

The Edwardsville Plan

the city of Edwardsville is a prosperous community that fosters a balance of developments, promote excellent schools and public services, and maintains both rural and suburban atmospheres accessible to the resources offered by a larger metropolitan region.



(Published in The Chieftain the 8th day of March, 2012)

ORDINANCE NO. 911

AN ORDINANCE ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN FOR THE CITY OF EDWARDSVILLE

WHEREAS, pursuant to K.S.A. 12-747, a comprehensive plan or part thereof shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as wise and efficient expenditure of public funds; and

WHEREAS, the city of Edwardsville, Kansas has previously adopted a comprehensive plan title "Comprehensive Plan 1999 – 2020" with ordinance 728, for the city pursuant to the authority granted by Kansas Statutes, and

WHEREAS, the Comprehensive Plan may be amended as needed, to ensure it reflects timely and relevant information and the needs of the community: and

WHEREAS, the city of Edwardsville, Kansas, has determined a need to update the comprehensive plan of the city; and

WHEREAS, proposed amendments to The Edwardsville Plan, the city's comprehensive plan were prepared for review by the Edwardsville Planning Commission in accordance with K.S.A. 12-747, and

WHEREAS, the Edwardsville Planning Commission on January 18, 2012 did hold a public hearing at which a quorum was present, and did hear all comments and testimony relating to said plan, and approved a resolution adopting The Edwardsville Plan as an amendment to the Edwardsville Comprehensive Plan; and

WHEREAS, the Edwardsville Planning Commission is recommending to the Governing Body the adoption of The Edwardsville Plan, the proposed comprehensive plan in accordance with K.S.A. 12-747.

NOW THEREFORE BE IT ORDAINED by the Governing Body of the city of Edwardsville, Kansas:

SECTION 1. The city of Edwardsville hereby adopts The Edwardsville Plan as an amendment to the Edwardsville Comprehensive Plan, incorporating within that amended comprehensive plan all approved revisions to the text and maps which includes an update and reorganization of the city's comprehensive plan adopted in 1999; and

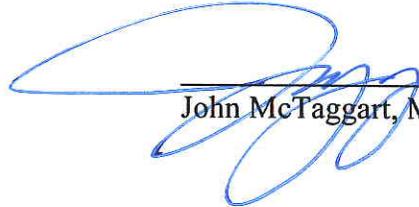
SECTION 2. Ordinance 728 is hereby repealed; provided, however, that this repeal shall not interfere with, abrogate or annul the applicability and enforceability of any previously adopted Comprehensive Plan amendments during the prior time they were in force and effect.

SECTION 3. This ordinance shall become effective and be in force from and after its adoption and publication once in the official City newspaper.

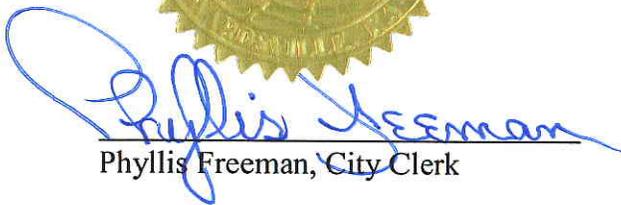
PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF EDWARDSVILLE, KANSAS ON THIS 27th DAY OF FEBRUARY, 2012.



ATTEST



John McTaggart, Mayor



Phyllis Freeman, City Clerk

APPROVED AS TO FORM:

David Duckers, City Attorney

ACKNOWLEDGEMENTS

The Edwardsville Plan would not have been possible without the incredible feedback, input and expertise provided by Edwardsville's leadership, citizens and city staff.

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Where We're Going

The Edwardsville Plan

Plan Philosophy: The foundation of the Edwardsville Plan is a “road map” based on the vision defined by the community. It is the community's hope that implementation of this Plan will have five specific outcomes:

- **Growth.** Growth can evidence itself in certain quantifiable aspects of the community such as population, employment or businesses. Development in the City's primary growth areas, including the northern end is key to achieving growth.
- **Diversification.** An increase in types or varieties of resources, including different types of housing, businesses, population, recreation opportunities or government representation. Urban intensity development patterns vs. rural characteristics.
- **Stabilization.** Maintaining the rate of growth; in Edwardsville, this is evident in the desire to maintain open space and rural areas.
- **Revitalization.** Increasing opportunities through rehabilitating existing developed areas, including infrastructure and property maintenance investments.
- **Redevelopment.** Increasing investments in areas already developed through housing or infrastructure.

the edwardsville

“the city of **edwardsville** is a prosperous **community** that **fosters** a balance of **developments**, promotes **excellent** schools and public **services**, and maintains **both** rural small-town and suburban **atmospheres accessible** to the **resources** offered by a **larger metropolitan** region.”

vision statement

Why does the city have a Comprehensive Plan?

A comprehensive plan expresses the city's desires about the future image of the community and how it should develop. The plan provides the foundation and framework for making physical development and policy decisions in the future.

The adopted plan also provides a legal basis for some regulations and policies regarding growth and development. K.S.A. 12-747 establishes the statutory basis on which a community may adopt such a plan in Kansas.

The statute states in part:

A (city) is hereby authorized to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the same county in which such city is located, which in the opinion of the (city), forms the total community of which the city is a part. Such proposed plan shall show the development or redevelopment of the territory including:

- The general location, extent and relationship of the use of land for agriculture, residence, business, industry, recreation, education, public buildings and other community facilities, major utility facilities both public and private, and any other use deemed necessary;
- Population and building intensity standards and restrictions and the application of the same;
- Public facilities including transportation facilities of all types whether publicly or privately owned which relate to the transportation of persons or goods;
- Public improvement programming based upon a determination of relative urgency;
- The major sources and expenditure of public revenue including long range financial plans for the financing of public facilities and capital improvements, based upon a projection of the economic and fiscal activity of the community, both public and private;
- Utilization and conservation of natural resources; and
- Any other element deemed necessary to the proper development or redevelopment of the area.

What Is the Edwardsville Plan?

The **Edwardsville Plan** is a policy guide that describes in its text and displays in its graphics the city's vision for directing future land development. The Edwardsville Plan has several components:

It is a **policy plan**, stating the community's desires for directing land use decisions through the identified goals and policies.

It provides a **physical plan**, showing on the maps and describing in the text the location and relationships between specific land uses and densities of development.

It is a **long range plan**, examining Edwardsville expected growth well into the future. The plan's maps graphically display the future development of the city. No specific time frame is given because of the unpredictability of development cycles, however.

It is **comprehensive**, reflecting plans and studies -both external plans by other governmental entities, and internal plans and studies for the city of Edwardsville, which have and will continue to influence land development decisions

How Is the Edwardsville Plan Used?

The Edwardsville Plan is used as a source of information on a variety of land use topics. The most significant role of the plan is as a policy guide that identifies the city's goals for directing future land development.

The Edwardsville Plan is used as a policy guide that identifies the community's goals for directing future land use decisions. The plan is also used by property owners to identify where and how development should occur; by residents to understand what the city and county anticipates for future land uses within the community; and by the city, county and other public agencies to plan for future improvements to serve the growing population of the community. Homeowners and citizens use, or should use the plan to identify what land uses the city is planning around them. Other agencies including the school districts, county government, and utilities use the plan to help them forecast future service needs.

Specifically, the city should use the plan to evaluate development proposals; to coordinate development within the community; to form the foundation for specific area plans and other studies; to project future service and facilities needs; and to meet the requirements for some federal and state grant programs.

Of the various ways the city uses the Edwardsville Plan, the plan should be used most often to help the Governing Body and Planning Commission in evaluating the appropriateness of proposed development. The plan compliments the other planning tools like the Zoning Ordinance, Subdivision Regulations, and other city codes and policies by allowing the decision makers to evaluate the entire community and the effects of land use decisions on the community as a whole to determine whether individual proposals are consistent with the overall goals of the community.

Why Does the Comprehensive Plan Sometimes Change?

A city's comprehensive plan is required by state statute to be reviewed annually to ensure that it accurately reflects current city land use policy (K.S.A. 12-747.D). The plan should be updated to reflect changes and any recommended policy changes, such as an approved development proposal, or other land use map or policy changes.

Conformance to the city's comprehensive plan is only one of several factors, as suggested by the Kansas Supreme Court (see *Golden v. City of Overland Park*), that the city should use to evaluate the appropriateness of a development proposal such as a rezoning, site plans, or other types of development permits. As such, the Governing Body of the city may choose to approve a development proposal even though it may conflict with the current plan because other factors may outweigh the desire to conform to the city's adopted plan. The plan may change to be reflective of individual land development decisions.

Only by looking beyond the pros and cons of a particular development proposal, by examining the collective patterns and densities of development within corridors, service areas, and for the city overall, can this ideal mosaic of the city of Edwardsville be achieved.

Plans, Maps, Goals, Policies and Strategies

The plan maps are a supportive part of the Edwardsville Plan. The foundations of the Plan are the goals and policies. The maps provide a graphic representation of the community's land use goals, policies and strategies. The maps, together with the text of the plan, will help decision makers understand how the community envisions future development. Goals, policies and strategies each have a distinct meaning and purpose in the planning program:

Goals articulate long-range aspirations of the community. They are stated in terms that can promote agreement on major needs within the community. They represent an end to be sought, although some may never be fully realized.

Policies identify specific courses of action required to achieve stated goals. Policies are intended to be finite, measurable actions.

Strategies provide a direction or approach to accomplish specific goals or policies.

Key Strategies of the Edwardsville Plan

- The plan encompasses goals and policies that are representative of the community's desires for the future. It recognizes the numerous plans, projects and studies that have been completed or are underway or pending, and it anticipates that the plan will be reviewed annually and potentially revised when significant land use changes are proposed to occur within the planning area.
- The plan promotes development in defined Current Growth Areas based on fiscally responsible utility, infrastructure plans and policies. By coordinating public and private investments, new urban-density developments can be anticipated to occur in areas of the city most easily served by public facilities and services. Growth and development can be scheduled in concert with planned infrastructure improvements.
- Future Service Areas within the planning area will remain rural or agricultural during the planning period to accommodate future urban development and the extension of utility services in the long-term.
- The plan directs new development to occur in the northern portions of the community, and to also further enhance the growth and expansion of the community south of and along K-32 Highway.
- The plan proposed to preserve the land areas east of Interstate 435, south of Interstate 70 for future development of a Class-A business park and corporate offices.
- The plan proposes the progression of land uses to help achieve a transition in land use and intensity levels, and avoid major or abrupt changes in density and building type.
- The plan encourages the development of neighborhoods in a range of densities to provide a sense of community, and to complement and preserve natural features in the area.
- The plan strives to improve the overall image of the community with development standards for new development and enhancement of the community's existing commercial and retail areas.
- The plan recommends the protection and preservation of the floodplains and riparian ways throughout the planning area. These resources often are a constraint to urban development.

Community Snapshot

Edwardsville is located in northeast Kansas, in the Kansas City metropolitan area. The City is in Wyandotte County, which possesses a unique form of government – the Unified Government of Wyandotte County and Kansas City, Kansas (UG). Although Edwardsville and its neighbor, Bonner Springs, are autonomous with their own governing bodies, both communities work closely with the UG to achieve common goals and support the region



Analyzing certain demographic information, such as population trends, educational attainment and housing data, is useful in understanding the community's existing conditions, trends and how Edwardsville compares to its neighbors.

Population Trends

Edwardsville and its neighbors have been experiencing population growth over the last two decades. Unlike some of the cities who's populations have nearly doubled in ten years (Basehor, De Soto), the growth Edwardsville has seen remains at a manageable level. It is likely that Edwardsville will continue to experience population growth as both national and world trends indicate people are moving from rural areas to urban areas/metropolitan clusters.

Population Trends					
	1990 Population	2000 Population	% Change 1990-2000	2010 Population	% Change 2000-2010
Edwardsville	3,979	4,146	4.2%	4,340	4.7%
Bonner Springs	6,413	6,768	5.5%	7,314	8.1%
Shawnee	37,993	47,996	26.3%	62,209	29.6%
Basehor	1,591	2,238	40.7%	4,613	106.1%
De Soto	2,291	4,561	99.1%	5,720	25.4%
Kansas City, Kansas	149,767	146,866	-1.9%	145,786	-0.7%
Wyandotte County	161,993	157,882	-2.5%	157,505	-0.2%
State of Kansas	2,477,574	2,688,418	8.5%	2,853,118	6.1%

Source: 1990, 2000 & 2010 US Census Data

The region's growth is also evident in the school district. In the late 1990's Edwardsville Elementary School had an enrollment of approximately 500 children. To accommodate the growing number of students in the Edwardsville and Bonner Springs area, a new elementary school, Delaware Ridge Elementary, was opened in 2007. The current enrollment for both schools is almost 800 students.

Educational Attainment – Poverty Levels

Certain sets of demographic data tend to correlate and can reveal much about a community's socio-economic make-up. Generally, there is a correlation among the following: higher education attainment = decreased workforce in manufacturing = increased average household income = decreased poverty.

Edwardsville appears to coincide with these correlations as it has the lowest educational attainment, the lowest average household income, and the highest percentage employed in manufacturing among the suburban cities. Interestingly, Bonner Springs is in the

Socio-Economic Indicators				
	% > age 25 w/ College Degree	% Employed in Manufacturing	Average Household Income	% of Individuals below Poverty
Edwardsville	12.6%	9.5%	\$59,471	3.5%
Bonner Springs	28.8%	9.9%	\$65,445	10.8%
Shawnee	41.8%	9.2%	\$86,424	6.0%
Basehor	31.3%	10.4%	\$80,838	2.0%
De Soto	32.1%	19.7%	\$82,645	13.1%
Kansas City, KS	14.6%	13.0%	\$47,934	22.3%
Wyandotte County	15.2%	12.7%	\$49,058	21.3%
State of Kansas	29.4%	13.4%	\$64,994	12.4%

Source: 2010 American Community Survey Data-5 year estimates -US Census Bureau

Edwardsville Population Distribution	
Age Group	% of Population
Under 5 years	8.0%
5 to 17 years (school age)	19.6%
18 to 24 years	5.3%
25 to 34 years	14.6%
35 to 54 years	27.5%
55 to 64 years	12.2%
65 and over	12.7%

Source: 2010 US Census Data

middle in terms of education and lowest for percent employed in manufacturing, yet has the highest percentage of individuals below poverty level. Edwardsville has the second highest percent of individual below poverty level. Overall, Edwardsville is generally in-line with the State's statistics; however, the community's educational attainment is significantly lower. This could be an indication that Edwardsville lacks certain housing, amenities, services, and activities that attract college graduates.

Housing in Edwardsville

Housing is elemental to building a community – the population must have a place to live. Additionally, the type (large lot, single-family, multi-family) and condition of the housing greatly impacts the character and perception of the community. The table to the left shows housing statistics for Edwardsville and comparison communities, and the State. Interestingly, the percentage of housing built in Edwardsville prior to 1970 is only 25.5%. This means nearly 75% of the community’s housing units were built within the last 40 years, indicating a growing population and newer housing stock.

Housing Data			
	% Vacant Housing Units	% Owner Occupied Housing Units	% Housing Units Built prior to 1980
Edwardsville	4.9%	80.2%	39.8%
Bonner Springs	7.1%	69.6%	62.2%
Shawnee	5.2%	74.4%	43.9%
Basehor	6.9%	82.0%	35.2%
De Soto	8.9%	65.7%	42.1%
Kansas City, KS	13.0%	62.0%	81.2%
Wyandotte County	12.5%	60.3%	79.2%
State of Kansas	9.8%	67.8%	63.9%

2010 American Community Survey Data

Housing Type		
Housing Type	# of Units	% of Housing Units
Single-Family, detached	861	54.6%
Single-Family, attached	99	6.3%
Mobile Home	364	23.1%
Duplex	6	.4%
Med Density (3-9 units/ac)	244	15.5%

Source: 2010 ACS US Census

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Land Use

An analysis of land uses in the city of Edwardsville begins with an inventory of existing land uses. The next step is to determine the supply of available land within the community. The supply of developable land and the planned extensions of public infrastructure can act as either an opportunity for growth or a constraint on development for a community. For example, land that is constrained by creeks and drainage patterns, and has limited utility services may not be suitable for urban densities of residential construction; however, it may be appropriate for recreational uses or development patterns that reflect a more rural characteristic.

Edwardsville Existing Land Use			
Land Use	# of Parcels	Acres	% of Total Acres
Undeveloped	216	1,167.0	23.2%
Rural Residential	336	2,685.8	53.4%
Low-Density Residential	519	254.6	5.1%
Med-Density Residential	234	49.1	1.0%
Mobile Home Park	3	112.7	2.2%
Public-Semi Public	16	53.4	1.1%
Parks and Open Space	13	64.9	1.3%
Commercial	39	39.8	0.8%
Industrial	48	599.5	11.9%
Total	1,424	5,027.0	100.0%

Development trends in Edwardsville have resulted in a moderate pattern for residential developments and a consistent immigration of new industries. The one significant area that has not kept pace with population increases is commercial development. The following land use inventory details these changes.

Land Use Inventory

The land use inventory identifies the current uses of land throughout the city of Edwardsville. The Existing Land Use Map shows current land uses throughout the city from single family residential to industrial uses as well as vacant parcels of land. The inventory includes the following types of land uses:



Undeveloped and Rural Residential

Undeveloped or vacant land includes parcels that have not been developed or that is currently used for agricultural purposes, or has been cleared of prior development. Large-lot single-family residential land includes those parcels with a residence this is greater than one-acre in size. Over half of the land area in Edwardsville is in a rural residential use, while just under a quarter of the land area within its city limits is undeveloped or in agricultural use.

Low Density Residential

Land under one-acre in size which is occupied by single family dwelling units, including accessory buildings, the primary use is for sheltering individuals or families. Edwardsville possesses smaller homes in the older portions of the city and suburban style housing in more recently developed areas.



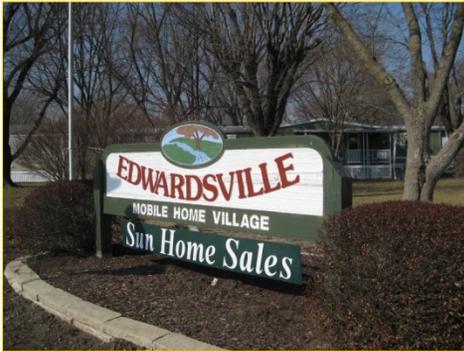
Medium to High Density Residential

Land which is occupied by multiple dwelling units, including accessory buildings, the primary use being for sheltering individuals, families, or groups of persons. For medium density examples include duplexes, townhouses and small apartment houses. Duplex developments were established in

Edwardsville with the construction of Gaslight Square and Rock Ridge Townhomes, providing for shared maintenance and/or owner-occupied rental housing. The concern with existing medium density housing occurs when property maintenance slacks due to absentee owners.



Examples of high density include apartment buildings, garden apartments or retirement living high rises. Edwardsville's high-density developments tend to target specific groups: elderly/retirement developments, including the Edwardsville Convalescent and Edwardsville Manor, as well as the one high rise residential care facility, Edwardsville Court; moderate priced apartment complexes like the Sandstone Apartments target one to two bedroom families or individuals.



Mobile Home Park

Land which is occupied by mobile or manufactured homes, including accessory buildings, the primary use being for sheltering families. In 2000, mobile homes accounted for 34.8% of Edwardsville's housing stock (575 mobile homes). Based on 2009 Census estimates, nearly 24% (454) of Edwardsville's 1,896 estimated total housing units are mobile homes.

Commercial

Land or buildings used for office and/or retail activities or services. Examples include medical or dental offices, business offices, banks, grocery, drug and retail stores, and restaurants. Commercial uses are concentrated along K-32 and 4th Street. Development has been occurring along K-32 in recent years and is expected to continue. K-32 east of 4th Street has less probability of developing due to the steep terrain on the north and floodplain designation on the south.



Industrial

Land uses primarily devoted to manufacturing, storage of goods, and distribution of manufactured and processed goods, including agricultural industries not in an agricultural location. Industrial uses are concentrated in the southeast of the city in the Edwardsville Industrial Area.



Industrial uses are typically further broken down into *Heavy Industrial* (e.g., excavating, mining or other uses which cause smoke, noise, odors or other intrusive activities) and *Light Industrial* (e.g., distribution and warehousing uses). These heavier uses should be sited away from residential areas, schools and other primarily residential uses. Light industrial uses should be located close to major transportation networks for easy access to distribution/warehouse activities.



Public and Semi-Public

Land or buildings occupied by agencies of the government or by religious, educational or civic groups, excluding land used for recreational purposes. Examples include schools, churches and city buildings. Also, land used for communications facilities and utility structures including television or radio stations, electrical substations and utility storage yards.

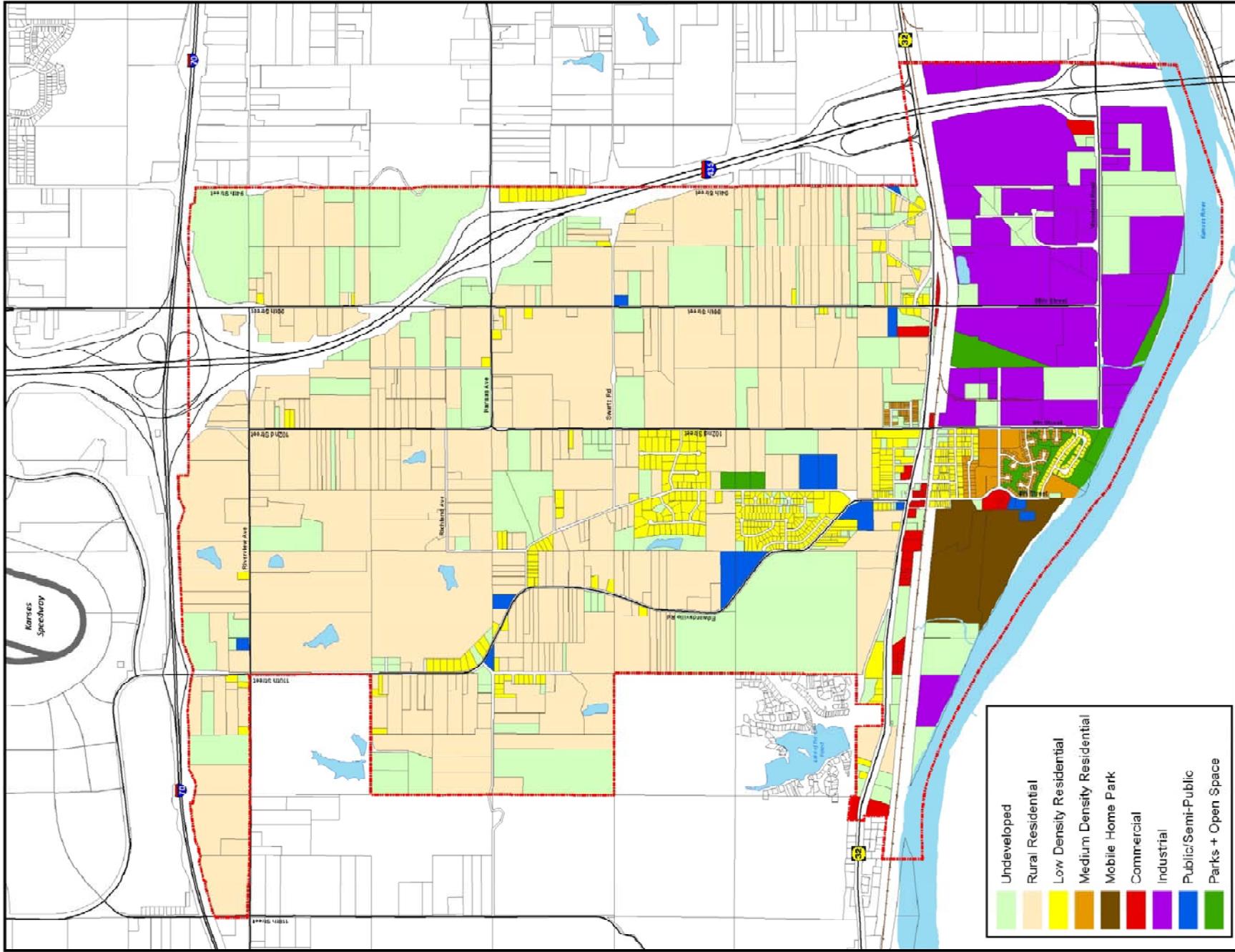
Public buildings and land in Edwardsville include the City Hall (including police administration), two Fire Stations, Edwardsville Elementary School, several churches, the City Storm Center / Community Center, and the city cemetery. Currently, these locations meet most of the needs of the residents for administration of public services and community gathering spaces.

Parks and Open Space

Land used for both active and passive recreational activities. Parks and recreation facilities may be publicly or privately owned and operated.

As described in the Public/Semi-Public section, Edwardsville has some prime opportunities for the expansion of their Parks and Recreation system. Edwardsville Park offers a variety of recreational equipment including ball fields, play equipment, soccer fields, walking trails and a picnic shelter. The park at 9th Street and Woodend Road has deteriorated somewhat with the older park facilities and the closing of the boat ramp.





- Undeveloped
- Rural Residential
- Low Density Residential
- Medium Density Residential
- Mobile Home Park
- Commercial
- Industrial
- Public/Semi-Public
- Parks + Open Space

Existing Land Use



Edwardsville, Kansas

City Limits

Pond, Lake or River

0 1/4 1/2 Mile

360 Acres

40 Acres

4.6 Acres

January 2012

Adopted by Ordinance No. 991

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Future Land Use

Philosophy: Despite Edwardsville's proximity to Kansas City and the excellent access to the metropolitan market, Edwardsville has retained a small town feel. Residents of Edwardsville have expressed a strong desire for the preservation of the small town values, rural character, and beauty of their town. However, residents and business owners have also expressed a strong desire for growth - new businesses, more housing options, proactive codes enforcement, and additional services to support existing and future development needs. Proposed development / improvements should be carefully evaluated to ensure compliance with both of these goals.

Land Use Goals

The following goals have been defined by Edwardsville for land use.

- LU.1** Maintain Edwardsville's natural environment and rural characteristics through the preservation of open space, while also promoting quality urban intensity of development in designated Growth Areas that will enhance the community's small town values and rural character.
- LU.2** Ensure that physical development is constructed in a visually pleasing and context-correct manner.

Future Land Use and Zoning

The Future Land Use Map illustrates the desired development pattern in Edwardsville. The following land use descriptions associated with the map provide any idea of the general character of the planning area. The map and following land use descriptions are to serve as a guide when reviewing development proposals and establishing land use regulations. The Future Land Use Map should be reviewed and, potentially modified, regularly to ensure it reflects the community's land use desires.

The land uses shown on the Future Land Use Map and Development Plan Map includes the following:

Large Lot Residential

This land use contains residential lots and developments that are larger than one acre and typically are not fully served by local utilities. For example, sewer may not be easily accessible or roads may not be improved to support higher densities and traffic, i.e. – no curbs and gutters, smaller lane widths. These uses will typically fall under the AG/R (Agricultural/Residential) zoning district. Subdivision and zoning regulations should incorporate regulations to support the rural character of these areas.

Low Density Residential

This type of development will be directed towards areas where utilities and the necessary infrastructure are already available or can be extended at the time of development.

These developments will typically have densities between two and four units per acre, fall under the R-1 (One Family Residential) zoning district, and are often classified as a standard suburban development. Subdivision ordinance requirements for low density developments can support other city objectives, such as creating links with other neighborhoods by requiring sidewalks, and requiring parks / open space dedications or a fee-in-lieu of.



Medium to High Density Residential

A variety of medium to high density residential developments are currently provided in the southern part of the city, including duplexes, apartments, elderly/retirement living, and townhouses. In the future, medium to high density residential growth is expected to fill in areas adjacent to these existing developments. Additionally, as commercial development occurs near I-70 and 110th Street there will be a possibility for higher density residential development. This type of development will act as a transition between commercial uses and single-family uses. Zoning for medium to high density residential will range from R-2 (Medium Density Residence) to R-3 (High Density Residence).

Mobile Home Park

Because mobile homes comprise a good portion of the existing housing available, the mobile home park land use designation is limited to the Edwardsville Mobile Home Village. The limited designation works towards the community's goals of diversifying the available housing stock.

Mixed-Use

The mixed-use designation means exactly what the name suggests: developments composed of many different types of uses. A mixed-use area may consist of a variety of uses, such as retail sales, offices, restaurants, public services and residential units, in a compact, vibrant setting at a pedestrian-oriented scale. For most mixed-used developments, the layout and appearance of the buildings are more important than the proposed use of the building. Such developments should be served by a system of connector and local streets, as well as sidewalks and pedestrian pathways. Mixed-use areas often contain a central point of activity, such as a town square or main street. The intensity of uses is highest at the central point and decreases as you move away, generally creating a transition to low density residential.



Commercial

Commercial developments will continue to be located along major thoroughfares to capitalize on the high levels of traffic and visibility. This includes K-32 and South 4th Street for more localized traffic, as well as high-visibility intersections such as I-435 and Kansas Avenue, I-435 and Woodend Road, and I-70 and 110th Street.

The City should continue its efforts to adopt and implement development standards for commercial development. The adoption of several overlay districts has greatly increased the aesthetic value of development within the community. Particular attention must be paid to the I-70 and 110th Street area. This interchange is anticipated to become the new 'front door' for Edwardsville. As a main entrance to the city, the character of the development in the area will set the tone for the community. Development applications must be carefully reviewed to ensure proper infrastructure, aesthetics, conservation of open space and a harmonious transition to the adjacent anticipated mixed-use developments.



Industrial

Industrial development is often representative of a community's economic base. The city of Edwardsville has a prime location, access to major transportation networks and a large amount of marketable industrial land yet to develop. The city has proposed several development strategies to ensure that the Industrial Area does promote quality industrial development, including private partnerships for a business improvement district, increased access to training, and design guidelines for site landscaping, parking, building design and materials.

Business Park and Office

Business park and office developments should reflect both proper layout and higher-quality design. The business park setting includes building layouts sensitive to the natural environment, streetscape enhancements adjacent employment sites, and development standards for site improvements and buildings.



Public and Semi-Public

Public/semi-public space is not anticipated to expand considerably over the next 20 years. The city would like to encourage the location of a new middle school and a community library to accommodate the needs of local residents.



Parks and Open Space

As new developments occur, parks and open space will expand, provided the appropriate steps are taken to preserve open space and encourage new parks and recreational facilities. Strategies target the creation of a citywide parks and recreation plan and expansion of existing parks (i.e., Riverfront Park) through dedication of land from adjacent property owners. In addition, identifying floodplain areas and amending the subdivision ordinance to increase requirements for open space dedication will maintain the small town character of the community and provide parkland for new residential developments.

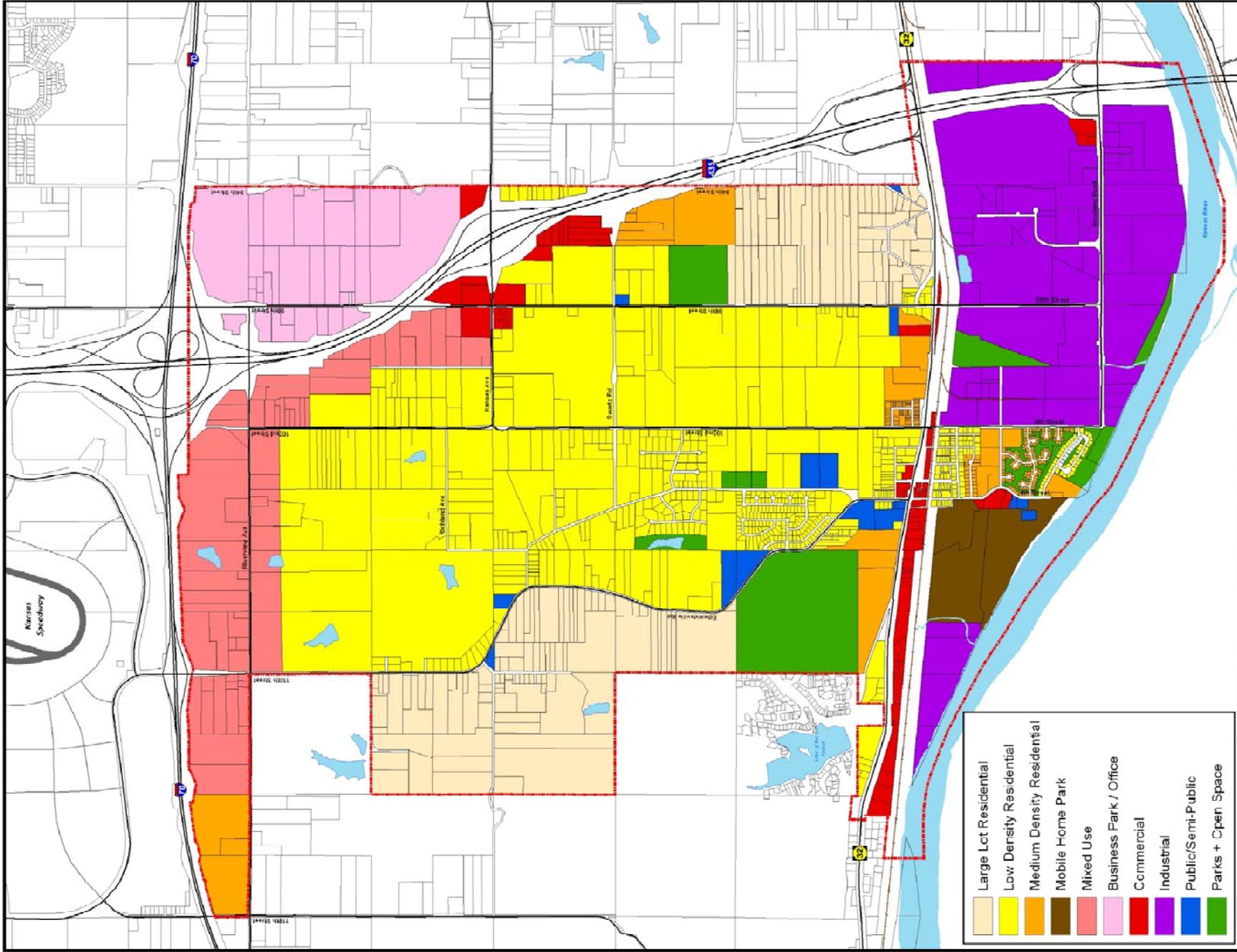
Comparing the Future Land Use Plan Map with the Zoning Map

As a general guide to future development in the city, the comprehensive plan maps should not be considered a pre-zoning document. Some of the differences between the Future Land Use Map and the Zoning Map are listed in the following table:

Future Land Use Plan Map	Zoning Map
The Plan reflects, in general terms, the relationships that ensure compatible land uses and the overall soundness of the Plan.	The Map is specific in nature. It identifies the zoning classification for each land parcel in the city.
The Plan projects land needs into the future, thus serving as a policy guide for future development.	A Map change can be initiated by a property owner, their agent or the city.
The Plan enables government officials to anticipate future public expenditures more effectively. This results in more efficient use of tax dollars.	The Map is updated as soon as a zoning application is approved and reflects current opportunities for development.
The Plan provides an opportunity for citizens, private developers, and affected governmental jurisdictions to determine the city's development goals.	The Zoning Ordinance establishes maximum densities, parking requirements, height limitations, and other required improvements for each zoning district.
The Plan allows the use of innovative planning techniques far ahead of development, thereby preserving a high quality urban area.	The Map identifies only the current zoning of land parcels.
The Plan provides information that is needed to make day-to-day decisions about future development patterns for the city.	The Map is an official document that is legally binding and reflects the current development potential of land parcels.
The Plan provides a future land use guide that allows alternative land development proposals to be reviewed for their merits and compatibility with surrounding land uses.	The Map permits development to occur in accordance with present opportunities and constraints.

Future Land Use Map

The area expected to become urbanized within the entire Edwardsville planning area in the long-term future is illustrated on the Future Land Use Map. This map is divided into several broad land use categories reflecting the preferred land development pattern based on the goals, policies and strategies of this plan. The land use component of the plan includes only the areas currently within the city limits of Edwardsville.



- Large Lot Residential
- Low Density Residential
- Medium Density Residential
- Mobile Home Park
- Mixed Use
- Business Park / Office
- Commercial
- Industrial
- Public/Semi-Public
- Parks + Open Space

Future Land Use



Edwardsville, Kansas

City Limits

Pond, Lake or River

N

Scale: 0, 1/4, 1/2 Miles

Inset Map: 368 Acres (Light Blue), 40 Acres (Yellow), 10 Acres (Green)

Adopted by Ordinance No. 911 January 2012

Future Land Use Conclusion

The following Land Use policies should be considered in the review of proposed new developments:

Policy LU1: Adhere to the Future Development Plan

A feasibility study for developments increasing the amount of medium-density residential areas or non-residential areas beyond what is shown on the Community Development Plan Map may be required to assist in the evaluation of a proposed project. The feasibility study will include but not limited to:

- Explanation of why the area is not adequately served by the medium-density residential development or non-residential development shown on the Community Development Plan Map.
- An analysis of the impact of traffic generated by the development on adjacent streets.

Policy LU2: Neighborhoods in a Range of Densities

Encourage the development of neighborhoods in a range of densities to provide a sense of community, and to complement and preserve natural features in the area.

Policy LU3: Encourage Proper Lot Orientation

Encourage subdivision design in which peripheral lots face inward toward the neighborhood, of which they are a part, especially those lots which are adjacent to collectors or thoroughfares. No home shall front on a designated thoroughfare.

Policy LU4: Allow Small-Lot and Duplex Subdivisions

Allow the use of small-lot and duplex subdivisions in low-density residential areas in the following circumstances upon a finding of compatibility with surrounding uses:

- As a land use transition between lower-density development and land uses of higher intensities.
- Adjacent to heavily traveled streets such highways, or interstates, or adjacent to railroad corridors.
- Where flexibility in subdivision design is necessary to preserve natural features, provide for greenway linkages or avoid floodplains.

Policy LU5: Commercial Development

Target specific areas for commercial development that will meet the community's needs through the planning period.

Policy LU6: Use Appropriate Transitional Methods

Appropriate transitional methods should be considered at all locations where the development or expansions of nonresidential and medium-density residential land uses abut low-density residential property (either built or zoned). In general, transitions between different types of intensities of land use should be made gradually, particularly where natural or man-made buffers are not available. Compatible transition from nonresidential or higher-density residential uses to lower density residential uses should consider:

Building Relationships:

- A back-to-back relationship is preferable between low-density residences and other more intensive residential uses.
- More intense residential uses should not have lesser setbacks than abutting low-density residential uses.

Land Features:

- Promote the retention of stands of trees, natural vegetation, wetlands, and environmentally sensitive areas whenever possible to separate low-density residential developments from other more intensive land uses.
- Where possible, use existing differences in topography to naturally separate low-density developments and other more intensive land uses.

Screening and Landscaping:

- Encourage the creative and extensive use of landscaping and berming techniques for effective buffering of low density residential uses.
- Avoid the use of fences as a sole means of providing screening and buffering.
- Promote the use of existing vegetation such as stands of trees and hedgerows as natural buffers.
- Encourage the use of high quality materials in the construction of fencing and landscaping to decrease long term maintenance costs and to make it less likely that neglected, unsightly areas will occur.

Policy LU7: Assemble Small Tracts to Form Larger Better Planned Ones

Promote the assembling of small tracts to form larger, more cohesive parcels to enable well planned, and orderly development to occur.

Policy LU8: Allow the Option of Parks, Recreation and Open Space as a Transitional Use

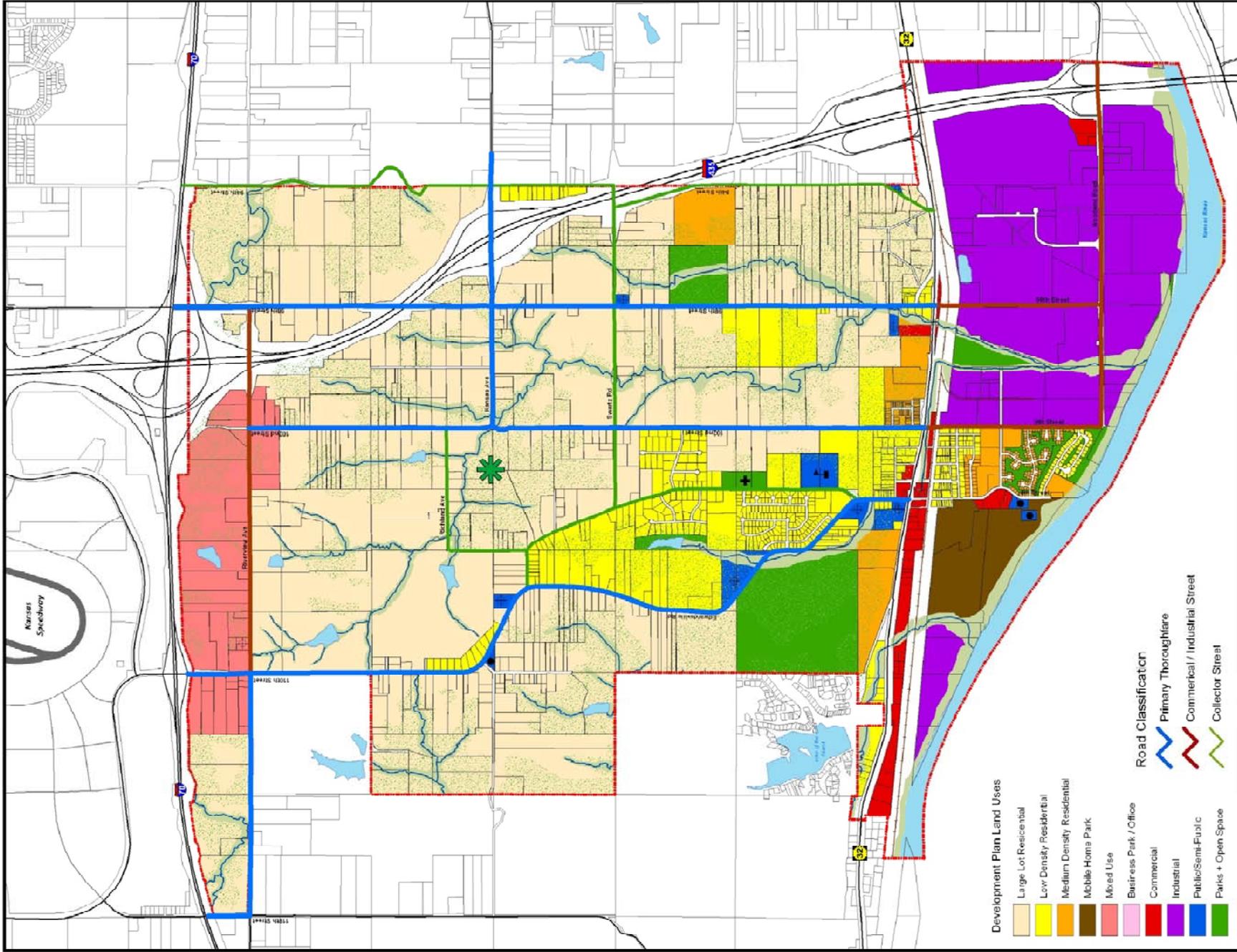
Allow the use of medium-to low-intensity recreation facilities such as neighborhood parks, bike & hike trails, and natural areas as a transitional land use into medium-density residential neighborhoods.

Development Plan Map

The Development Plan Map builds upon all elements of this plan to recommend general areas for various types of future development based on the Current Service Areas as shown on the Priority Growth Area Map. The Development Plan Map is a graphic compilation of many plans and studies, as well as the recommendations for land development according to the goals, policies, and strategies of this plan. While the Development Plan Map is not necessarily the most important component of the plan, it is undoubtedly the most visible. It bridges the gap between current and future development, utilizing land use principals to guide new projects so that they may better blend into the fabric of the community.

The Development Plan Map should not be considered etched in stone or viewed as law – this is the function of zoning. Likewise, it does not attempt to predetermine the use of every tract of land within the planning area. Instead it seeks to establish a logical framework for future development as a general conceptual guide. It is hoped that this process will minimize conflicts between adjacent land uses, maximize the efficiency of the transportation network, and generally aspire to create a better community.

While the Development Plan Map is only a guide, it should not be forsaken arbitrarily. Changes to and deviations from the plan should not be taken lightly, but instead be well thought out and pursued in accordance with changes in the community's values or shifts in market trends. The Development Plan Map is not the only determinant of future development. The Development Plan Map and the goals, objectives, and policies are designed to work hand-in-hand to complement each other as they assist in the logical development of the community.



- Development Plan Land Uses**
- Large Lot Residential
 - Low Density Residential
 - Medium Density Residential
 - Mobile Home Park
 - Mixed Use
 - Business Park / Office
 - Commercial
 - Industrial
 - Public/Semi-Public
 - Parks + Open Space
- Road Classification**
- Primary Thoroughfare
 - Commercial / Industrial Street
 - Collector Street

Development Plan Map

Edwardsville, Kansas



Accepted by Ordinance No. 911

City Limits

Pond, Lake or River

School

Church

Cemetery

Government

Forest

Riparian Corridor

Potential Park

Scale: 1/4, 1/2, 3/4, 1 Mile

January 2012

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Public and Semi-Public Services

Philosophy: Adequate provision of public services and facilities is one of the primary functions of a municipality. Provision of utility services such as water, sewer, solid waste disposal and transportation helps to ensure the public health, while efficient and effective police, fire and emergency services maintains a community's safety. Other public and semi-public services commonly provided within a community include schools, hospitals and recreation services. Many of the services or facilities that are used by the residents of Edwardsville (such as schools or hospitals) may be located in adjacent communities.

Public and Semi-Public Services Goals

The following goals have been defined by Edwardsville for future public / semi-public services.

- PS.1** Maintain quality public facilities and services available to all current and future residents.
- PS.2** Embrace good governance in the process of decision-making with platforms for leaders and citizens to cooperate, ensuring that those who are affected by a decision have a voice in the process.
- PS.3** Secure funding mechanisms to provide necessary services and improvements to existing facilities as well as for future developments.

City Government

The governing body is composed of the Mayor and five council members elected at large. City elections are held in the spring of each odd year. Council tenure is four (4) years and the Mayoral term is also a four (4) year term. The City Administrator oversees the day to day operation of the city. The city holds its regular scheduled meetings in the City Hall Council Chambers. Elected boards and appointed boards and committees that meet in the Council Chambers include City Council, Municipal Court, Planning Commission, Park and Recreation Advisory Board and the Cemetery Board.

City Hall

City offices, including administration and police, are currently located in the 600 block of S. 4th street in the southern most building of Edwardsville Plaza complex, which was constructed in 1984. These office spaces are cramped, and may need to be expanded in the future.

Parks and Recreation

The city's Park and Recreation Advisory Board serve as a liaison to the Edwardsville City Council and provides advise to staff and officials regarding the public parks system and all public recreational facilities in the city. Although parks and recreation facilities are an important public service provided by the city, its real impact is more in tune with quality of life and community character. Parks and recreation facilities are further addressed in the Community Character section of this plan.

Educational Facilities

Education is an important issue for Edwardsville. Although most educational opportunities are not located within city limits, all forms - from kindergarten to special education to doctoral degrees - are readily available within a 30-minute drive. The city of Edwardsville is in U.S. School District No. 204, which serves the communities of Edwardsville and Bonner Springs, as well as parts of Kansas City, Kansas. Schools included in District 204 are listed below. Only one, Edwardsville Elementary School, is located within Edwardsville city limits (1700 South 104th Street).

- Bonner Springs Elementary
- Clark Middle School
- Edwardsville Elementary
- Bonner Springs High School
- Delaware Ridge Elementary

Since 2000, western Wyandotte County has experienced housing development and population influx. In conjunction, the District has seen increased enrollment. Delaware Ridge Elementary was constructed north of Edwardsville in 2007 to accommodate the region's growing population. The District will continue improving its facilities to maintain pace with the area's growth.

Although not under the management of the city, the school district maintains an investment in the community through the schools and educational programs. The desire to have an additional middle or high school located within Edwardsville is strong. Community residents must illustrate this support to school officials in order to realize that goal. In addition, access to special programs, such as literacy programs, tutoring, child care and mentoring programs, and summer youth programs, should be coordinated with the district.

Public Utilities

Public utilities, whether publicly or privately owned or managed, are essential to promoting the health and safety of a community. The availability of these services, in addition to transportation networks, is often a key indicator of where growth or development will occur. Edwardsville is served by outside entities, either public or private, for utility services, with the exception of the wastewater system. The following sections examine the public services and their status in the city of Edwardsville.

Water Services

All water services in Edwardsville are provided by the Board of Public Utilities (BPU). Based out of Kansas City, Kansas, BPU is a publicly owned electric and water utility that serves customers in Wyandotte County and areas of Johnson County, Kansas. Through a series of 4", 6", 8" and 12" water mains, water service is available along most all of Edwardsville's thoroughfares.

Solid Waste Disposal

Solid waste disposal is provided by independent contractors to city residents and businesses. Most trash collected is disposed of at the Johnson County landfill in Shawnee. Many communities are initiating a city-wide recycling program to encourage recycling of aluminum, glass, newspapers and other recyclable materials. Coordination with private contractors to provide this service should be encouraged. Currently, residents are not required by the city to contract for garbage collection.

Natural Gas System

Natural gas for Edwardsville residents is provided by the Atmos Energy Company.

Electricity

Electricity for Edwardsville is currently provided by Kansas City Power and Light (KCP&L) and Westar Energy. KCP&L's service area is generally the northern portion of the city, generally north of Swartz Road, and also along I-435. Westar's service area serves the balance of the community include along and south of K-32 Highway.

Stormwater Drainage

Many of the city's streets use a combination of drainage ditches and culverts to divert stormwater. Newer subdivisions and some recently improved roads include curbs and gutters. Stormwater drainage can be a challenging issue due to the city's proximity to the flat areas near the River, and the hilly terrain north of K-32.

Wastewater Services

The wastewater system is the only public utility operated by the city of Edwardsville; however, actual treatment is contracted to the Unified Government of Wyandotte County/ Kansas City, Kansas, Water Pollution Control Division for some operations at Wastewater Treatment Plant #20, located at 2443 South 88th Street. Sewer lines are currently limited to the southern portion of the planning area, extending slightly north of K-32. Hundreds of septic systems serve residential and other properties throughout Edwardsville. This limits the types of development that can currently occur within the city, and the densities at which they can develop. The following facilities are located within Edwardsville to serve the City's residents:

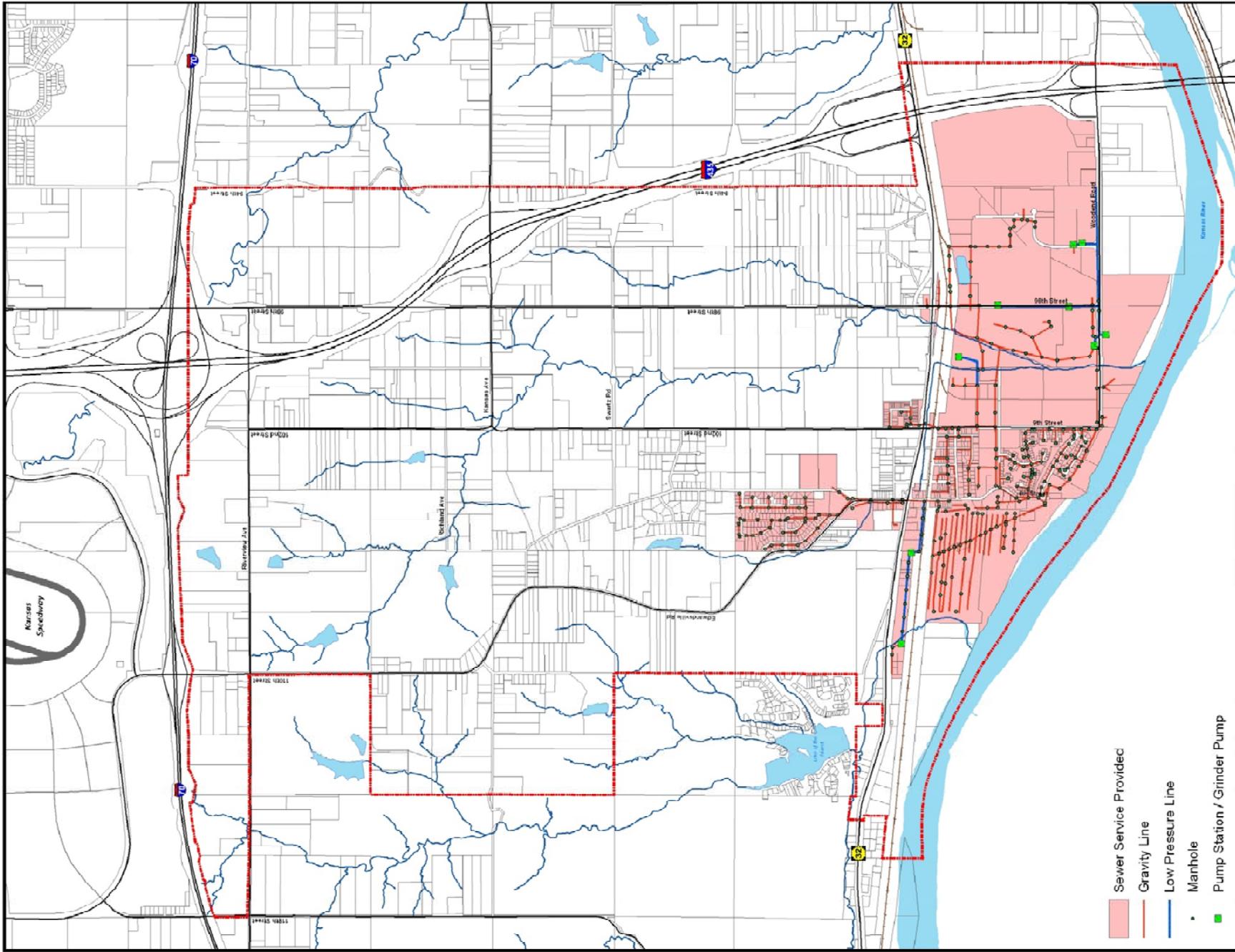
Woodend Pump Station, located at 9th and Woodend, is serviced by 12" lines.

Lift Station, at 106th and Kaw Drive, is serviced by 6" lines.

Lift Station, at 11th and Blake, is serviced by 8" lines.

North End Sewer Design

An engineering and preliminary design study was initiated in 2011 by the city for sanitary sewer service for the area generally north of Riverview Road, near the 110th Street and Interstate 70 interchange.



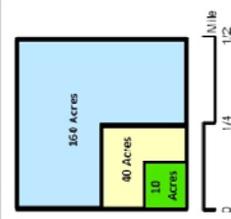
- Sewer Service Provider
- Gravity Line
- Low Pressure Line
- Manhole
- Pump Station / Grinder Pump

Sanitary Sewer Service



Edwardsville, Kansas

City Limits
 Pond, Lake or River
 N
 January 2012



Life and Safety Services

Maintaining adequate safety services is an essential service for any community. In Edwardsville, Life and Safety services include police, fire and emergency services. The city of Edwardsville has full time fire and police departments that patrol and service approximately 9.5 square miles of land in the city. Issues identified by citizens of Edwardsville include ensuring patrol units are distributed evenly throughout the city at all times and response times by public safety officials are not inhibited by rail traffic.

Police

A full-time police force is assigned to patrol and enforce the law within the city of Edwardsville. The police station is located adjacent to the City Hall at 650 S 4th Street.

Fire Protection and Emergency Services

Full-time protection is provided by staff located out of the main fire station, located at 698 South 4th Street. Additional services that are provided by the Fire Department include Fire Safety House, fire prevention education, distribution of smoke detectors and fire inspections.

Storm Shelter – Community Center

An above-ground Storm Shelter - Community Center was completed in 1999 at 696 S. 3rd Street. The facility holds 1500 residents during severe weather, 800 people for auditorium style seating, or 400 for dining use. The structure measures approximately 5,690 square feet. It includes an assembly room of 4,480 square feet, men's and women's restrooms, mechanical room, storage room and entrance area.



Health and Human Services

Although the city of Edwardsville does not have major medical facilities or outpatient care within the city limits, several private residential care facilities that provide nursing, inpatient care and assisted living environments for elderly and disabled are located within the city.

Public and Semi-Public Services Conclusion

The most pressing issues identified for future development is the infrastructure within the city, including the condition of streets, sidewalks and lack of sewers, as well as the financing of needed improvements. While providing for the maintenance of existing facilities, the city must consider the impact of new developments. Financing improvements, while typically the responsibility of the developer, is not a stand-alone solution for Edwardsville. Adoption of a Capital Improvements Plan (CIP) with financing mechanisms will be necessary to support improvements over the long term while minimizing the cost or impact to residents. The following Public / Semi-Public Services policies should be considered in the review of proposed new developments:

Policy PS1: Planned Utility Extensions

Proposed developments based on planned utility expansions will be given priority over proposals inconsistent with utility extension plans.

Policy PS2: Service Extensions

Require annexation or service agreements on parcels of land located outside the incorporated city limits in need of city utility extensions and/or city services for new developments.

Policy PS3: Public Safety Enforcement of I-435

Evaluate and pursue, if appropriate, the incorporation of the entire I-435 corridor south of Interstate 70 to clarify the police enforcement and dispatch of public safety services along this segment of interstate highway.

Policy PS4: Combine Facilities

Promote combined public facilities such as school/ neighborhood parks in several locations throughout the city to improve accessibility and promote efficient delivery of services.

Policy PS5: Identify Suitable Sites

Cooperate with other agencies in identifying appropriate sites for future community facilities.

Policy PS6: Coordinate the Delivery of Services

Cooperate with nearby cities, other governmental agencies, and public and private agencies to improve and expand the range and quality of public services and facilities through:

- Joint-use facility agreements wherever there are mutual cost and operational benefits.
- Use of private sector resources wherever it can provide more economic and effective services.

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The Natural Environment

Philosophy: The community's natural environment is one of its largest assets, but it can also be a hindrance to urban development. The environmental conditions play an important role in directing the physical growth and configuration of development within the city. Natural conditions such as the slope of the land and floodplain have had a notable affect upon the land use and development patterns.

Natural Environment Goals

The following goals have been defined by Edwardsville citizens for future natural environment.

NE.1 Protect the natural environment in and around Edwardsville and prohibit floodplain development.

NE.2 Ensure that newly built infrastructure utilizes the most sustainable and cost-effective technology available.

As the population increases and development of vacant and agricultural land continues, it becomes more important to consider the effects of this growth on the natural environment. The physical features of the land place limitations on its future development potential. When determining future land uses of an area, these environmental characteristics need to be considered to ensure the land uses are suitable for the land. When development exceeds the capacity of the land, environmental hazards such as flooding, septic system failures and severe erosion can occur. This element of the plan looks at the major physical characteristics of the land area of Edwardsville that affect its development potential including:

- Drainage Basins
- Topography
- 100-Year Floodplain
- Riparian Corridors
- Forest Areas
- Soils

Drainage Basins

Drainage basins, commonly referred to as watersheds, are the surface areas that drain to a common waterway, such as a stream, river or lake. The boundaries of a drainage basin are drainage divides or ridges, with all land inside a divide draining into that basin. Small drainage basins (sub basins) are part of large drainage basins (major basins).

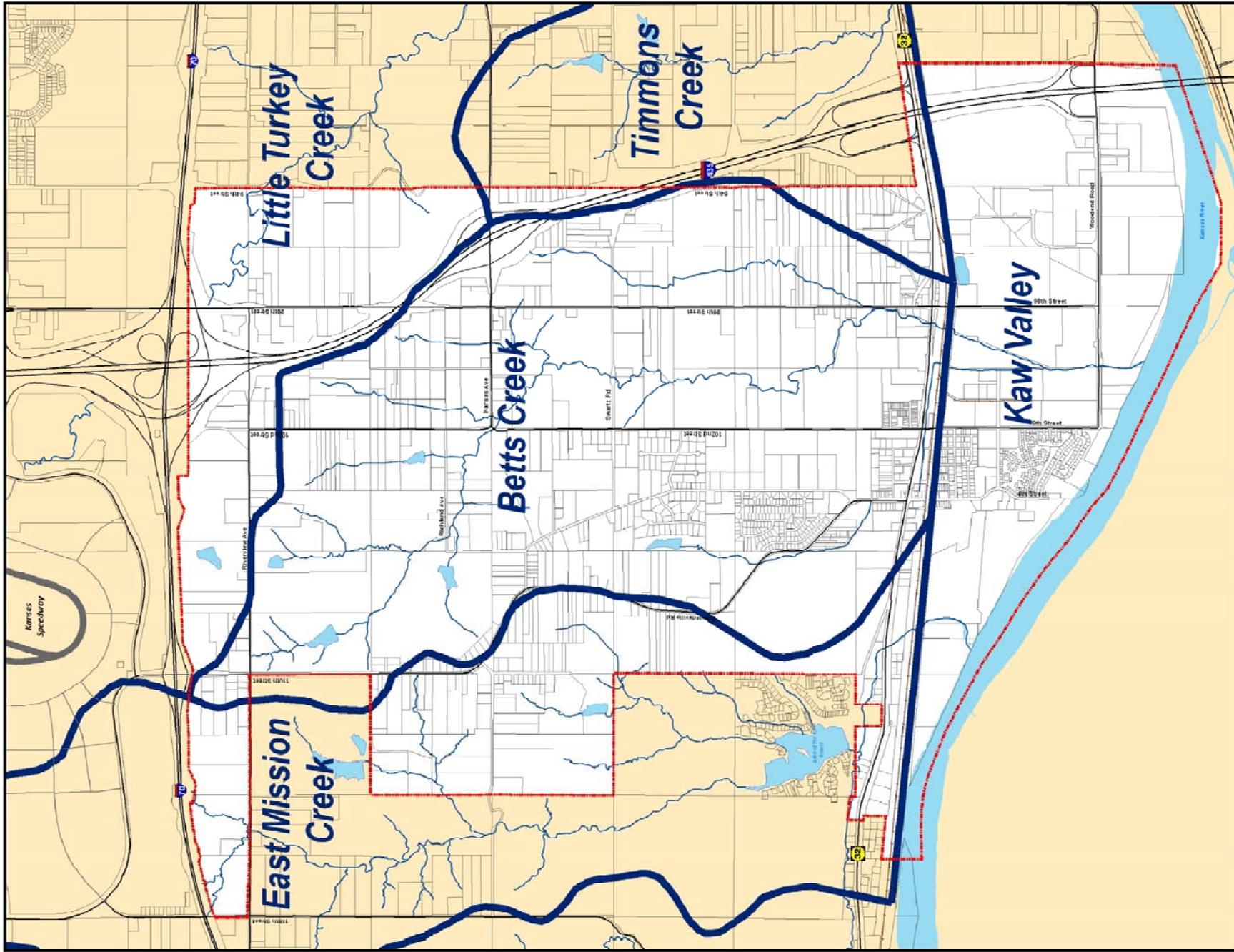
The management of surface water resources is most effective when entire drainage basins are considered. Drainage basins are natural features, and do not stop at political or legal boundaries. Many of the sub basins located within Edwardsville extend beyond the city limits, with some of them extending upstream of the city. Changes that occur in a drainage basin will affect the entire basin, especially the downstream areas.

An important characteristic of a drainage basin is the type and acreage of land uses within the basin. Changes in land use affect the amount of stormwater runoff in the basin, which affects the stream flow and flood hazard area in the basin. As development increases, the amount of impermeable surface increases. As the amount of impermeable surface increases, the volume and rate at which runoff reaches the drainage channel increases.

The acreage of undeveloped land in a drainage basin is an indicator of the potential amount of impermeable surfaces that could result from land use changes and urbanization in the basin. Undeveloped basins have the potential for a large increase in the additional amount of area covered by impermeable surfaces. Increase in impermeable surfaces will increase the amount of stormwater runoff in the basin and could greatly increase the flood hazard in downstream areas. The city of Edwardsville is located all within the Kansas River drainage basin, with four different sub-basins located in different parts of the incorporated limits of the city, all draining to the relatively flat Kansas River Valley area, south of Kansas Highway 32.

Betts Creek

Betts Creek is the primary sub-drainage basin within the city of Edwardsville. The Betts Creeks drainage basin extends generally from Edwardsville Road to Interstate 435 west to east, and generally from Riverview Road to K-32 Highway north to south. Almost the entire Betts Creek sub-drainage basin is located within the Edwardsville corporate limits, except for the upper reaches of the sub-basin land area north and west of Edwardsville Road and Riverview Road. About 2,880 acres in size north of K-32 Highway, the entire Betts Creek sub-drainage area makes up almost half of the total land area for the city of Edwardsville, or 4.5 square miles of the approximately 9.5 square miles of land area within the corporate limits of Edwardsville.



Drainage Basins



Edwardsville, Kansas

City Limits

Pond, Lake or River

360 Acres

40 Acres

40 Acres

0 1/4 1/2 Mile

January 2012

Adopted by Ordinance No. 911

There are three branches to the Betts Creek sub-drainage basin. The western leg drains to near the intersection of Edwardsville Road and K-32 Highway and encompasses the drainage area between 104th Street and Edwardsville Road. The main branch of Betts Creek extends essentially from 110th Street and Interstate 70 at the northern extent of the city, south to near the intersection of 98th Street and K-32 Highway. The eastern branch of Betts Creek generally drains only the land area between 98th Street and 94th Street, south of Kansas Avenue.

Little Turkey Creek

The Little Turkey Creek sub-drainage basin is located in the northern and northeastern portions of Edwardsville. The Kansas Speedway racetrack and the Legends Shopping Center, located to the north of Edwardsville and north of Interstate 70 in Kansas City, Kansas, are both located in the upper reaches of the Little Turkey Creek drainage basin. Most all of the land area north of Riverview Road and east of 110th Street, and the land area east of Interstate 435, south of Interstate 70 and north of Kansas Avenue within the City of Edwardsville are in the Little Turkey Creek sub-drainage basin area.

East Mission Creek

The western extent of Edwardsville is located in the East Mission Creek sub-drainage basin. This sub-drainage basin area is mostly undeveloped and very rugged as it flows through the eastern extent of the Camp Theodore Naish Scout Reservation property and into Lake of the Forest.

Timmons Creek

The land area mostly east of Interstate 435, south of Kansas Avenue is located within the Timmons Creek sub-drainage basin area.

Kaw Valley

Characterized mostly by the lowland surrounding the Kansas River, the Kaw Valley land area in the City of Edwardsville is located mostly south of K-32 Highway. This relatively flat land area was formed over many centuries by the Kansas River meandering from its river banks and flooding. The downstream portions of the other sub-drainage basins technically encompass the Kaw Valley area of Edwardsville as each creek drains into the Kansas River. However, the lack of slope to the ground, the unique soils of the valley floor area, and the potential of flash flooding define the unique development characteristics of this southern portion of the city.

Topography

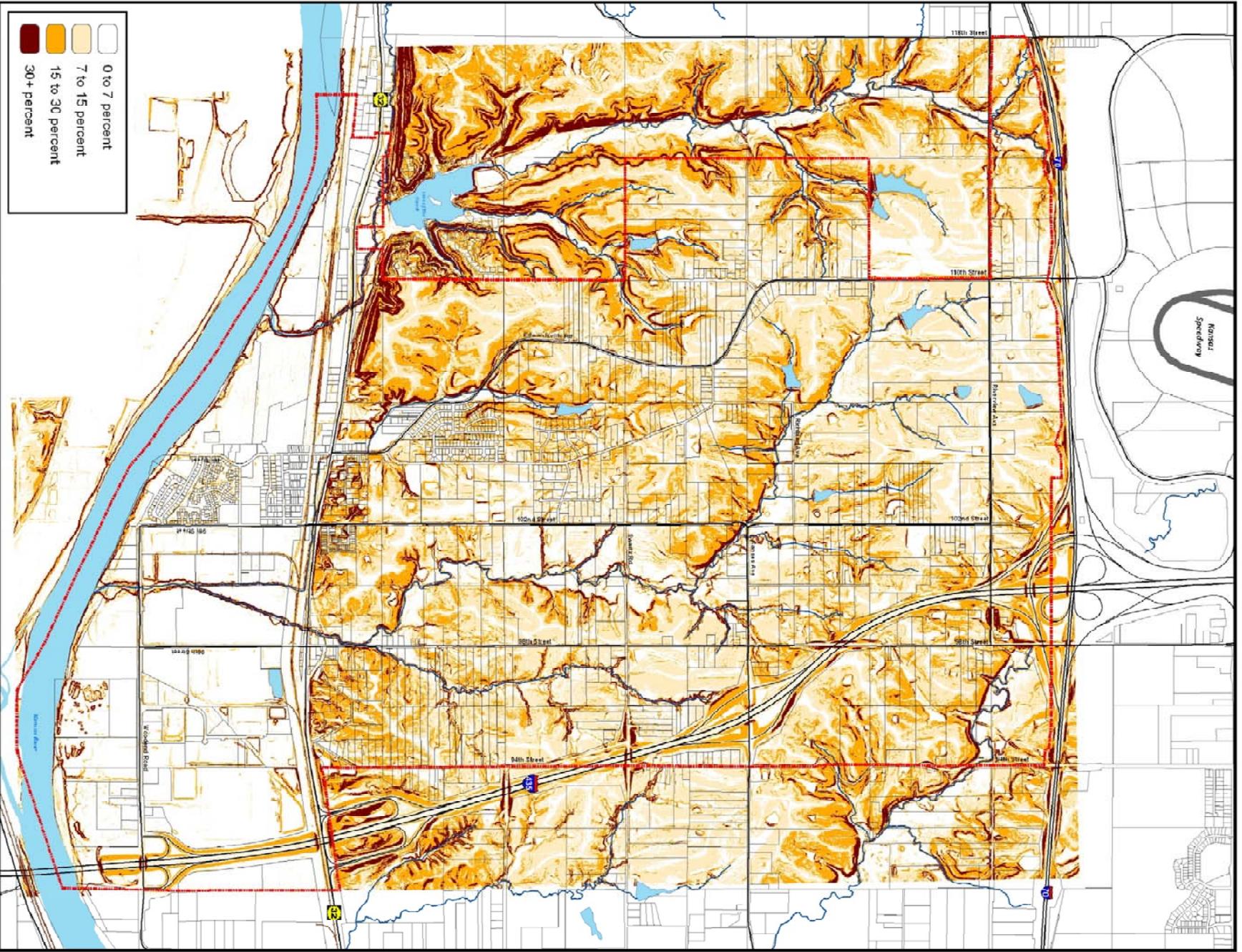
Topography defines most development patterns throughout Wyandotte County. The main topographic features within the county are the Kansas and Missouri River valleys and their tributaries. The uplands adjacent to these valleys are comprised of deeply dissected hills. Steep slopes and breaks formed by differential erosion of limestone, shale and sandstone are along the Kansas River and its tributaries.

Edwardsville is characterized by a varying topography from low-lying, almost flat land south of K-32 Highway, to rolling-to-steep bluffs north of K-32 and along the creek beds. These moderate to steep slopes make it extremely expensive to extend necessary services (e.g., sanitary sewer) to outlying properties. Septic tanks with absorption fields do exist in the more rural areas of the community and could potentially be suitable for large lot residential development, but any additional urban development and substantial growth of the community must connect to a public sewer system.

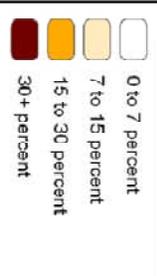
The lowest level in Edwardsville is about 740 feet above sea level near the Kansas River. The relatively flat Kansas River valley area defined south of K32 Highway generally is between elevation 770 and 740. The highest point in Edwardsville is about 1,030 feet in the general area near 110th Street and Interstate 70 in the northern portion of the city.

The major planning issue with topography is slope. The slope of an area greatly affects its development potential and possible land uses.

- Slopes between 0 and 7 percent are considered excellent for all types of development.
- Slopes of 7 to 15 percent are better suited for residential and some specialized commercial development.
- Slopes greater than 15 percent are considered severe for development, with development becoming more difficult and expensive.



Topography - Slope



Edwardsville, Kansas

City Limits

Pond, Lake or River

Adopted by Ordinance No. 911 January 2012

0 1/4 1/2 Mile

Floodplain

A National Flood Insurance Study was conducted for the city of Edwardsville in 1978 by the Department of Housing and Urban Development (HUD) as part of its National Flood Insurance Program and in response to the Flood Disaster Protection Act of 1973. The purpose of the Study was to establish flood insurance levels for localities, as well as to “promote sound land use and flood plain management” decisions.



The National Flood Insurance Program (NFIP) is a federal program created by Congress to mitigate future flood losses nationwide through sound, community-enforced building and zoning ordinances and to provide access to affordable, federally backed flood insurance protection for property owners. The NFIP is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the Federal Government that states that if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas (SFHAs), the Federal Government will make flood insurance available within the community as a financial protection against flood losses.

According to the study, no records of flood damage had been documented for the Betts Creek and West Mission Creek basins up to 1978. In 1993, flooding occurred at several locations in Edwardsville. Betts Creek overflowed its banks near Woodend Road, proceeding westerly to Ninth Street and north about 200 feet. In addition, the Kansas River flooded low-lying areas north to Fourth Street and Trant. With the exception of the southern parts of the Industrial Park, most of Edwardsville was spared significant damage. In June and October, 1998, as a result of torrential rains, minor flooding occurred along Betts Creek, just south of K-32 at Fourth Street easterly to Ninth Street.

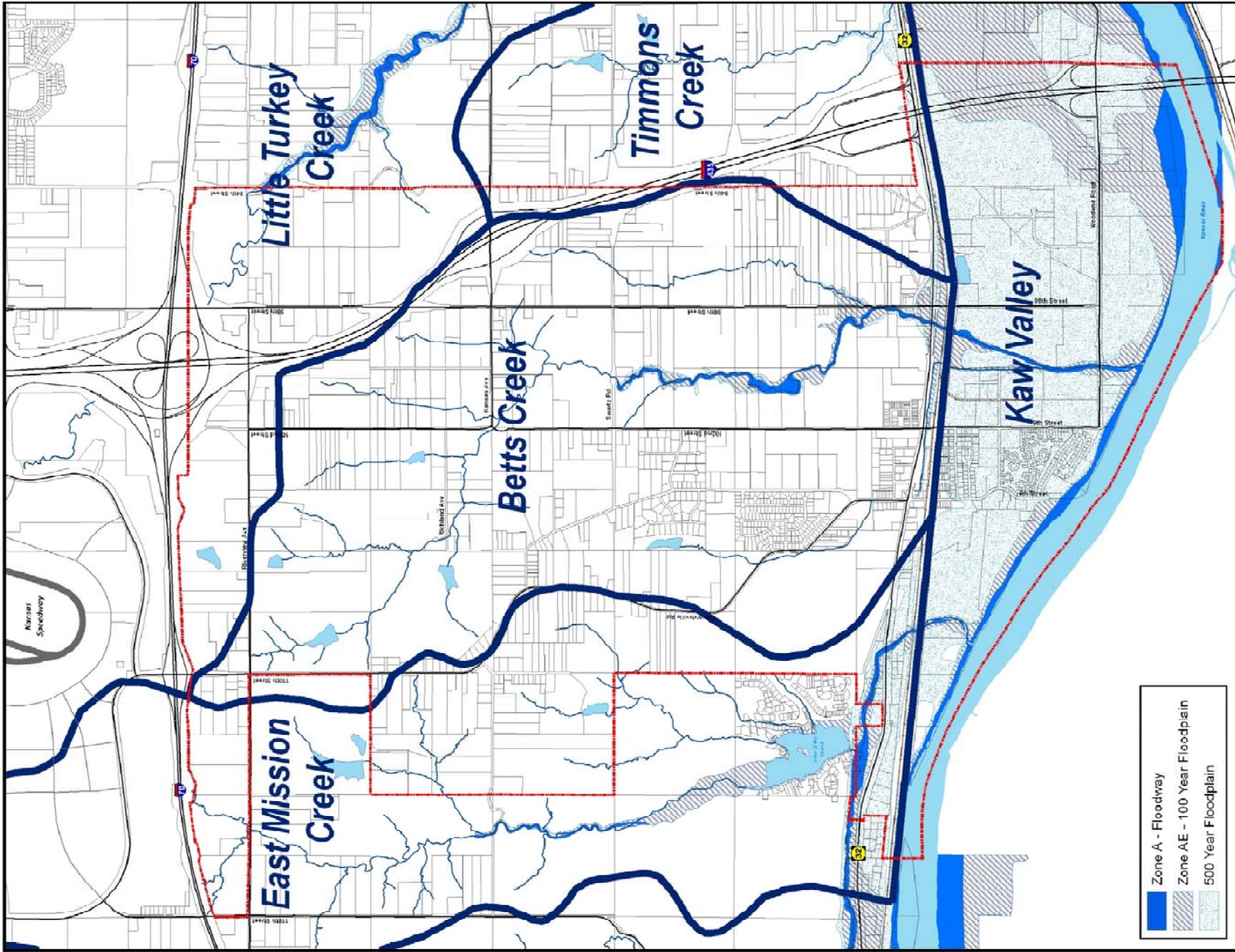
In recognition of the risks and problems in floodplain areas, development within the designated floodplain should be carefully controlled and restricted. There are three general aspects of floodplain areas to be considered when planning and administering floodplain area development controls and restrictions in the city of Edwardsville.

Floodway: the area the drainage basin which must remain open to carry the runoff from the floodplain without causing the flood elevation to increase by 1-foot or more at any point along the basin. Development within floodways is extremely hazardous and should be restricted. City regulations within the metropolitan planning area must meet federal guidelines and prohibit floodway development which would cause any increase in flood elevations within these areas.

100-Year Floodplain: the part of the drainage basin which is within the one-percent annual chance floodplain but which is not within a floodway. This area is also referred to as a Special Flood Hazard Area (SFHA). Development in the 100 year floodplain may be appropriate if adequate measures are taken to protect the development from the flood hazards, including but not limited to raising the proposed structure at least 1-foot above the base flood elevation.

500-Year Floodplain: the part of the drainage basin which is within the 0.2 percent annual chance floodplain. Development in the 500 year floodplain may be appropriate if adequate measures are taken to protect the development from the flood hazards.

The city of Edwardsville adopted revised flood plain management regulations in August of 2011. This update to the zoning regulations were to incorporate the new digital-based FEMA Issued Flood Insurance Rate Maps (FIRM's) and the Flood Insurance Study (FIS) that became effective on September 2, 2001. The newly adopted FEMA Issued Flood Insurance Rate Maps for the city of Edwardsville generally reflect the same regulatory floodplain limits as on the maps adopted in 1978, as the sub-drainage basin areas in and adjacent to Edwardsville were not reevaluated to improve the accuracy of flood estimates.



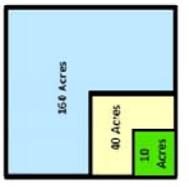
Zone A - Floodway
 Zone AE - 100 Year Floodplain
 500 Year Floodplain

FEMA Flood Zones



Edwardsville, Kansas

City Limits
 Pond, Lake or River
 N
 January 2012
 0 1/4 1/2 Miles



Riparian Corridors

Riparian corridors, commonly referred to as streamway corridors, make ideal land areas for passive parks, open spaces and trails since these areas are also subject to flooding. The National Flood Insurance Program (NFIP) generally only studies and evaluates sub-drainage areas of 640 acres or greater in size. Flooding that is not denoted on the NFIP maps can occur in the upper reaches of a sub-drainage basins area, generally within the riparian corridor.

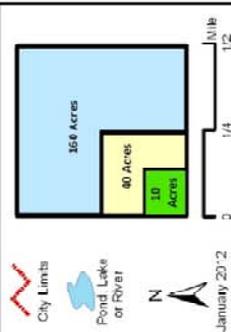
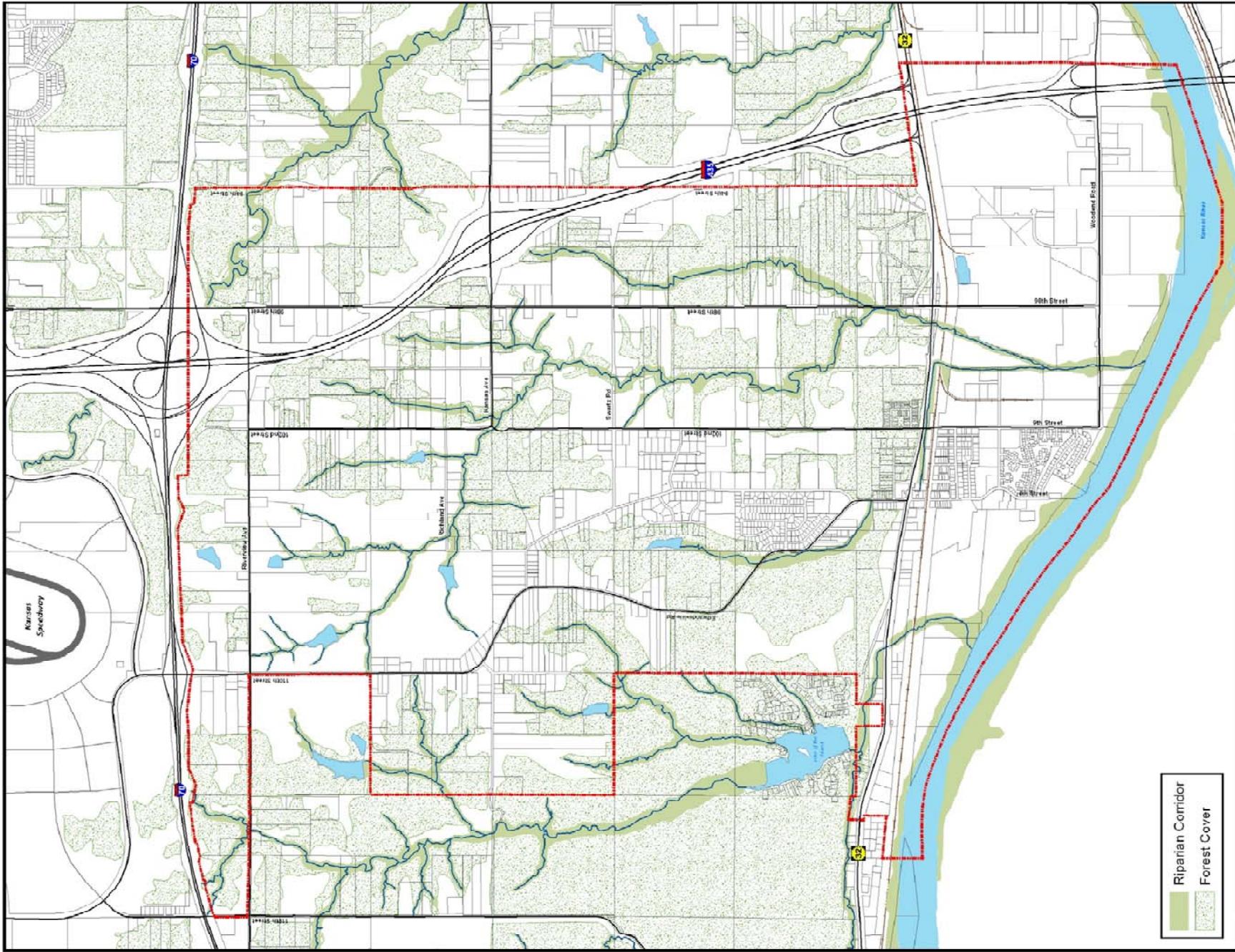
Riparian corridors also serve as important components of the stormwater management and water quality system. Cities across the country have incorporated or are planning greenbelts along their stream valleys for both parks and stormwater purposes. Riparian and stream corridors serve a number of important roles including but not limited to the following:

- Preserving water quality by filtering sediment from runoff before it enters rivers and streams;
- Protecting stream banks from erosion;
- Providing a storage area for flood waters;
- Providing food and habitat for fish and wildlife; and
- Preserving open space and aesthetic surroundings.

The plan recommends the protection and preservation of the floodplains and riparian corridors throughout the planning area. These resources often are a constraint to urban development.

Forest Areas

The rural character of Edwardsville, north of K-32 Highway, is defined and influenced by the stands of mature trees and dense forest areas. Trees improve quality of life, and they create relaxing, beautiful, healthy spaces, absorb traffic noise and increase privacy. Mature forests areas are not prevalent in many areas of the Kansas City metropolitan region, and should be embraced and incorporated as much as possible into the plans for future developments. Of most importance are the riparian forest buffers areas of trees and shrubs established along the banks of streams and open bodies of water. These need to be retained as much as possible, as riparian forests help improve and maintain water quality; regulate water quantity; stabilize stream banks; provide wildlife habitat and open space activity opportunities.



Riparian Corridor / Forest Areas



Edwardsville, Kansas

Accepted by Ordinance No. 911 January 2012

Soils

Soils and topography will have a large impact on the types of development and the densities of development that can occur. In addition to determining where roads will be laid and where buildings can be supported, soils and topography prescribe the natural drainage patterns and the types of infrastructure that will be supported.

The United States Department of Natural Resources Conservation Services (NRCS) published a Soil Survey of Leavenworth and Wyandotte Counties in 1977. This publication gives a comprehensive review of the physical characteristics of the counties, including soils, slopes, erosion and natural resources. According to this study, the city of Edwardsville is divided up into four areas with different soil associations, described below.

Important aspects of soils for land use planning are:

- Suitability for urban development - the major limitations for development in Edwardsville is a high shrink-swell potential, shallow depth to bedrock, and low soil permeability. These limitations can be overcome by special design and construction practices, which increase the cost of development, but are not major obstacles to development.
- Suitability for on-site septic systems - favorable soil properties and site features are required for properly functioning septic systems. In general, some of the soils in Edwardsville have been rated by the NRCS to have severe limitations for septic systems. In many cases, a special design is required for a properly functioning absorption field.

ONAWA-HAYNIE-EUDORA

The *Onawa-Haynie-Eudora association* is mostly located south of the railroad along Kansas River. These soils are typically located on floodplains of rivers and terraces with slopes that are nearly level; soils are deep and have variable drainage patterns.

GOSPORT-SOHN

The Gosport-Sohn association covers parts of the West Mission Creek basin and is characterized by moderately deep, moderately well drained, sloping to steep soils.

KNOX-LADOGA

The Knox-Ladoga association encompasses sections of the Betts Creek basin and has deep, well-drained, sloping to steep soils.

SHARPSBURG-SHELBY

The Sharpsburg-Shelby association includes areas along 110th Street north of Kouns Lane up to I-70; these soils are deep and moderately well drained with variable slopes.

Natural Environment Conclusion

Environmental factors influence the potential land uses for an area. Edwardsville has some environmental constraints to development, but as development increases, and areas without environmental constraints are no longer available for development, the potential for environmental hazards will also increase. Examples include increased flooding, nonfunctioning septic tanks, and development on marginal land (severe slopes over 15 percent). The potential for development of the northern areas of Edwardsville is high, but the effect on the environment needs to be considered in future development plans. It is for this reason that the city may need to initiate a detailed study of the Betts Creek sub-drainage basin area.

In the future, development on marginal land should be avoided through flexibility in subdivision and development designs. Flexibility in the design of a development project makes the preservation of environmentally sensitive land areas possible. Typically, nonresidential developments require large level sites to accommodate parking and building footprints so the desire to develop on environmentally sensitive land is less likely. Given the policies of this plan, the city will be in a good position to promote new development while remaining sensitive to the environment and potential hazards.

The following Natural Environment policy should be considered in the review of proposed new developments:

Policy NE1 : Natural Environment Strategy

Strive for the protection and preservation of the floodplains, forest areas, and riparian ways throughout the planning area. These resources often are a constraint to urban development.

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Transportation

Philosophy: Edwardsville, located in the southern part of Wyandotte County, has excellent access along several major corridors, including I-70, I-435, K-32 and K-7 to the west. The provision of adequate streets and transportation networks to serve residents, businesses and visitors is essential to the community and will help determine the amount of new development that can occur within the city. This section of the plan will examine the existing transportation networks and the resources available to the city to improve these networks.

Transportation Goals

The following goals are defined by Edwardsville for transportation.

- T.1 Provide a safe transportation network within the city and its neighborhoods that promotes residential, recreational and economic development goals and objectives, as well as preservation of open space and Edwardsville's small town atmosphere.
- T.2 Construct a complete network of sidewalks and trails throughout Edwardsville.
- T.3 Ensure street and sidewalk maintenance improvements are properly considered when developing Edwardsville's Capital Improvements Plan (CIP).

Major Street System

The major streets in Edwardsville are discussed below.

I-70. I-70 is a main east-west route that forms the northern boundary of Edwardsville, connecting to Kansas City on the east and Bonner Springs onward through the state of Kansas to the west. The north side of this intersection in Kansas City, Kansas, is the location of the new Kansas Speedway, Sporting Kansas City Soccer Stadium, Legends Shopping Center and a multitude of commercial, service and office developments.

I-435. Along the eastern side of the city of Edwardsville is the I-435 corridor. On the north end of this corridor, near the I-70/I-435 interchange, the corridor is primarily rural with scattered housing, woods and farmland. Direct access into Edwardsville is provided at the following intersections off I-435:

Kansas Avenue. Kansas Avenue, for approximately ¾ mile to the west of this intersection, is an unimproved rural road ending at a T-intersection with 102nd Street. The intersection primarily serves as access to the east into Kansas City;

K-32/Kaw Drive. K-32 is the primary east-west arterial through Edwardsville with the southern two quadrants of the intersection located within Edwardsville. Currently, the southeastern corner has been developed as part of the industrial park;

Woodend Road. Woodend Road provides direct access for the Edwardsville Industrial Area to the interstate system.

K-32-Kaw Drive. K-32 is the main east-west route through the heart of Edwardsville; that is, the southern developed “old town” area of Edwardsville. K-32 is a four-lane, state highway connecting Edwardsville to Kansas City to the east and Bonner Springs onward to Lawrence to the west.

110th Street-Edwardsville Drive. 110th Street is the main north-south corridor of Edwardsville, connecting I-70 at the north end to “old town” at the south end. A primary concern for 110th Street is the impact of future development at the 110th Street and I-70 interchange and Riverview Avenue.

110th Street ends at Kansas Avenue where Edwardsville Drive begins; Edwardsville Drive continues south to 104th Street. South of 104th Street, Edwardsville Drive continues south as 4th Street through “old town”. This change in street names is somewhat confusing; the city could consider renaming the entire length for one unifying street name to better identify it.



Street Network

Kansas Planning and Zoning Statues authorize the city to establish an official map designating major streets (K.S.A. 12-756). The Major Street Map serves several purposes:

- It designates streets by their “functional classification”, a description of the purpose each type of street is supposed to serve.
- By adopting the Major Street Map, the city is granted authority to establish rights-of-way and setback requirements for each type of street thereby allowing the establishment of criteria for Subdivision Regulations for dedication of right-of-ways as a requirement of development.

The future street network system is shown on the Major Street Map and the Development Plan Map. These maps project collector and thoroughfare systems.

Classification System

Functional classification is the process by which the nation's network of streets and highways are ranked according to the type of service they provide. It determines how travel is "channelized" within the roadway network by defining the part that any road or street should play in serving the flow of trips through a highway network.

Functional classification is used in transportation planning, in roadway design and for the allocation of federal roadway improvement funds. It was introduced by the Federal Highway Administration in the late 1960s, which developed guidelines for local governments and planning organizations to use in maintaining the functional classification system in their own jurisdictions.

As the Metropolitan Planning Organization (MPO) for the Kansas City region, it is Mid American Regional Council's (MARC) job to develop and maintain the Functional Classification System of roadways within its planning boundaries through coordination with local cities, counties and the states' Departments of Transportation. In order to be eligible for Federal (STP) funding, a roadway must be classified as a collector or higher on MARC's adopted map. The roadway designations for MARC's Functional Classification System may differ from the city's Major Street Map.

The Major Street Map

The Major Street Map identifies the general location of the existing and proposed major streets and highways within the city for which building and setback lines are established in the city's zoning ordinance. When no right-of-way exists, the Major Street Map is intended to show only the approximate location of proposed major streets. The exact location is determined at the time of development approval. Edwardsville shall establish four major categories of streets; local residential streets, collector streets, commercial and industrial streets, and thoroughfare streets.

Local Residential Streets

Primary function: provide access to abutting property and provide for limited parking on the street. Design of local streets is meant to discourage traffic cutting through residential areas. T-intersections are encouraged to reduce the number of potential conflicts when turns are made. Traffic handling capacity: can carry up to 2,000 to 3,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Collector Streets

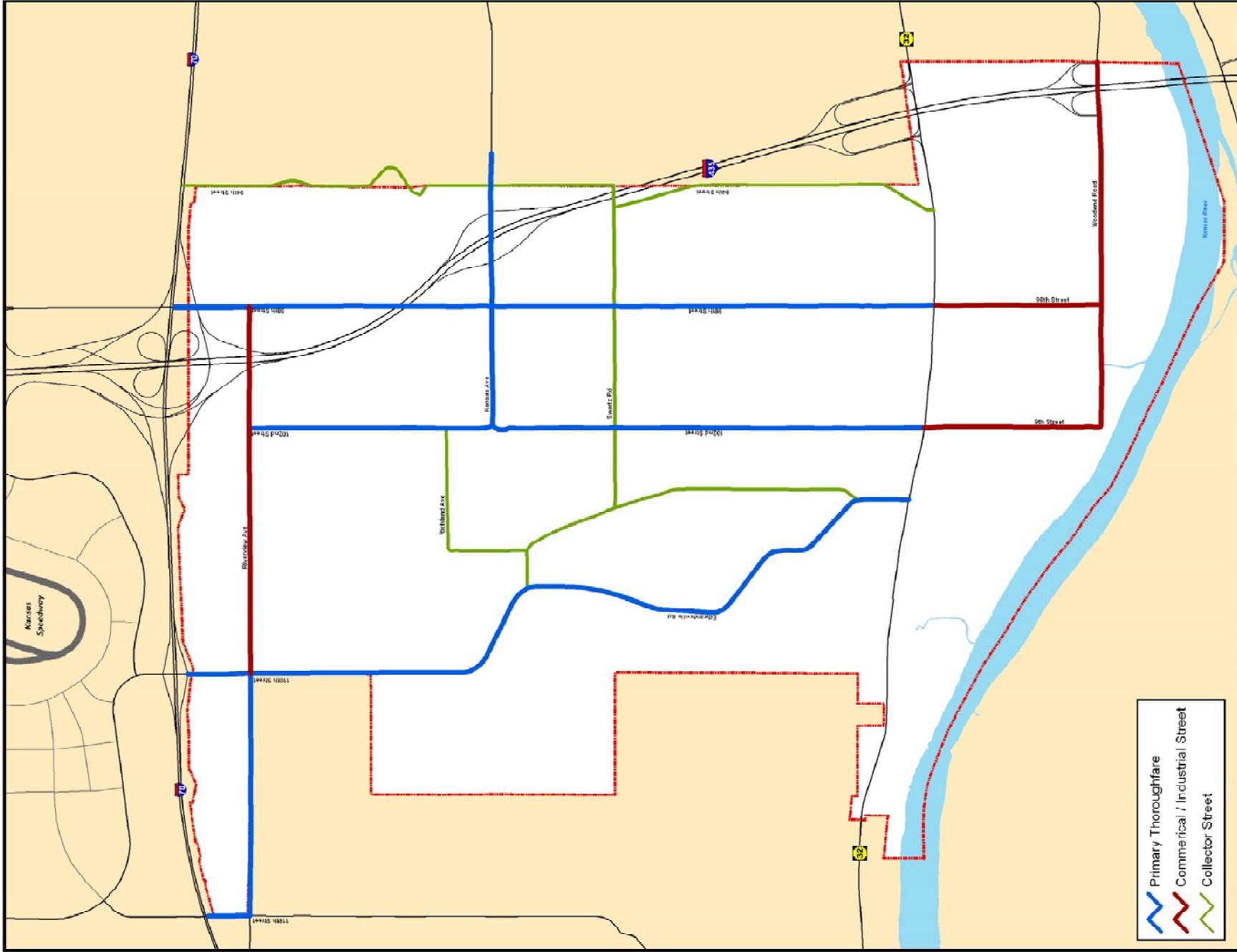
Primary function: collect and move traffic generated by a neighborhood to a thoroughfare street. Traffic handling capacity can carry up to 10,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Commercial and Industrial Streets

Primary function: ability to carry high amounts of car and truck traffic is a major design consideration. Traffic from commercial or industrial areas is to be diverted away from residential neighborhoods. Street standards can require a 36- to 52-foot roadway within a 60- to 80-foot street right-of-way with greater pavement thickness requirements than collector streets. The classification of a street as either an industrial or commercial street is determined by the zoning of abutting parcels of land, or as needed for a frontage road adjacent to I-70 or I-435. Traffic handling capacity: can carry over 10,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Primary Thoroughfares

Primary function: move large amounts of traffic through areas of the city. Other than limited access freeways, thoroughfares are designed to move the largest volumes of traffic. Thoroughfare standards can require an 80- to 120-foot right-of-way to provide for, exclusive turn lanes and up to four through-traffic lanes. Direct driveway access is undesirable because of the high levels of traffic traveling these roadways. Out of safety concerns, new residential lots shall be restricted from fronting on, or having direct access to, thoroughfares.



-  Primary Thoroughfare
-  Commercial / Industrial Street
-  Collector Street

Major Street Map



Edwardsville, Kansas

City Limits

Pond, Lake or River

366 Acres

40 Acres

30 Acres

0 1/4 1/2 Miles

January 2012

Adopted by Ordinance No. 911

Street Design Standards

Street and thoroughfare design standards help developers determine the costs of new construction and the city plan maintenance costs. Many older streets in the community do not have curbs and gutters. Some newer streets located in residential subdivisions have been constructed with curb and gutters and/or with sidewalks. Most street design standards typically include a street profile and lane configuration standards.

Preliminary Thoroughfare Designs

In addition to typical street design standards, often there is a need to initiate preliminary engineering design studies along specific road segments in the city for future thoroughfare improvements. This engineering analysis would evaluate both the horizontal and vertical curve design needs of a future roadway. The rolling topography of the land area north of K-32 highway in the city will necessitate extensive grading for future thoroughfare construction projects. Future thoroughfare improvements will likely require that additional rights-of-way be dedicated or acquired to accommodate the final grade of the embankment side slopes without having to construct expensive retaining walls. In addition, design standards can improve and need to consider storm drainage systems. Existing box-culverts along most primary thoroughfares, primarily in the Betts Creek drainage basin area of the city, are likely undersized and in need of being replaced. These box-culvert replacements may occur prior to or concurrent with the construction of needed thoroughfare street improvements.



Union Pacific Railroad

Along the south side of K-32 are the Union Pacific Railroad tracks, one of several large freight servers in Wyandotte County. Edwardsville is located along Mile Post 14 of the Marysville Subdivision. A rail spur to the south into the Edwardsville Industrial Area allows industrial users to access the railroad.

Currently, there are no grade-separated crossings for either vehicle or pedestrian traffic. The separation or bisection of the community by the railroad and K-32 corridor creates a split between the northern and southern parts of town, and may pose a threat to public safety services at times.



MetroGreen Plan

The MetroGreen Plan, administered by Mid-America Regional Council (MARC), provides a regional greenprint for a metropolitan trails system that connects urban and rural green corridors throughout seven counties in the Kansas City region. The plan is also designed to protect and improve water quality in the region for the next 100 years, conserving and enhancing the region's existing natural elements. Among goals the plan outlines, MetroGreen:

- proposes alternative travel options for area residents commuting from home to work or school
- heightens awareness of recreational facilities throughout the region and improves access to them
- unifies the seven counties in the metro
- connects economic, cultural and historic destinations throughout the region

MetroGreen is designed to provide off-road corridors that are linked to form an alternative transportation network connecting the seven-county region. MetroGreen will promote non-motorized travel options and expand non-motorized routes.

Edwardsville Trails and Sidewalks

Most of the older streets in the city do not have sidewalks on either side of the roads. Sidewalks allow not only pedestrian access, but contribute to the recreation system of the town, improve the aesthetics of thoroughfares and provide a safer environment for both pedestrian and traffic circulation. The condition of streets and sidewalks has been identified as an important issue facing the

community. State and federal programs may be available to initiate local sidewalk programs to install sidewalks in older parts of town, improve deteriorated sidewalks, and create pedestrian linkages between different parks and neighborhoods.

The city of Edwardsville should capitalize on various funding sources embraced in the MetroGreen plan to establish a trail system within the city as well as install needed sidewalks. This could include the development of sidewalks along established thoroughfares and establish needed pedestrian linkages to key locations like extending the existing sidewalk system from the Edwardsville elementary school site. There is also a long-term need to establish pedestrian connectivity and enhancing alternative transportation modes across Interstate 435 at the Riverridge Road and Kansas Avenue bridge overpasses. The existing bridges over Interstate 435 are designed to accommodate only vehicular traffic movements. The 110th Street overpass with Interstate 70 does include a pedestrian connection way on the west side of the bridge structure.

A detailed sidewalk and trails plan should be developed to specifically identify the key locations within the community that sidewalks and pedestrian trails can be connected to and from; identify physical barriers and preferred alignments for these trail connections, and establish a priority list of desired construction projects.

Capital Improvements Program

A capital improvements program (CIP) will help plan for the logical extension and upgrade of the street, sewer and water systems. One of the main purposes of developing a CIP is to ensure that public infrastructure is constructed to compliment the type and location of development that is being encouraged by the land use regulations per K.S.A. 12-748. The CIP needs to be developed to address not only the future development needs, but also the existing infrastructure needs. Therefore, the CIP should define the improvements needed to accommodate growth over time in an orderly fashion. As a tool, the CIP can define the types and costs of improvements that are to be funded in specific areas over a set period of time. Often, in depth studies are carried out to determine the exact amount that funding is to be expropriated. Plans that are intended to defend the community's need for these financing measures are based in the community's CIP, Comprehensive Plan, or municipal budget.



Transportation Conclusion

The transportation network is one of the most vital components of the community and one of the most costly. To ensure the system's longevity, street design standards, including and evaluation of curbs and gutters, sidewalks and landscaping requirements, should be developed and implemented. Additionally, funding for improvements needs to be considered when evaluating and developing street design standards.

Residential developments should be linked to surrounding residential developments to ensure adequate traffic access to and circulation through residential developments. Stubbed streets are intended to provide future access for emergency vehicles, the residents of the development, and the general public into adjacent residential developments.

The city of Edwardsville has a vested interest in regional, state and federal transportation decisions since it is bounded on two sides by interstate highways, on one side by a river, and has a state highway and railroad through the town. Continued city coordination with KDOT, MARC, Kansas City Area Transportation Authority (ATA), and the Unified Government and Bonner Springs will ensure representation in their decisions.

Although often tied to parks and recreation funds and programs, the provision of pedestrian trails and networks also ties into the city's transportation needs. First, sidewalks along existing and future streets are tied to the street classification designs and capital improvements projects. Second, pedestrian networks provide an alternative choice for pedestrians, bicycles and other non-motorists.

The following Transportation policies should be considered in the review of proposed new developments:

Policy T1: Avoid Exceeding Street Capacity

Discourage the expansion of existing or the inclusion of new developments in areas where, even with street and traffic signal improvements, the additional traffic generated by such development would exceed the handling capacity of the street system.

Policy T2: Avoid Diversion of Traffic

Discourage the diversion of traffic to or from developments onto local residential streets and through low-density residential neighborhoods.

Policy T3: Ensure Convenient and Logical Street System Design

Ensure that adequate public access is provided to and between each existing and future subdivisions and that the proposed street pattern within a subdivision connects to that of surrounding areas.

Policy T4: Ensure Adequate Ingress and Egress

Ensure adequate ingress to and egress from developments via thoroughfares and/or collector streets. Unless other factors prevail, residential developments and subdivisions with more than 150 residential units, and larger scaled non-residential developments should provide at least two access points.

Policy T5: Limit Access

Limit the number of driveways or private streets onto thoroughfares and collectors and coordinate their locations with adjacent developments.

Policy T6: Provide Vehicular Circulation

Ensure adequate vehicular circulation within commercial and mixed use developments that allows access to adjacent commercial buildings and commercial developments without the need to drive to the public streets.

Policy T7: Provide Pedestrian Access

Encourage pedestrian access to and within new development areas while ensuring adequate physical separation from vehicles along both public and private streets and within parking areas.

Growth Management

Philosophy: Growth management is a fundamental tool for ensuring timely and orderly growth of the city. The recommended growth management policies do not seek to limit the amount of land for future development. Rather, the plan directs development to growth areas and suggests that development occur where necessary infrastructure is in place, or planned to be in place based on fiscally responsible utility and infrastructure plans and policies to serve proposed land uses. By coordinating public and private investments, new urban development can be anticipated to occur in areas most easily served by public facilities and services. Future growth and development can be scheduled in concert with planned infrastructure improvements.

The growth management policies seek to ensure that adequate facilities and services are provided, or are assured, in connection with development. The policies also continue to require new development to bear its share of the costs for the extension and improvement of required facilities and services; and, to assure that the residents of Edwardsville are not unreasonably burdened by these costs.

Growth Management Goals

The following Growth Management goals have been defined.

GM.1 Ensure timely and orderly growth of the city in a cost efficient manner.

GM.2 Coordinate public and private investments with partnerships for development in designated current growth areas.

City of Edwardsville Priority Growth Area Map

A key element of this plan is the designating areas for priority growth or “service” areas, and the adoption of policies pertaining to future growth and development of the city of Edwardsville. The priority approach to guiding growth and development relies on establishing designated areas where municipal facilities are planned and can be provided. Land within the Current Service Areas is encouraged to be developed over the planning period and beyond. The Priority Growth Area Map identifies different service areas that have specific recommendations for growth and development.

Current Service Areas

The plan identifies four different areas on the Priority Growth Area Map as Current Service Areas. The properties located within these future service areas will be served with utility services to support urban densities of development.

Kaw Valley Service Area

This area includes all land that can be readily served by community facilities and utility services south of K-32 Highway. This service area includes the “old town” area of Edwardsville, and the Edwardsville Industrial Park development area. There are some vacant parcels of land that can support additional new developed in the far western extent of this service area, both on the north and south sides of K-32 Highway, as well as within the Industrial Park area east to Interstate 435.

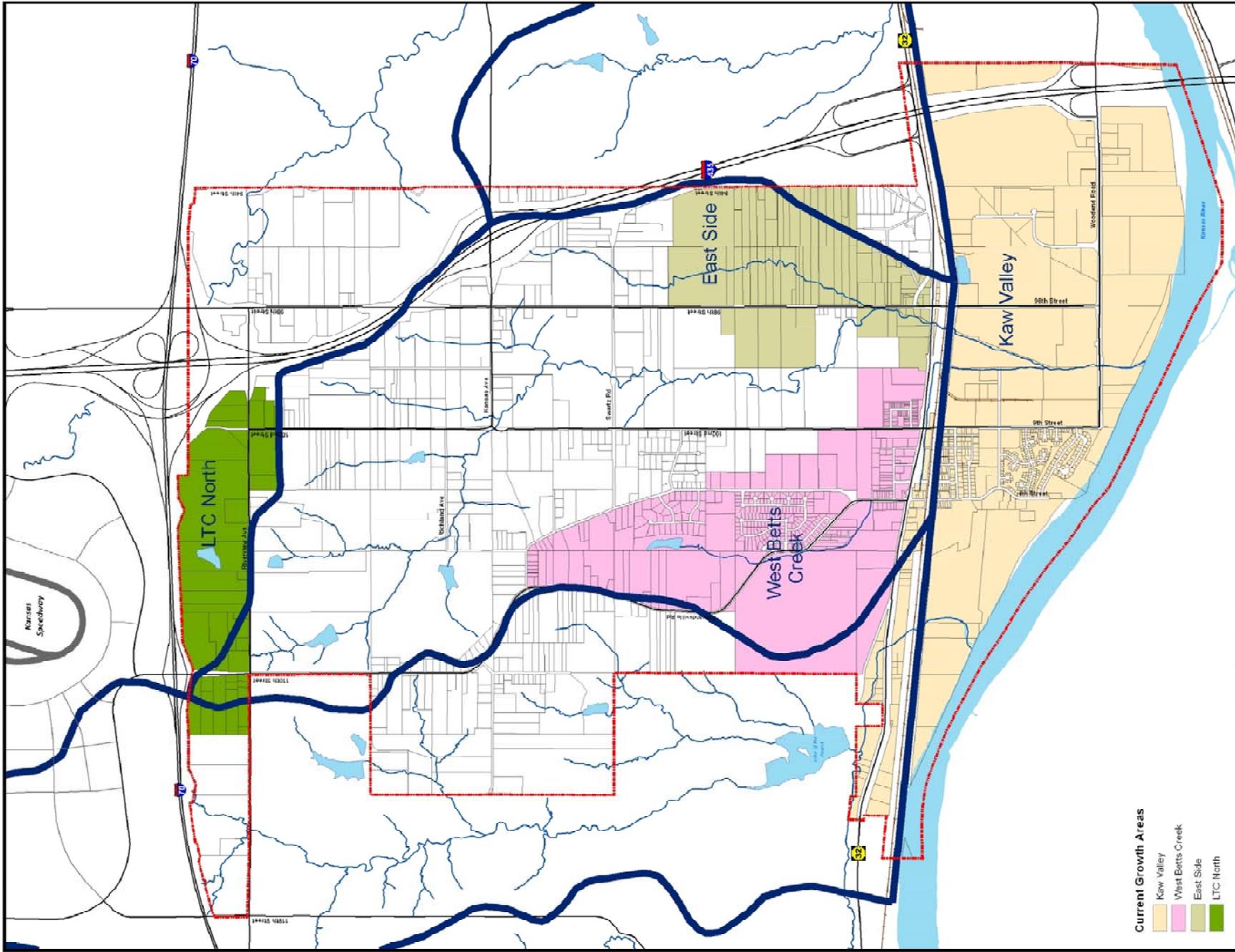
West Betts Creek Service Area

The West Betts Creek service area is generally north of K-32 Highway, west of 102nd Street and east of Edwardsville Road and encompasses most of the land within the far western branch of Betts Creek. Some parcels of land west of Edwardsville Road also included in this service area, including the golf course parcel for the Lake of the Forrest. Sanitary sewers service currently extends into the southern portion of this service area. These sanitary sewer lines would need to be extended further to the north to accommodate any additional urban-density developments within this service area.

East Side Service Area

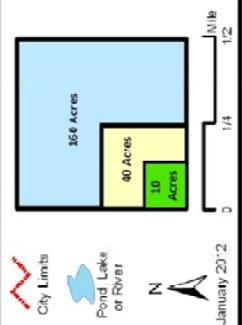
The East Side service area encompasses the southern portion of the eastern branch of the Betts Creek drainage basin, generally located just north of K-32 Highway, east of 98th Street. Sanitary sewer service plans have been engineered, and the sanitary sewer lines are planned to be constructed to serve the proposed Raintree Apartments development, a 510-unit, \$50 million multi-family development located northwest of 94th Street and Metropolitan Avenue, at 1300 S. 94th St. An approximately 40-acre parcel of land has been dedicated to the city of Edwardsville, just west of this proposed multi-family development, to accommodate stormwater from this planned multi-family development, and for use as open space.

Other than the Raintree Apartment development parcel, the dominate pattern of parcels of land within this service area are narrow 3 to 5 acres in size “piano-key” lots fronting on both 94th Street and 98th Street. Many of these parcels contain a single residence. Some of these parcels are vacant and could be developed as large lot residential tracts. However, the potential of developing these parcel of land for several additional single-family residences, buy either further dividing a single parcel or by combining part(s) of several parcels of land and then platting a subdivision, will require that a detailed sub-area plan be formulated for this service area. If there are proposals made for subdividing and developing many of these existing lots, unique subdivision and access policies will need to be evaluated and adopted for most of this service



- Current Growth Areas**
- Kaw Valley
 - West Betts Creek
 - East Side
 - LTC North

Current Priority Growth Areas



Edwardsville, Kansas

Adopted by Ordinance No. 911 January 2012

area to account for the rugged terrain and haphazard lot pattern that currently exists. As such, most of these parcels of land are designated as rural residential on the Future Land Use and Development Plan maps.

There are a few larger parcels of land located on the west side of 98th Street mostly within this service area. These land parcels could potentially be subdivided and developed for new traditional single-family developments that conform to the adopted subdivision standards of the city. These potential new developments would utilize the sanitary sewer lines from the Raintree apartment development once they are installed, and are designated as Low-Density Residential on the Future Land Use and Development Plan maps.

Lower Turkey Creek (LTC) North

The Lower Turkey Creek North service area is generally located north of Riverview Road, south of Interstate 70, between 110th Street on the west and Interstate 435 on the east. The city of Edwardsville has initiated a preliminary engineering study to design sanitary sewer service for most of this service area. The new sewer system would connect to the Little Turkey Creek Interceptor, which is located near the Chateau Avalon Hotel in the Village West area of Kansas City, Kansas. 110th Street, north of Riverview Road was recently improved. Substantial improvements to Riverview Road will be needed accommodate the planned land uses in this service area.

Future Service Areas

The plan identifies eight different areas on the Priority Growth Area Map as Future Service Areas. The properties located within these future service areas should remain rural or in agricultural use to better accommodate future urban development and the extension of utility services in the long-term future.

Lower Turkey Creek (LTC) East

The Lower Turkey Creek East service area is located on the east side of Interstate 435, south of Interstate 70, and north of Kansas Avenue. An existing sanitary sewer service main line operated by the Unified Government of Wyandotte County/ Kansas City, Kansas, Water Pollution Control division located along Lower Turkey Creek exists within this service area. It provides sanitary sewer service for much of the Village West development in Kansas City, Kansas. With the planned construction of new office park for the Cerner Corporation northwest of I-70 and I-435, this service area has the land use potential to be a defining employment development area for the city of Edwardsville, much like the Corporate Woods area was for Overland Park, Kansas, and the Renner Boulevard area is for Lenexa, Kansas. Even though sanitary sewer service is currently in place within this service area, the lack of other needed infrastructure improvements needed to support a new Class-A business park and corporate office developments, and the recent emergence this general area within the of the

Kansas City Metropolitan Region as a potential office park anchor location, keeps it from being designated as a current service area at this time.

Betts Creek NW

The Betts Creek NW service area is located south of Riverview Road and east of 110th Street/Edwardsville Road. Pressures to allow new develop along the south side of Riverview Road will increase once utility services are constructed on the north side of Riverview Road. The northern portion of some parcels of land located along the south side of Riverview Road in this service area may be able to be served by the sanitary sewer lines being designed for the Lower Turkey Creek North service area. However, there are negative utility service and growth management policy issues associated with developing only the upper reaches of a sub-drainage basin.

Sanitary sewer sewers for the entire Betts Creek N W service area will need to be evaluated. A centralized gravity-collection point for sanitary sewer service for this entire service area would likely be located at where Richland Avenue crosses Betts Creek. It is not know at this time if it would be a reasonable or practicable to pump the affluent and waste for treatment either north or east into the Lower Turkey Creek drainage basin, or pump to existing sewer lines located in the West Betts Creek service area, or establish a package sewer treatment system at the creek location near Richland Avenue. Long term, gravity sanitary sewer lines would likely need to be constructed within the Betts Creek service area to gravity feed all sanitary sewer waste for treatment from this service area.

The existing streets rights-of-way for 110th Street/Edwardsville Road, Richland Avenue, 102nd Street, and Riverview Road mostly define the outer extent of this service area. This road system could readily accommodate an upgraded looped water supply system and other utility services needed to support new development within this service area.

Betts Creek NE

The Betts Creek NE service area includes most of the parcels of land located west of Interstate 435, on both the north and south sides of Kansas Avenue. The infrastructure needs to accommodate the planed commercial land uses adjacent to the Kansas Avenue interchange off of Interstate 435 will drive the timing and scope of when this service area is ready to support new development. The natural drainage pattern of this service area is to the south into the larger Betts Creek, but sanitary sewer service may be able to be collected and pumped into the eastern branch of the Betts Creek drainage basin into the sewer lines that are planned to be constructed in the East Side service area. A Commercial Street standard frontage road or reverse frontage road connecting Riverview Road and 102nd Street to Kansas Avenue needs to be engineered, evaluated and sited to provide the needed vehicular access to this area based on proposed development plans for this and the adjacent service areas.

Betts Creek

The Betts Creek service area extends from just north of K-32 Highway to just south of Riverview Road, on both sides of 102nd Street. Almost 2 miles of sanitary sewer lines would need to be designed and constructed along Betts Creek to allow this service area and other service areas that are part of the Betts Creek drainage basin to develop.

East Side North

The East Side North service area is generally located south of Kansas Avenue, west of Interstate 435, east of 98th Street, and on both the north and south sides of Swartz Road. Sanitary sewer lines are planned to be constructed within the East Side service area, located south of this service area. These planned sanitary sewer lines would need to be extended further to the north into this service area to accommodate new development.

Timmons Creek

The Timmons Creek service area includes the parcels of land that drain naturally into the Timmons Creek drainage basin, which flows east of Interstate 435.

East Mission Creek

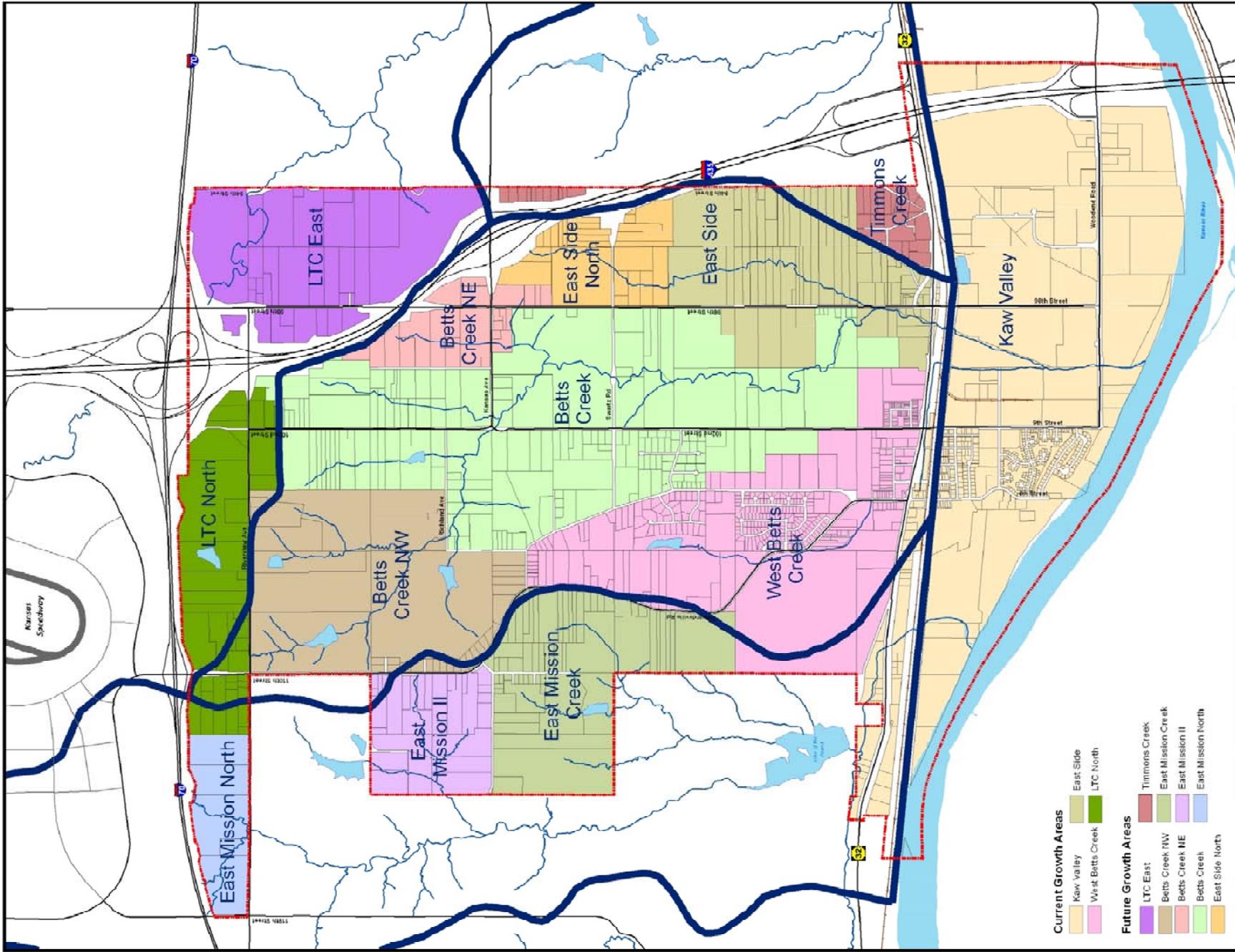
The East Mission Creek service area is located west of Edwardsville Road, south of Kansas Avenue, and includes the parcels of land that drain naturally into the eastern most branch of the Mission Creek drainage basin. Sanitary sewer service is not planned for this drainage basin.

Mission Creek II

The Mission Creek II service area is located west of Edwardsville Road, north of Kansas Avenue, and includes the parcels of land that drain naturally into the main branch of the Mission Creek drainage basin that flows through the Camp Theodore Naish Scout Reservation property and into Lake of the Forest. Sanitary sewer service is not planned for this drainage basin.

Mission Creek North

The Mission Creek North service area is located north of Riverview Road, south of Interstate 70, west of 110th Street, and east of 118th Street. This service area naturally drains into the Mission Creek drainage basin to the south. Sanitary sewer service may only be provided by pumping the waste to the east into a service area in the Betts Creek drainage basin.



- Current Growth Areas**
- Kaw Valley
 - East Side
 - West Betts Creek
 - East Mission Creek
 - East Side North
 - East Side
 - Timmons Creek
 - Kaw Valley
 - East Mission North
- Future Growth Areas**
- LTC East
 - Betts Creek NW
 - Betts Creek NE
 - Betts Creek
 - East Side North
 - Timmons Creek
 - East Mission Creek
 - East Mission II
 - East Mission North
 - LTC North

Priority Growth Areas

City Limits

Pond, Lake or River

N

366 Acres

40 Acres

10 Acres

0 1/4 1/2 Miles

Adopted by Ordinance No. 911 January 2012



Edwardsville, Kansas

Growth Management Conclusion

The growth management component of this plan may change to be reflective of individual land development decisions. The Priority Growth Map needs to be reviewed regularly to ensure that it accurately reflects current land use policies of the city, and any utility and infrastructure improvement plans. The designation of current service areas will need to be updated over time to reflect changes, such as an approved development proposal, or other land use or development policy changes.

The following Growth Management policies should be considered in the review of proposed new developments:

Policy GM1: Limits of Urban Growth for the Planning Period

Promote urban development only in defined current growth areas based on fiscally responsible utility, infrastructure plans and policies.

Policy GM2: Direct Development

Direct development only in or adjacent to current service areas to consolidate and reduce the costs association with the extension of public services. In general, growth is anticipated in the northern portions of the community, in addition to expansion of the community south of and along K-32 Highway.

Policy GM3: Preserve Rural Areas for Future Growth

Areas outside the current growth areas should remain rural or agricultural to better accommodate future urban development and the extension of utility services in the long-term future.

Community Character

Philosophy: The people, history, traditions and quality of life that represent Edwardsville are the elements that truly make a community unique. Community character elements in Edwardsville include community and civic identity, development codes, housing and residential development, and parks and recreation.

Community Character Goals.

The following goals have been defined by Edwardsville for community character.

- CC.1 Promote the city of Edwardsville as a safe, attractive, established community with a small town atmosphere.
- CC.2 Promote diversity (types of housings, residents, businesses, recreational opportunities) within the community and within the government structure.
- CC.3 Provide quality housing opportunities in a variety of choices for all residents of Edwardsville.
- CC.4 Expand the city's parks, recreation and cultural resources to improve the quality of life for residents and visitors.
- CC.5 Increase code enforcement activities to remediate derelict properties, specifically in aging areas of town.

Community and Civic Identity

Edwardsville residents have expressed a strong desire to maintain the small town atmosphere of the community. Plan participants also expressed an interest in continuing their involvement with local government, as well as encouraging others to become informed citizens.

Growth and the impacts it will have on the community include effects on both infrastructure and community character. The appearance of the community and the identity that the city projects at key entryways will have a definitive impact on Edwardsville. In addition, the high-visibility of the "old town" also defines the character of the community.

Development Codes

Good codes are the foundation upon which great communities are built. They are the framework that regulates where and what type of development may occur. Development codes guide everything from permissible land uses, to building densities, locations, and setbacks, to street widths and parking requirements. When done well, codes make it easier for a community to implement its vision. However, when they are out of date or don't line up with the community's vision, codes can actually keep communities from getting the development they want. For example, the standard or *Euclidian* zoning practice of the past typically separates residential, retail, and office uses. This technique does work well in a more rural development setting. This traditional zoning technique can be detrimental to communities that want to create urbanized areas with vibrant, walkable neighborhoods that mix these uses, supports transit usage, and give residents the option to walk to the store, walk to work, or own a home business.

Variations to modern development codes can generally be grouped into six different categories:

Zoning Overlay — a set of zoning ordinances, optional or required, specifying land use and/or design standards for a designated portion of the underlying zoning within a defined district; typically used to keep architectural character and urban form consistent, make adjacent uses compatible, and/or accelerate the conversion of non-conforming land uses.

Unified Development Code — a single document that includes all development-related regulations, including zoning and subdivision regulation.

Design Guidelines — a set of standards that aims to maintain a certain level of quality and architectural or historic character, addressing features such as building facades, public spaces, or landscaping.

Street Design Standards — guidelines and standards related to travel-lane width, bicycle lanes, on-street parking, medians, sidewalks, landscaping, lighting, crosswalks, pedestrian refuge islands, and accessibility ramps.

Form-Based Code/SmartCode — a code that outlines a specific urban form rather than zoning by use.

Transit-Oriented Development — moderate- to high-density, mixed-use neighborhoods concentrated at transit stops and designed to maximize access to and use of public transportation.

Edwardsville Overlay Zoning Districts

The adoption of several overlay districts by the city has provided a regulatory mechanism to evaluate the aesthetic value of development proposals within the community. The overlay districts adopted by the city include:

- Riverview Avenue Special Development District
- K-32 Zoning Overlay District,
- I-435 Zoning Overland District, and
- Industrial Park Zoning Overlay District.

The adopted zoning overlay districts establish a list of permitted land uses for each overlay district area, they include development standards and review criteria for signage, landscaping and building materials of proposed developments, and they each outline an approval process that incorporates review by an Architectural Review Sub-Committee, in addition to approval of the proposed development plans by the Planning Commission and the Governing Body. An updated development code for the city could incorporate the relevant items of each zoning overlay district into broadly adopted development standards that are applicable for all non-single-family residential developments; thus minimizing the need for a series of overlay zoning districts.

Mixed-Use Development

The Future Land Use Map includes a new land use category for Edwardsville: Mixed-Use. What are not identified in this plan are specific standards or guidelines to provide the direction on how much, where, and at what scale a mixed-use development is appropriate in the city.

Additional visioning and design guidance will be needed to further refine the Mixed-Use land use category on the Future Land Map and Development Plan Map. Specific planning and design guidelines with a detailed concept plan will help facilitate the mixing, rather than separation of, land uses – residential, commercial, office, hotels, public and semipublic, and open space – in one distinctive environment.

These additional planning tools will help ensure that the designated Mixed-Use areas of the city are developed into a distinctive and memorable environment, versus an “anything goes” for zoning and development that only results into a hodge-podge of unrelated individual stand-alone buildings containing primarily highway-oriented businesses along commercial strip that is adjacent to the interstate highway.

Housing & Residential Development

Residential development plays a significant role in defining the community's character and available quality of life. The condition of the housing stock, the types of housing available, the location of the housing in relation to schools, shopping and employment centers, and proximity to new development locales, help define the makeup of the community.

The type of housing stock is an important reflection of community character. For instance, many apartment developments may create a community image of a younger, single population while larger suburban single-family homes create images of affluent families with growing children. Edwardsville's current community character based on type of housing stock depends on the section of town evaluated. In the older portion of town (south of K-32) there is a more diverse mix of housing - single family residential, duplexes, multi-family, condominiums/townhomes, elderly/ retirement or assisted living and mobile homes. The northern end of the community is identified by rural large-lot single-family homes.

Vacancies

Vacancies occur for a variety of reasons. They may be a result of the residence being under construction or between tenants/owners. Other vacancies may be a result of property held in estate or trust or poor condition of the structure. Regardless of the reasons, vacancies are not latent; they can contribute to poor property maintenance or, worse, higher crime rates. Enactment and enforcement of local building codes and property maintenance ordinances encourage property owners to maintain their properties, particularly when vacancies are a result of an absentee owner.

Age of Housing

As housing becomes older, it is inevitable that rehabilitation, and in some cases demolition, will become necessary. As housing gets older and demolitions occur, it is necessary to replace or rehabilitate the older stock in order to provide safe, attractive and valuable housing. Edwardsville has successfully attracted new housing stock to meet the demands of its residents. Properties that are in need of demolition pose a health and safety hazard.

Deteriorated/Dilapidated Housing

A structure is "deteriorated" if there is one or more major structural problems, but the building can still be repaired for a reasonable amount of money. A structure is "dilapidated" if there is one or more major structural problems, but the building cannot be repaired for a reasonable amount of money.

Although the concentration of older housing appears to be located in the "old town", Edwardsville does have a mix of older housing scattered throughout the city that are in need of rehabilitation or demolition.

Housing Affordability

Housing affordability has become a national concern for many communities. This is particularly true for a community that might not have a very diverse or abundant amount of housing opportunities for its residents.

There are three primary factors that influence the affordability of housing: household income, housing costs, and interest rates. The mortgage or rental cost of a dwelling as a portion of a family's income should not exceed 30% of the gross monthly income. Following are income and housing data for Edwardsville taken from the 2010 American Community Survey Data-5 Year estimates. Based on the numbers in the table, it appears that homeowners in Edwardsville are spending just over 30% of their monthly income on housing costs. Transversely, the median gross rent relative to household income suggests a gap in the supply of higher-end rental units.

Housing Affordability	
Edwardsville, Kansas	2010 Estimate
Median house value	\$132,700
Median household income	\$53,783 (or \$4,482 a month)
30% of Median household income	\$16,135 (or \$1,249 a month)
Median monthly owner costs for housing units with a mortgage	\$1,327
Median gross rent	\$651

Source: 2010 American Community Survey Data

Property Maintenance

Property maintenance ordinances are becoming increasingly popular in many communities. Cities now enforce a wide range of health, safety and nuisance codes, including: health nuisances, such as unlawful debris, dead animals, stagnant water or right-of-way obstruction; exterior appearance and property maintenance; junk vehicles; weeds; and rodent control.

An effective and efficient property maintenance program not only protects the health and safety of the residents, but may also result in increased housing values and a higher quality of life for the community. One of the issues initially identified by residents as a concern for Edwardsville is the physical appearance of the community, including the entrance to the town and "old town" and residential areas. For a property maintenance code to be continuously enforced, and not just on a complaint-only basis, would be costly. Full-time staff would be required to enforce violations on a citywide basis.

Community Character Conclusion

Providing a safe place to live by eliminating vacant and/or dilapidated housing will be important to attracting residents and quality developments. The city needs to be proactive in ensuring that all structures meet the minimum standards for building codes and Health and Welfare codes.

Finally, Edwardsville residents and business owners have expressed a strong desire to maintain the small town atmosphere of their town, including residential developments. By taking certain steps, the city can maintain and promote a variety of developments, while improving the quality of life for existing residents.

The following Community Character policies should be considered:

Policy CC1: Protect the Existing Housing Stock

Preserve and protect existing housing through code enforcement and preventive maintenance.

Policy CC2: Development Standards

Improve the overall image of the community with development standards for new developments and enhancement of the community's existing commercial and housing areas.

Policy CC3: Mix-Use Development

New developments within the designated Mix-Use areas of the city shall include overall design elements or an overall development plan that will bind all developments in the immediate area into an organized, distinctive, and memorable environment.

Policy CC4: Ensure Compatibility of Development

Encourage investment in new and existing commercial development which is compatible in size, architectural design, intensity, and signage with the surrounding land uses in established areas.

Policy CC5: Cluster Office and Commercial Development

Encourage the formation of new unified office and commercial corridors or the development of individual parcels as part of shopping centers, or mixed-use developments by focusing new growth in a more clustered pattern as opposed to isolated parcels along strips of nonresidential land uses lining thoroughfare or commercial streets.

Policy CC6: Assemble Small Tracts to Form Larger Better Planned Ones

Promote the assembling of small isolated tracts of land to form larger, more cohesive parcels to enable well planned and orderly development to occur.

Policy CC7: Screen Unsightly Views

Ensure adequate screening of unsightly views of office developments (loading docks, rooftop equipment, parking garages and decks, service entrances, trash containers, and satellite dishes) through the use of extensive landscaping, berms, fencing, architectural design, open space, setbacks, building orientation, or any combination of these methods.

Policy CC8: Use Appropriate Transitional Methods

Compatible transition between land uses of different intensities should be gradual and should try to incorporate:

- Building Relationships – building entrances should be oriented to the street, however access should also be provided from the surrounding neighborhood.
- Land Features – Where possible, use existing difference in topography or other natural features to separate residential developments from active recreational areas.
- Screening and Landscaping – Avoid the use of fences as a sole means of providing screening and buffering. Encourage the use of berming techniques and landscaping for effective buffering between different intensities of land uses.
- Lighting – Any lighting used to illuminate parking areas, signs or structures shall be places to deflect light away from any adjoining property or from public streets through fixture type, height and location.

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Parks and Recreation

Philosophy: The city of Edwardsville has a good start on establishing an excellent parks and recreation system. Improvement of existing facilities as well as coordination with private property owners along the creeks and the river could result in an expanded parks system with direct access to the riverfront.

Consideration for trails and sidewalks need to be incorporated into street improvements to achieve a connected linear trail system. Specifically, the MetroGreen Plan identifies trails along K-32, Woodend Road, and 110th Street/Edwardsville Drive.

Neighborhood parks and facilities are needed north of K-32 to better serve the residents of the newer residential subdivisions. The expansion of the park system is one of the key elements to maintaining the small town quality of life which residents have come to enjoy in Edwardsville.

Edwardsville City Park is located at 1200 Blake Avenue. Encompassing approximately 20 acres, this is the largest of Edwardsville’s designed park spaces, and includes: a shelter house, two (2) ball fields, three (3) soccer fields, concession stand, drinking fountain, restrooms, children’s playground/sandlot, volleyball court, walking trail and picnic tables. Recreation programs provide adult softball in the spring and fall, youth soccer in the spring and fall and a summer baseball program for youths. The park shelter is available for rental through City Hall.



Edwardsville City Park has some amount of passive recreational land available for expansion of certain recreation needs. Some progress has been made towards acquiring strips of land or easements contiguous to Betts Creek in order to extend the trail system, eventually connecting Edwardsville City Park to Riverfront Park (Boat Ramp Park) to the south. Development of a trail along this portion of Betts Creek could expand the use of both parks and the recreational opportunities available to the residents of Edwardsville.

A concept plan for improvements that would increase the number of softball fields has been designed and presented. If implemented, the existing soccer field at this park would be eliminated and converted into ball fields, creating a need to secure additional land for park usage and the construction of soccer fields in another location within the city.

Riverfront Park (formerly Boat Ramp Park) is located at 9th and Woodend Road and offers picnic areas. Renovated in 2006 with volunteer efforts from the group Friends of the Kaw, the boat ramp at this park location allows access to the river for recreational use. With a paved parking lot, Riverfront Park would serve as a good trailhead location to access future trails.

Parks and Recreation Conclusion.

Parks and recreation services and facilities are an important component of Edwardsville. Identifying future park needs and financing tools or other methods to obtain new land, recreation equipment and new programs will enhance the quality of life for community residents. Coordinated efforts between the City and property owners to rehabilitate old park facilities and acquire new areas along the river and north of K-32 will provide a great asset to the city's residents.

The following Parks and Recreation policies should be considered:

Policy PR1: Identify Future Parks

Designate and acquire future sites within and near the city. Seek to locate park sites near other community facilities.

Policy PR2: Preserve Park, Recreation and Open Space Sites

Acquire or otherwise preserve future parks, recreation and open space sites prior to extensive new development in order to ensure adequate land is available and to avoid prohibitive acquisition costs.

Policy PR3: Encourage Private / Public Partnerships

Encourage private developers to actively contribute to the city's park, recreation and open space system and encourage the development of private recreational facilities to supplement those provided by the public.

Policy PR4: Establish Greenway Linkage System

Establish bike/hike trail system utilizing floodplain land, riparian corridors, easements and parklands into areas not currently served including both developing and established areas of the city.

Policy PR5: Provide for Extension of Greenway Linkages

Encourage subdivision design which provides for the extension of the city's greenway linkages through either dedication of land and/or easement for a bike/hike trail or landscape easement or dedication of extra right-of-way along a collector street for a bike/hike trail/landscape easement.

Policy PR6: Preserve Trees

Retain mature trees, natural vegetation, natural and environmentally sensitive areas to naturally separate different land uses and as site amenities in the development process.

Policy PR7: Preserve Special Landscapes

Preserve and protect special landscapes such as areas with sensitive slopes or dramatic topographic changes, waterways, floodplains, areas of dense natural vegetation, and sites of particular aesthetic or historic value.

Policy PR8: Ensure Adequate Access

Locate new park and recreation areas so that they are readily accessible and can be reached by safe and convenient means:

Neighborhood Parks

- Locate close to the center of a residential area and within walking distance of a majority of the residents.
- Locate adjacent to elementary schools wherever possible
- Locate adjacent to greenway linkages wherever possible.
- Frontage of at least 350 feet on a local or collector street.
- Vehicular access and parking is not essential but park should be readily accessible by pedestrians and bicyclist.

Community Parks

- Frontage of at least 700 feet on collector or arterial thoroughfare to accommodate automobile access and parking.
- Locate adjacent to greenway linkages wherever possible.
- Provide a buffer between a community park and adjacent residential areas to prevent traffic and noise intrusion.

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Economic Development

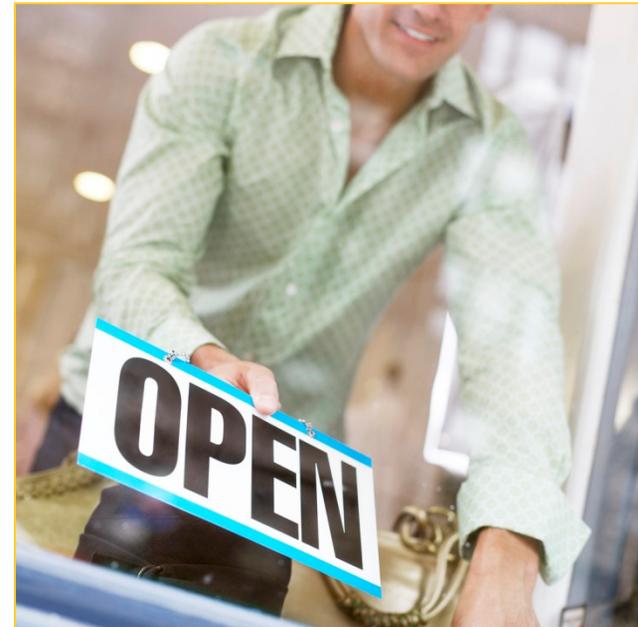
Philosophy: Planning for a community's economic future is an important element of a comprehensive plan in order to serve the following functions:

Fill the market needs of a town's residents. Any town needs basic services to support the day-to-day needs of residents such as grocery stores, doctors, dry cleaner, or hardware stores. In order to fill these needed services, Edwardsville needs to understand the types of services that are most needed or wanted, where services are currently being provided, whether the community can support new services, and what strategies are needed to attract viable businesses to the city.

Create jobs and opportunities for residents. The job market is created and retained with economic planning. It is important to understand where jobs are being provided for the residents of the community, what key indicators signal changes in existing occupations and how to explore the creation of new opportunities.

Generate revenue to the city. Commercial and industrial uses produce necessary property tax and sales tax revenue for the city. New construction as well as revitalization of existing business locations can lead to lower taxes for residential developments.

Create a coordinated development pattern. The balance between housing and business uses within a community in a coordinated development plan will help ensure that no one is adversely affected by new business growth. In addition, particular attention to certain areas, e.g. "old town" and important interchanges, will help focus and revitalize the community's efforts and create new job opportunities in the process.



Economic Development Goals

The following goals have been defined by Edwardsville citizens for future economic development.

- ED.1 Promote revitalization and expansion of existing retail, commercial and industrial spaces to provide new consumer and employment opportunities for residents.
- ED.2 Promote quality developments that enhance Edwardsville's location and access to major interstate and highway corridors (ie. I-70, I-435 and K-32) while retaining the small town character of the city.
- ED.3 Maintain coordinated working relationships between the city of Edwardsville and other local, regional and state agencies to ensure Edwardsville has full representation in the metropolitan area.

Business and Industry Types

Creation of new enterprises or enhancement of existing industries usually helps related industries to grow and sustains the necessary service industries. Loss of industry can result in population decreases, revenue decreases and decreases in related industries.

Edwardsville Industrial Area

Edwardsville has been successful in retaining or attracting several major industries in the Edwardsville Industrial Area. There are several major employers in the city that are exhibiting a strong economic presence and are diverse enough that the community has a stability factor present. Although the industrial park is doing well there are still pockets of empty ground to be developed and redevelopment opportunities are available for existing developed sites. Retaining and attracting businesses will be a continual effort for Edwardsville.

Retail and Office

Retail and office are currently centralized in the "old town" area of Edwardsville. The original "old town" area, located at the intersection of K-32 and 4th Street, consists of a variety of uses including a bank, the post office, a church, medical offices, gas station/automotive repair shops and recently constructed retail store that primarily serve K-32 traffic. However, essential retail sales, such as groceries, restaurants and housekeeping supplies are widely under-represented in Edwardsville.

The areas along K-32 to the west, towards Bonner Springs, has been has some new commercial development, but this corridor still has much undeveloped frontage land available. These areas could also be developed for additional office/retail space. The general character of developments from Kansas City, Kansas to Bonner Springs along K-32 is industrial strip centers. Edwardsville could capitalize on their "old town" through higher quality developments and revitalization efforts. Original "old town" buildings, such as the post office and the old City Hall, still stand in testimony to the original town.

Edwardsville Plaza, located south of K-32 on 4th Street, has retail space and also contains City Hall and the Edwardsville Police Department offices. The Plaza is situated to serve as a neighborhood retail center allowing for walkability and non-residential uses that are more compatible with the surrounding residential areas.

Medical Services and Residential Care

Edwardsville has several residential care/assisted living senior residence centers that employ local residents. New businesses and services should not only fulfill the needs of residents, but also target those areas of the population that are under-served, including senior services. Examples of businesses that may fill their needs include: medical and dental offices, outpatient care and other health or recreation services.

Regional Coordination for Economic Development Wyandotte Economic Development Council

Founded in 1989, the WYEDC is a public/private partnership among the cities of Wyandotte County to coordinate economic development activities. The WYEDC is a non-profit economic development corporation whose mission is to promote and strengthen Wyandotte County's economy through innovative approaches to programs, partnerships, and leadership in industrial, residential, office, and retail markets. The goals of the organization are:



- Build a dynamic local community and a vibrant economy enhancing the quality of life for residents and creating a climate conducive for business
- Recruitment of businesses and projects that create sustainable developments and high-quality jobs to strengthen the local economy
- Retention and expansion of existing businesses within Wyandotte County
- Foster emerging markets and economic trends through target industries
- Provide marketing and promotion of Wyandotte County highlighting development success stories with sponsorship of events and publications advancing the County
- Encourage residential development and redevelopment projects by assisting in partnership collaborations
- Support of employee training and workforce development activities

Economic Development Assessment

Edwardsville has several advantages for continued economic development acuities. The following areas help determine the capacity of the community to support new businesses and retain existing business.

Housing. A variety of housing types (single-family, apartments, condominiums, duplexes, etc.) is desirable to fill the needs of the working population. The cost of housing will also play a key role in luring new residents to live and work in the area. Finally, temporary (e.g. apartment) housing for new industry employees to reside is important to attract new persons to fill new employment market needs.

Location and Transportation Access to Markets. Location plays a major role in what the city has and what it can expect for development in the future. Edwardsville is located in the western portion of the Kansas City metropolitan area and is strategically situated with adjacent highway access to I-70 and I-435, as well as K-32.

In addition, Edwardsville has excellent access to the Union Pacific Railroad on the south end of town, with direct loading access provided to several users of the Edwardsville Industrial Area. Furthermore, the Kansas City International Airport, located approximately 25 miles north of Edwardsville provides air freight and passenger service to the entire Kansas City metropolitan area.

Sites, Infrastructure, and Utilities. Edwardsville is largely undeveloped throughout the northern part of the city, particularly around the I-70/110th Street interchange. The difficulty with developing this area currently is the lack of infrastructure, including streets and sewer, to support new developments. An engineering study was initiated in 2011 to design sanitary sewer service lines for the land area north of Riverview Road. Several large tracts of industrial land on the south end of town are also available with utility and infrastructure already available for future industries.

Economic Base. The economic base of a community includes the types of industries and business activities that bring dollars into the community. Major economic base activities traditionally include manufacturing and wholesaling businesses. One of the most positive benefits that Edwardsville has to tap into is its availability of land near Interstate 435 and K-32 Highway for new/expanding industrial uses.

Supporting Industries and Services. The primary sources of business within Edwardsville are found in the Edwardsville Industrial Area. Support businesses include automotive supplies and service, travel centers, hotels and accommodations and freight and transportation services. Currently, many of these services are provided on the east side of I-435 in Kansas City; however, as expansion or new construction occurs, consideration should be given to the type of industries that are

moving in and what supporting services would be best suited to serve those new employers. Further, the Village West development just north of Edwardsville will also spur supporting businesses, such as hotels and accommodations, restaurants and automotive services. It is possible these types of businesses will locate in Edwardsville near the I-70 / 110th Street interchange

Business Climate. The business climate of a community includes financial incentives and technical assistance to attract and retain businesses. When businesses and industries consider locating a new business or expanding an existing industry, they often consider the effects of growth incentives.

Edwardsville is supported by the Wyandotte Economic Development Council in the retention and recruitment of businesses. The City of Edwardsville must nurture its symbiotic relationship with the WYEDC to ensure the best incentives packages are offered to businesses looking to locate or expand in Edwardsville.

Quality of Life. The quality of life of a community can attract or deter certain businesses to an area. Housing, schools, attractions, recreational opportunities, and public services are a few amenities that employers look at when deciding whether to locate or expand in an area. Edwardsville does offer some of these attractive qualities, including access to good schools and provision of excellent community services. In addition, the city of Edwardsville has good recreational facilities and the opportunity to expand these facilities in the future. However, there are many areas that the city can improve upon, including housing opportunities for all ages and incomes and adequate infrastructure to support new developments or redevelopment.

Economic Development Tools and Policies

The city of Edwardsville has adopted several economic development policy tools. These include Special Benefit District Policy; Community Improvement District (CID) Policy; Tax Increment Financing (TIF) Policy; Industrial Revenue Bond (IRB) and Economic Development Tax Exemption (EDX) Policy; and, a Neighborhood Revitalization Plan

Special Benefit District Policy

Benefit districts can be used to finance public streets, sanitary sewers, water mains, storm water and other public improvements when those improvements confer a special benefit upon property within a defined area. To merit special benefit district financing, projects should generally have a broad benefit, should create a positive effect based on a cost/benefit analysis and meet goals and objectives of the city. This is accomplished by establishing a special benefit district to levy and collect special assessments upon property in that district and provide for the payment of all or part of the improvement costs from proceeds of such special assessments.

Community Improvement District (CID) Policy

CID's can be utilized when the Governing Body deems it necessary to finance certain Improvement Projects within the City per K.S.A. 12-6a26 et seq. to encourage and promote economic development, community investment and tourism within a defined CID area. A CID Project should provide public benefit such as: strengthen economic development and employment opportunities, reduce blight, upgrade older real estate through development or rehabilitation, enhance tourism or promote sustainability. To achieve public financing, cities levy and collect special assessments and/or a CID sales tax upon property in the District, the proceeds of which may be pledged to repay any special obligation bonds issued to finance the Improvement Project or may be pledged for pay-as-you-go financing. While the CID Act permits the issuance of either full-faith and credit general obligation bonds or special obligation bonds payable solely from the CID revenue, it is the policy of the city to only consider the issuance of Special Obligation CID Bonds on a case by case basis. Preference will be given to pay-as-you-go financing.



Tax Increment Financing (TIF) Policy

TIF's can promote, stimulate and develop the general and economic welfare of and quality of life in the city. The TIF Policy establishes the procedures of the city of Edwardsville, Kansas, for considering applications for TIF used for economic development and redevelopment purposes in accordance with the provisions of K.S.A. 12-1770 et seq. and any amendments thereto the "Act".

The city of Edwardsville is committed to the high quality and balanced growth and development of the community; to preserving the city's unique character and distinctive atmosphere and to revitalizing and redeveloping areas of the city. Although the city does not encourage the practice of subsidizing private business with public funds, insofar as the city's objectives are substantially advanced by the expansion of the tax base, creation of new jobs and enhancement of the local economy, the city will consider, on a case-by-case basis, the approval of TIF projects where, but for the availability of TIF, such development would not be economically viable. It is the policy of the city that any decision regarding the approval of TIF projects will be made in accordance with the guidelines, criteria and procedures outlined in the adopted policy.

Industrial Revenue Bond (IRB) and Economic Development Tax Exemption (EDX) Policy

In Kansas, there are generally two methods utilized for obtaining property tax exemptions for economic development. The most common method of tax exemption is granted under K.S.A. 79 201a. in connection with the issuance of industrial revenue bonds. The other method of tax exemption is economic development tax exemption granted under Article 11, Section 13, of the Kansas Constitution.

The Governing Body shall evaluate all requests for tax abatement for the purposes allowed by law and shall approve such abatement, if, in its opinion, the project to be abated is reasonably expected to promote, stimulate and develop the general economic welfare of the city through promotion and advancement of physical and mental health, industrial, commercial, agricultural, natural resources and recreational development in the city, to encourage and assist in the location of new business and industry in the city and the expansion, relocation or retention of existing business, industry and health facilities; and to promote the economic stability of the city by providing greater employment opportunities, diversification of industry and improved physical and mental health of the citizens of the city, and is deemed to be in the best interests of the city.

Neighborhood Revitalization Plan

A neighborhood revitalization plan was implemented in Edwardsville in order to create an incremental tax rebate program that will encourage improvements and reinvestment within the Neighborhood Revitalization Area. One designated revitalization area is generally located south of the Union Pacific Railroad, north of the Kansas River, between 4th Street and 9th Street. A second neighborhood revitalization plan area has been implemented along Kansas Highway-32 in early 2012.

The purpose of the Neighborhood Revitalization Plan(s) is to improve the overall appearance of the community, encourage reinvestment, enhance property values, and to better the quality of life for the residents of Edwardsville. Property owners within this district that make improvements to their residential or commercial property will be eligible to receive rebates on their property taxes from the city of Edwardsville, Wyandotte County, USD#204, and Kansas City Community College.

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