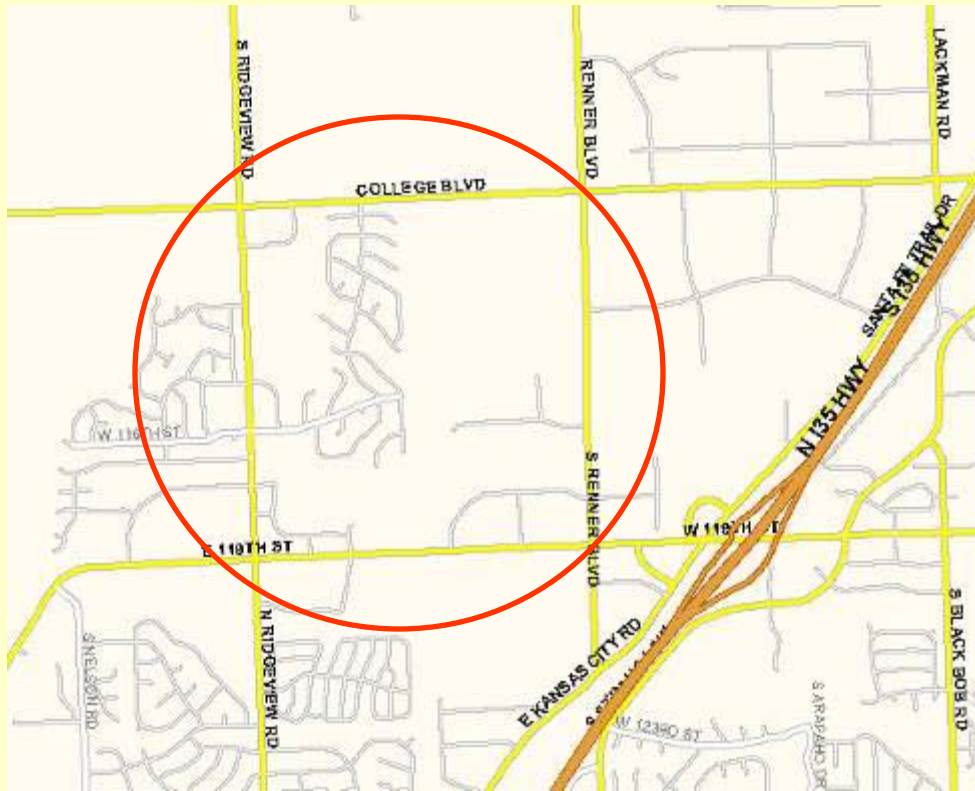




This creates a difficult and unpleasant transition between different types of land uses.

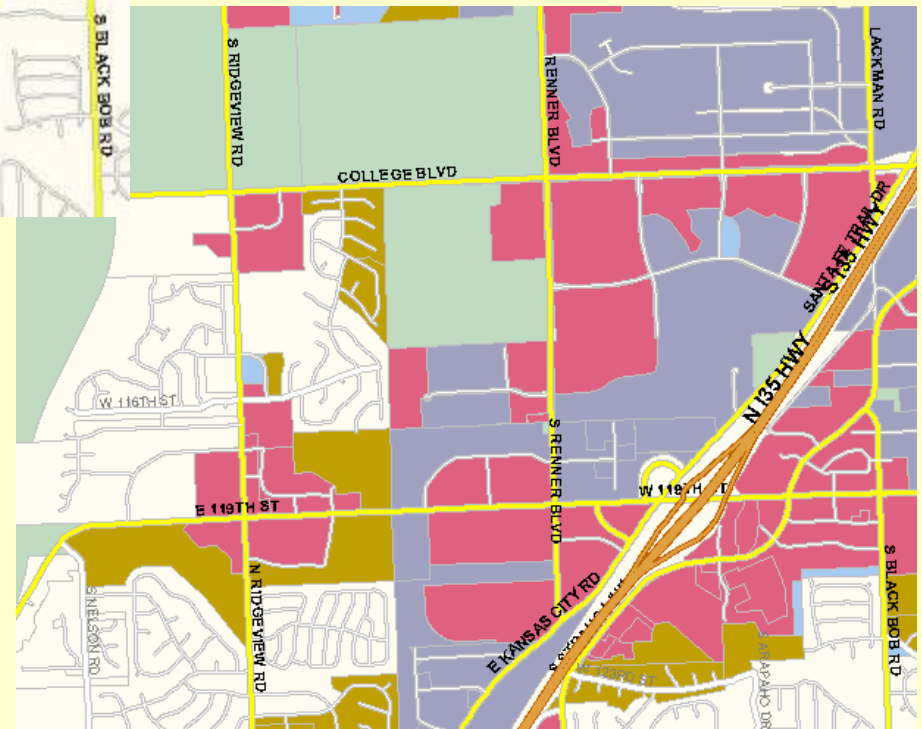
Metal industrial buildings are permitted in New Century AirCenter by the county's development standards.





A better example of back-to-back land use exists in Olathe and Lenexa, between Renner Blvd and Ridgeview Rd, north of 119th Street, south of College Blvd.

Both sides of Renner Blvd are developing with industrial uses with high development standards, while both sides of Ridgeview are mostly residential.





High quality concrete tilt-up constructed warehouses back up to the residential neighborhood to the west.



Industrial and other non-residential land uses will need to develop on both sides of Waverly Road to create a good back-to-back land use transition to the existing residential uses to the east.

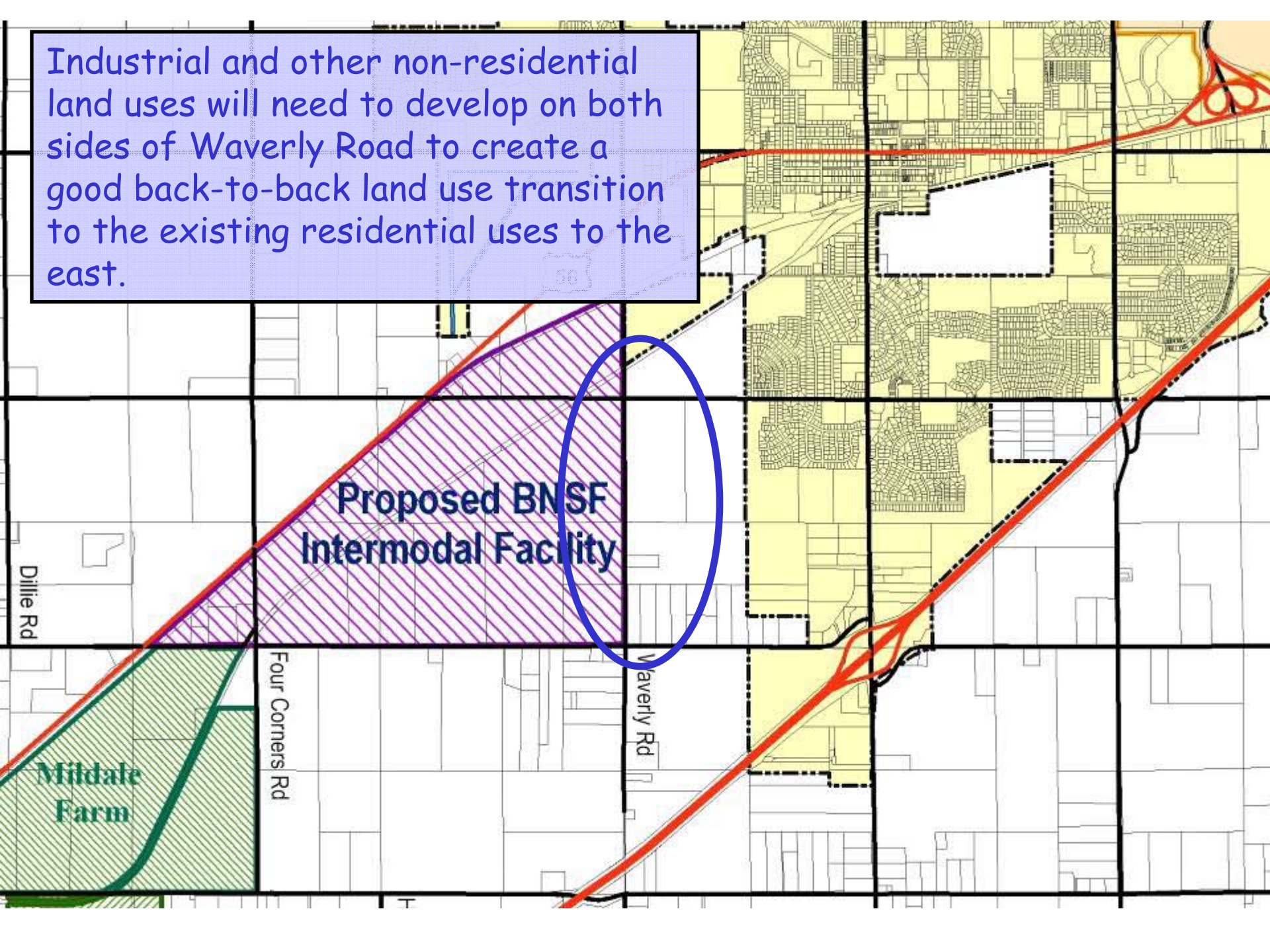
**Proposed BNSF
Intermodal Facility**

**Mildale
Farm**

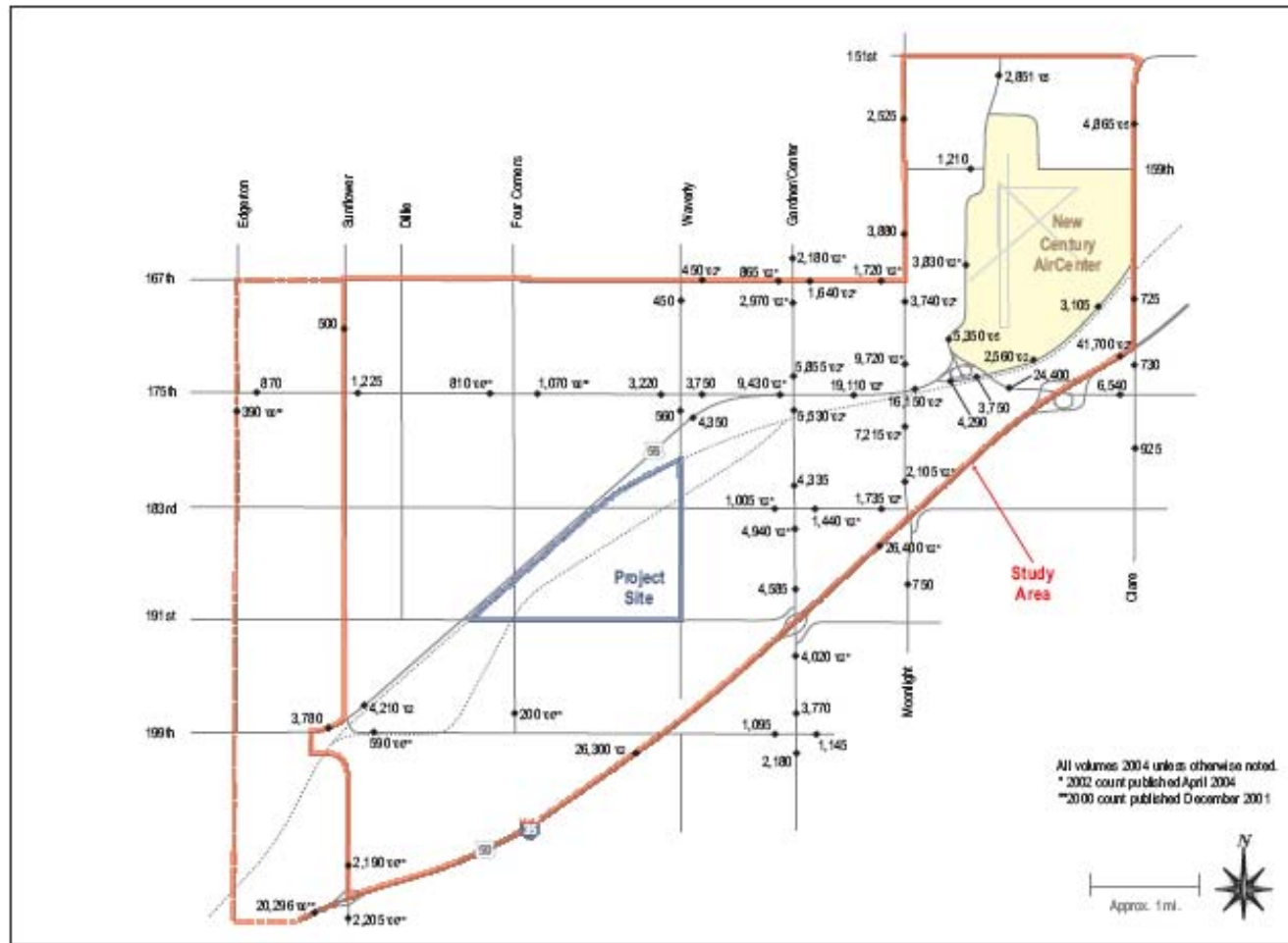
Dillie Rd

Four Corners Rd

Waverly Rd

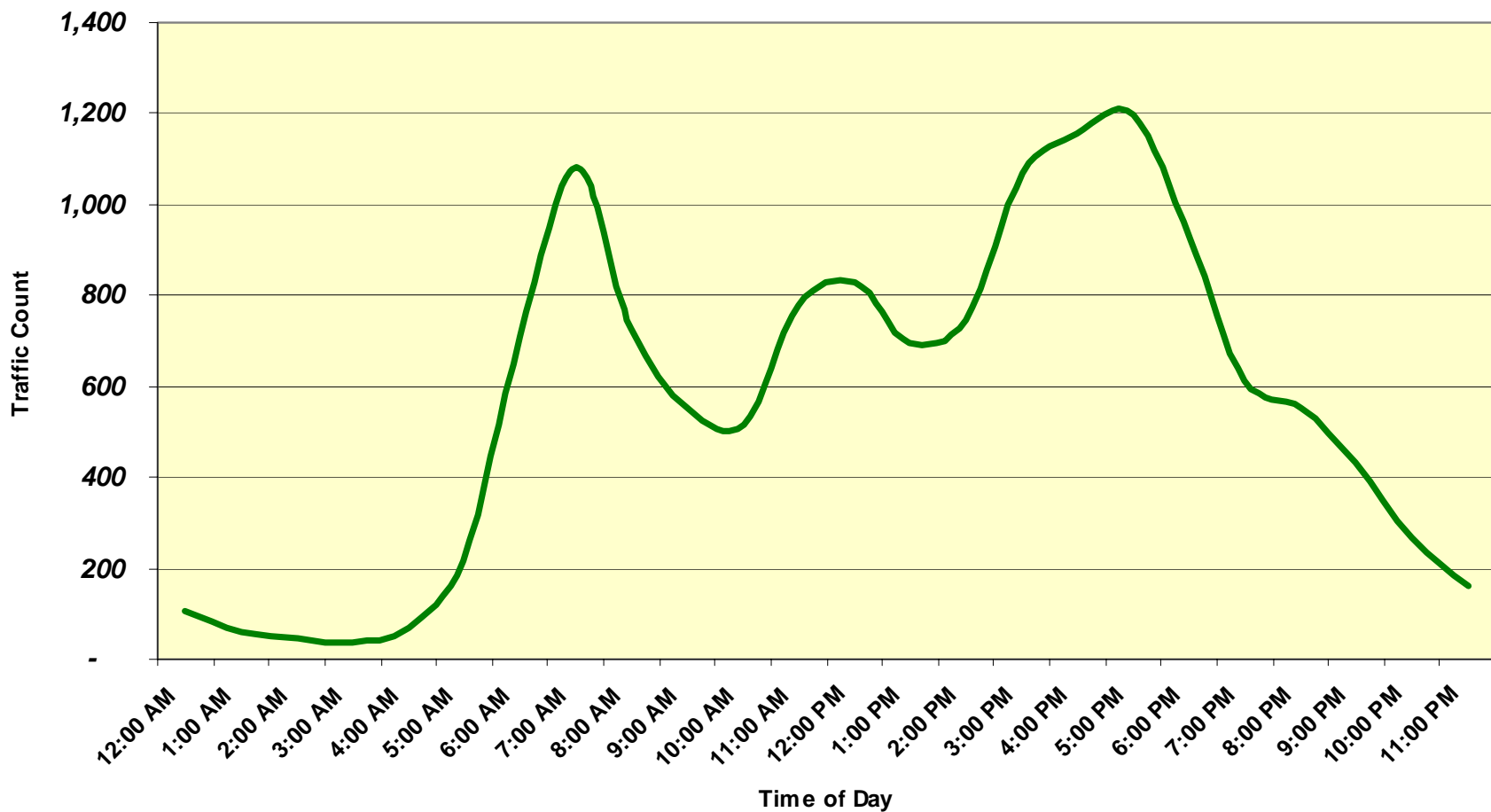


Traffic Study 101

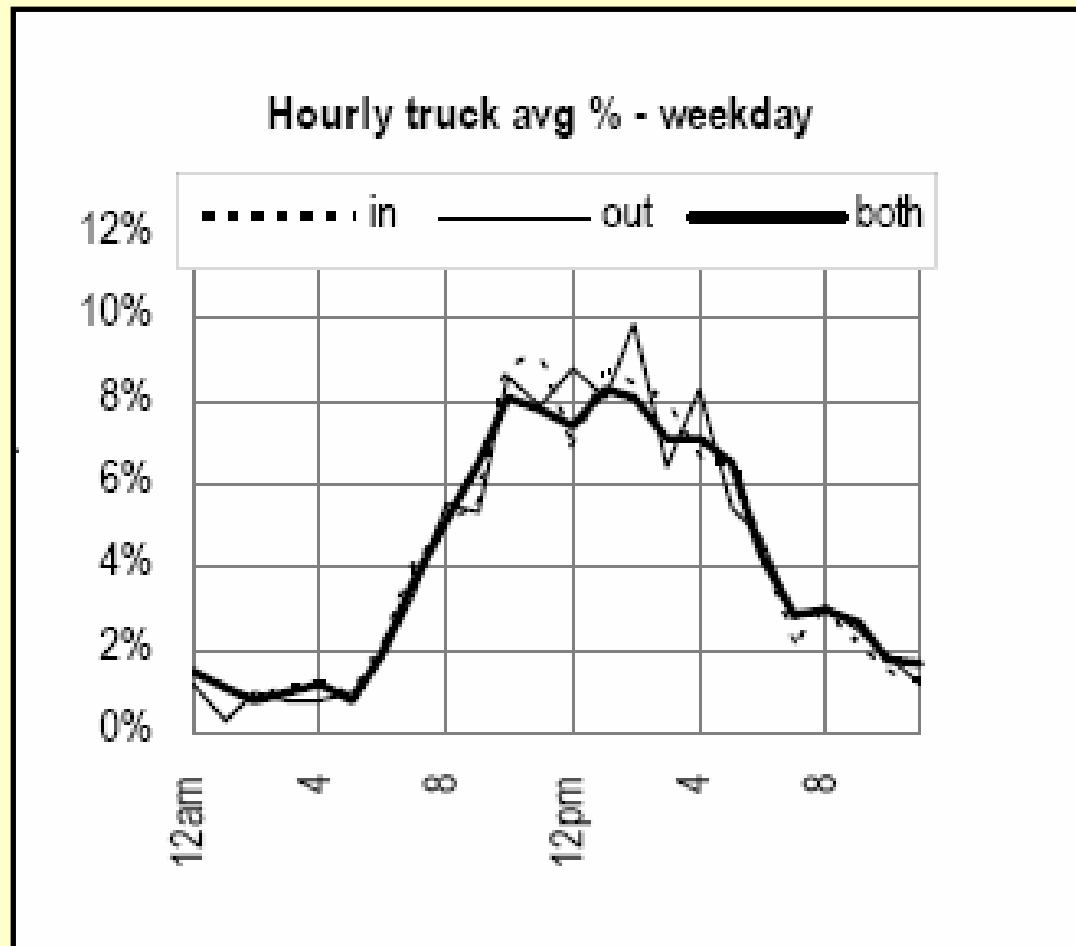


Traffic counts taken on Main Street at Moonlight Road show a fairly typical distribution of traffic volumes throughout the day - with most traffic in the P.M. "peak" period around 6:00 p.m.

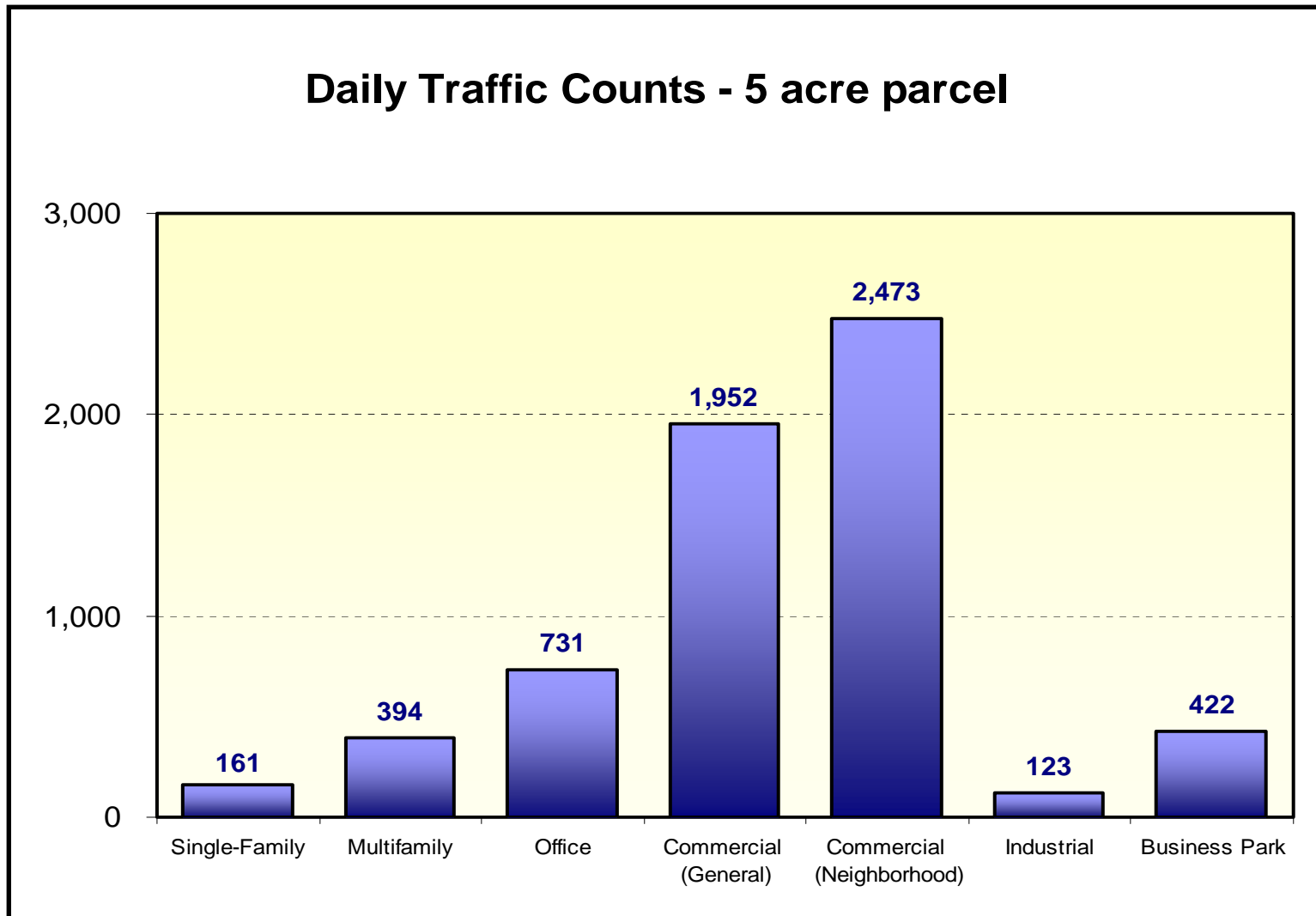
U.S. 56 Hwy Traffic at Moonlight Rd, May 1998



Information provided in the traffic study showing traffic counts taken at the Argentine Intermodal site in Kansas City KS, that most of the anticipated truck trips will not occur during the p.m. peak hour. (page B-1 or page 40 of 47)



As land develops, the land use mostly determines the amount of traffic that will be produced or generated to and from a site. The amount of planned commercial development on Gardner Road near I-35 greatly influences the amount of traffic that is anticipated in the future in this area.



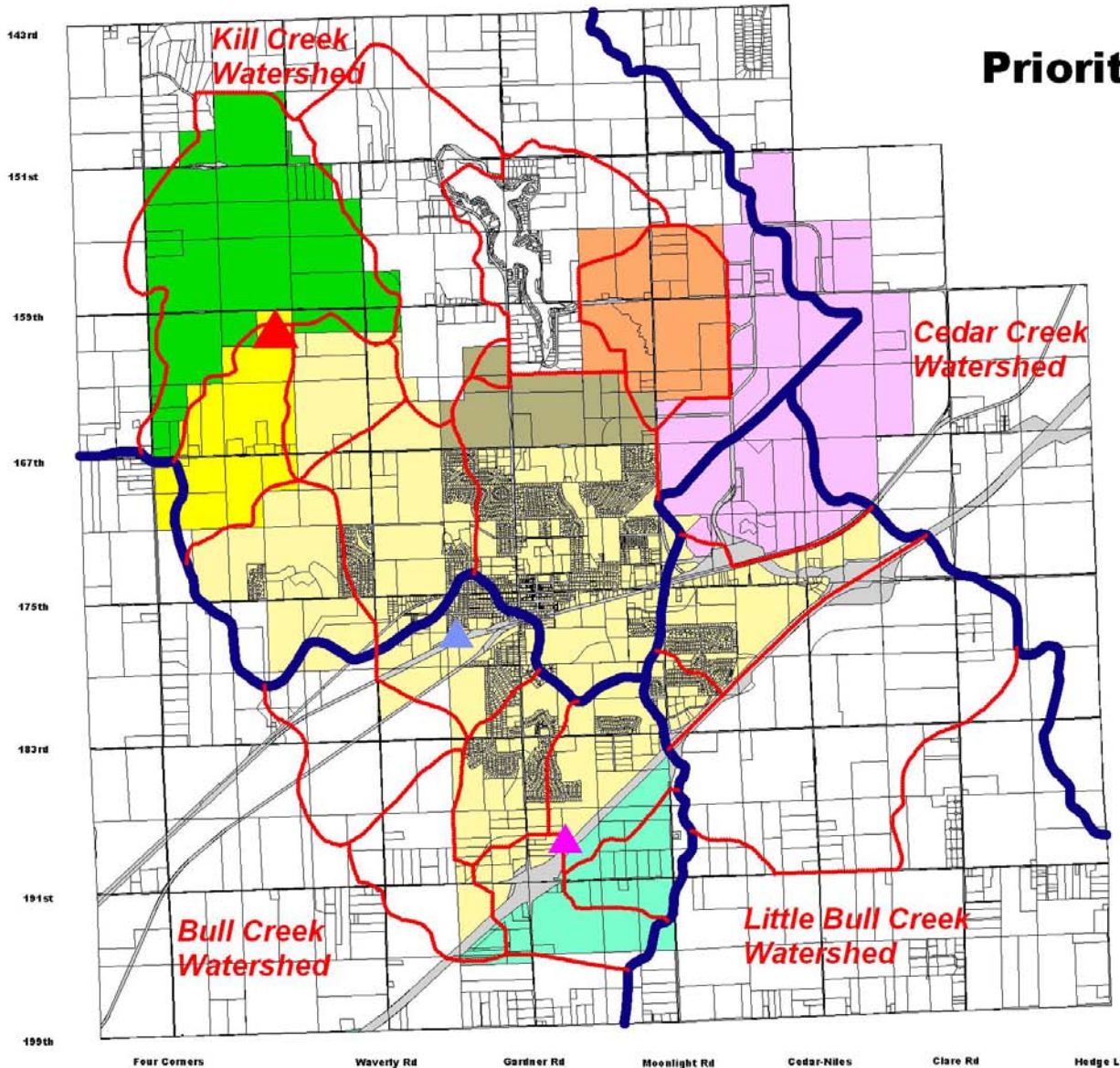
Specific information is provided in the traffic study on the amount of traffic that is anticipated to be generated to and from the proposed intermodal logistics park development.

Table 5-1: Trip Generation Assumptions, Intermodal Facility and Associated Warehouse/Distribution Development

	Size	Daily Trips	P.M. Peak-hour Trips
Opening Year (2009)			
Intermodal Trucks	483,000 annual lifts	1,822	128
Intermodal Employees	143 employees	286	0
On-site Warehouse	850,000 square feet	3,828	409
Off-site Warehouse	-	-	-
Total on-site trip generation		5,936	537
Total off-site trip generation		0	0
Total trip generation		5,936	537
Year 2025			
Intermodal Trucks	1.061 million annual lifts	4,003	280
Intermodal Employees	288 employees	576	0
On-site Warehouse	4.65 million square feet	21,312	2,273
Off-site Warehouse	7.60 million square feet	33,918	3,612
Total on-site trip generation		25,891	2,552
Total off-site trip generation		33,918	3,612
Total trip generation		59,809	6,164

Appendix A contains more detailed trip generation assumptions and information.

Anticipated Growth Area Year 2025 "No-Build" Traffic Study Scenario



Priority Growth Area Map

Current Service Areas

- Gardner Service Area
- South Service Area
- North Service Area
- New Century
- Kill Creek 1 - JCWW

Future Service Areas

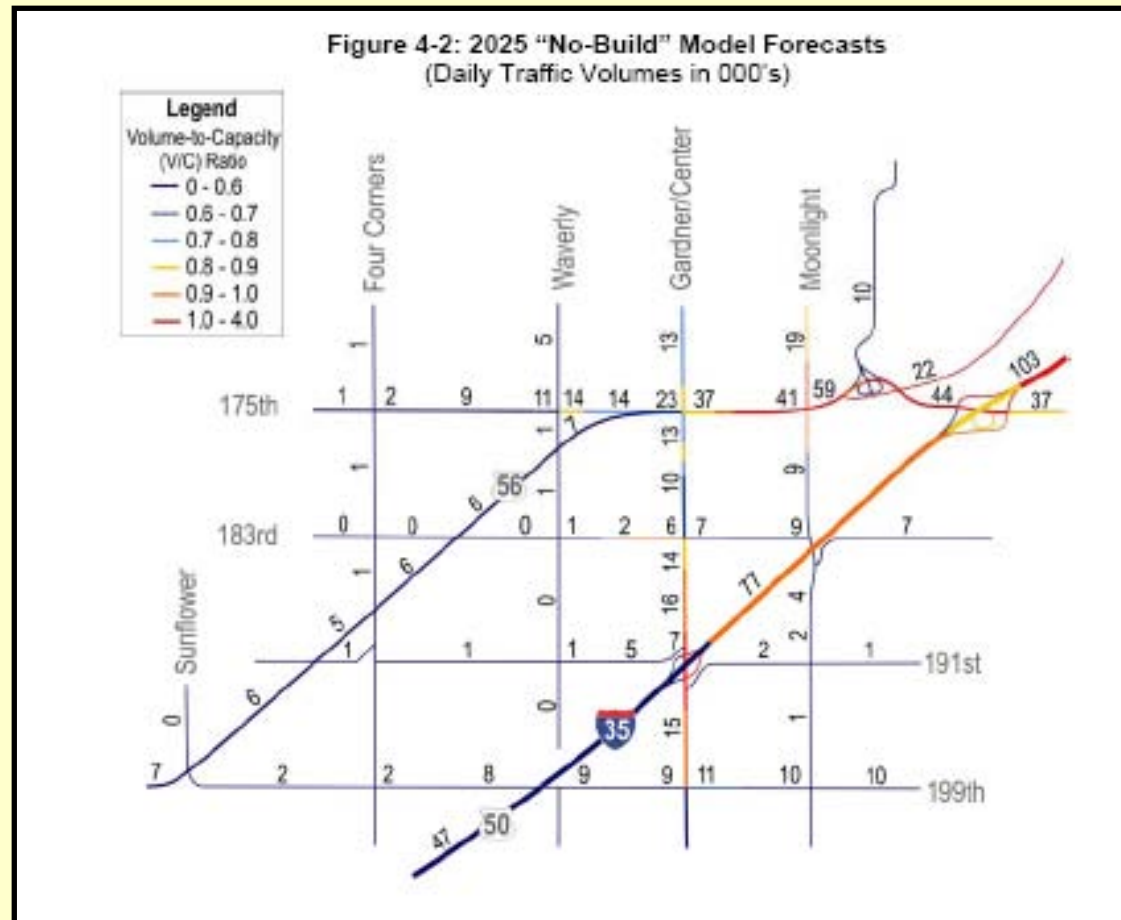
- Kill Creek West
- Kill Creek Northwest

- Ridge Line
- Drainage Basin



Planning Commission Approval - March 24, 2003
 PC Resolution 03-01
 City Council Approval - April 7, 2003
 Ordinance 2056

Based on projected growth in Gardner WITHOUT the proposed intermodal logistics park development, many of the roads in Gardner will be over capacity and will need to be improved. Over 40,000 vehicles per day is anticipated on Main Street west of Moonlight Road - which is equivalent to existing traffic volumes on 23rd Street in Lawrence, KS.



Truck Traffic Counts



New Century has existing distribution and manufacturing facilities that generate truck traffic onto Gardner's roads today.



The intersection of Old 56 Hwy and Parker (K-7 Hwy) in Olathe currently has between 1,700 and 1,900 trucks a day traveling on each leg of that intersection. Over 2,000 trucks a day travel on K-7, north of Old 56 Hwy.



Questions ?