

ORDINANCE NO. 2517

AN ORDINANCE ADOPTING AN AMENDMENT TO THE CITY OF GARDNER COMPREHENSIVE PLAN, CHAPTER 5 LAND USE & DEVELOPMENT AND ADOPTING BY REFERENCE THE I-35 & GARDNER ROAD INTERCHANGE SUBAREA PLAN.

WHEREAS, the City of Gardner has a duly constituted Planning Commission as provided within K.S.A 12-744; and

WHEREAS, pursuant to K.S.A. 12-747(a), the Gardner Planning Commission is authorized to make or cause to be made a comprehensive plan for the development of the City of Gardner and any unincorporated territory lying outside of the City but within the same County in which the City is located, which in the opinion of the Planning Commission, forms the total community of which the City is a part; and

WHEREAS, pursuant to K.S.A. 12-747(b), the Gardner Planning Commission is authorized to make recommendations to the Governing Body of the City relating to the adoption and amendment of a comprehensive plan by a single resolution or by successive resolutions and is further authorized to adopt or amend parts of the comprehensive plan for the City of Gardner; and

WHEREAS, the City of Gardner adopted a Comprehensive Plan titled "City of Gardner Comprehensive Plan", last approved with Ordinance 2457 on September 15, 2014, Gardner, Kansas"; and

WHEREAS, proper notice was published in the official City newspaper once at least twenty (20) days prior to the public hearing on the proposed City of Gardner Comprehensive Plan; and

WHEREAS, the Planning Commission held a public hearing on the amendments and subarea plan on January 26, 2016 at which public comments were received; and

WHEREAS, the Governing Body considered amendments and returned the item to the Planning Commission for additional review at the May 24, 2016 Planning Commission meeting; and

WHEREAS, on May 24, 2016 the Planning Commission adopted Resolution No. PC-16-02, titled A Resolution Adopting Amendments To The Gardner Comprehensive Plan Incorporating By Reference The I-35 & Gardner Road Interchange Subarea Plan providing recommended amendments to the City of Gardner Comprehensive Plan to the Governing Body of the City for areas both within and outside of the City limits and further found that those areas identified on the subarea plan outside of the City which are in unincorporated areas of the County form the total community of which the City is a part; and

WHEREAS, pursuant to K.S.A. 12-747(b), upon receipt of the Planning Commission's recommendation to adopt amendments to the City of Gardner Comprehensive Plan, the Governing Body of the City has considered the Planning Commission's recommendation and does hereby take the following action upon such recommendation;

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF GARDNER, KANSAS:

SECTION ONE: The amendments to the Gardner Comprehensive Plan and the I-35 & Gardner Road Interchange Subarea Plan marked "Planning Commission Version," as amended by the Governing Body, and the findings identified in Planning Commission Resolution PC-16-02 are approved and adopted.

SECTION TWO: The adopted amendment to Chapter 5 of the City of Gardner Comprehensive Plan replaces the previously adopted sections in Ordinance 2457.

SECTION THREE: This Ordinance shall take effect and be in force from and after its publication in the Gardner News, and official City newspaper.

PASSED and APPROVED this 20th day of June, 2016.

(SEAL)

CITY OF GARDNER, KANSAS

/s/ Chris Morrow
Chris Morrow, Mayor

Attest:

/s/ Jeanne Koontz
Jeanne Koontz, City Clerk

Approved as to form:

/s/ Ryan B. Denk
Ryan B. Denk, City Attorney

I-35 & Gardner Road Interchange Subarea Plan



Adopted by Gardner Planning Commission May 24, 2016 by Resolution PC-16-02
Approved by Gardner City Council June 20, 2016 by Ordinance No. 2517

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Section 1: Introduction

1.1 Overview and Purpose

The purpose of a subarea plan and the *I-35 & Gardner Road Interchange Subarea Plan* is to outline specific land development goals, policies and recommendations for the planning area which is shown on Map 1-1, while being consistent with the overall adopted comprehensive plan for the community. The plan is meant to facilitate logical future development while maintaining preferred community character. The following information merges technical analysis with public input and anticipation of market factors to guide future growth.

Portions of the planning area are currently within the city limits of Gardner and because of its proximity to the city, the BNSF Intermodal facility and the interstate highway it is likely to be an area of intense development pressure. The plan outlines future land uses for the planning area to be used as a guide for urban development only after annexation into the city of Gardner occurs. This plan does not annex property nor does it rezone property upon adoption of the plan. These types of requests and regulatory changes are typically led by the property owners and/or developers that have stake in such property and wish to develop within the city of Gardner.

The plan should fit like a puzzle piece into the larger context of the surrounding street, utility, and land use network of the entire community. Logical connections between the planning area and adjacent neighborhoods are a key factor in the development of the plan. The recommendations contained within this plan are intended to guide the area's growth patterns as the development of the I-35 & Gardner Road Interchange area occurs within the city of Gardner. The plan identifies appropriate land uses along an arterial road corridor and a highway interchange that aid in meeting a recognized need for commercial and industrial/employment center opportunities that will support the general health and prosperity of the region.

It is expected that development in the planning area will occur within the span of decades as the market demands and as urban services are able to be provided. It is anticipated that rural and agricultural uses will continue to be present as the planning area urbanizes. Because of the long timeframe of the plan, it should be reviewed on a regular basis.

1.2 Planning Process and Public Input

The planning process involves a great deal of visionary work with the stakeholders. This information is then used to draft the plan which then completes a public approval process through the Planning Commission and City Council where it is incorporated by reference into the comprehensive plan. This plan will be the more specific land use vision for the planning area. The plan was developed over a nine plus month process of stakeholder input and ending with adoption. The



process incorporated four well attended stakeholder meetings where interested persons participated in various activities including a SWOT (strength, weakness, opportunities, threats) Analysis, a land use activity and draft future land use review. See meeting summaries in Appendix A.

1.3 Description of Planning Area

The *I-35 & Gardner Road Interchange Subarea Plan* planning area is located along the southeast edge of the city of Gardner (see Map 1-1) in Johnson County, Kansas. The planning area contains approximately 2,326 acres and encompasses portions of Sections 1, 2, 35 and 36 of Gardner Township, portions of the city of Gardner and portions of the city of Edgerton. While the planning area overlaps into the city of Edgerton, this plan only concerns property when it is in the city of Gardner.

The planning area boundaries are: Waverly Road on the west, generally W. 183rd Street on the north with the exception of the developed residential on the south side of W. 183rd Street, S. Moonlight Road on the east, and W. 199th Street on the south. See Map 1-1.



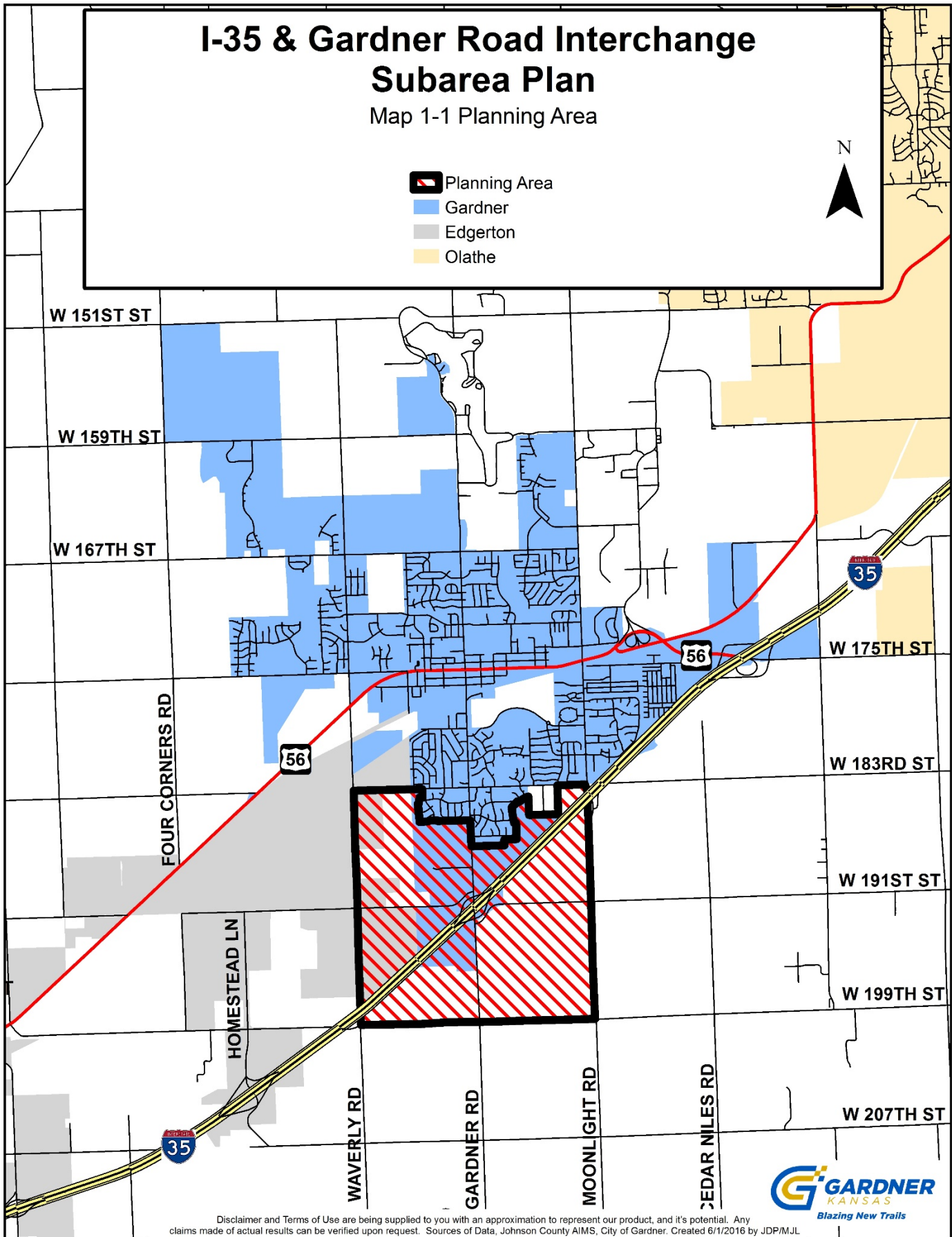
The dominant character of the planning area is rural in nature with a few pockets of residential and commercial uses. The Interstate 35 and Gardner Road interchange is a major element within the planning area. North of the planning area is the city of Gardner which is mainly developed with urban density residential uses. East and south of the planning area is agricultural uses with large lot residential mixed in. West of the planning area, located in Edgerton, is the Logistics Park Kansas City Intermodal Facility. While this facility is outside of the planning area boundaries, it is influencing the land use development patterns within the *I-35 & Gardner*

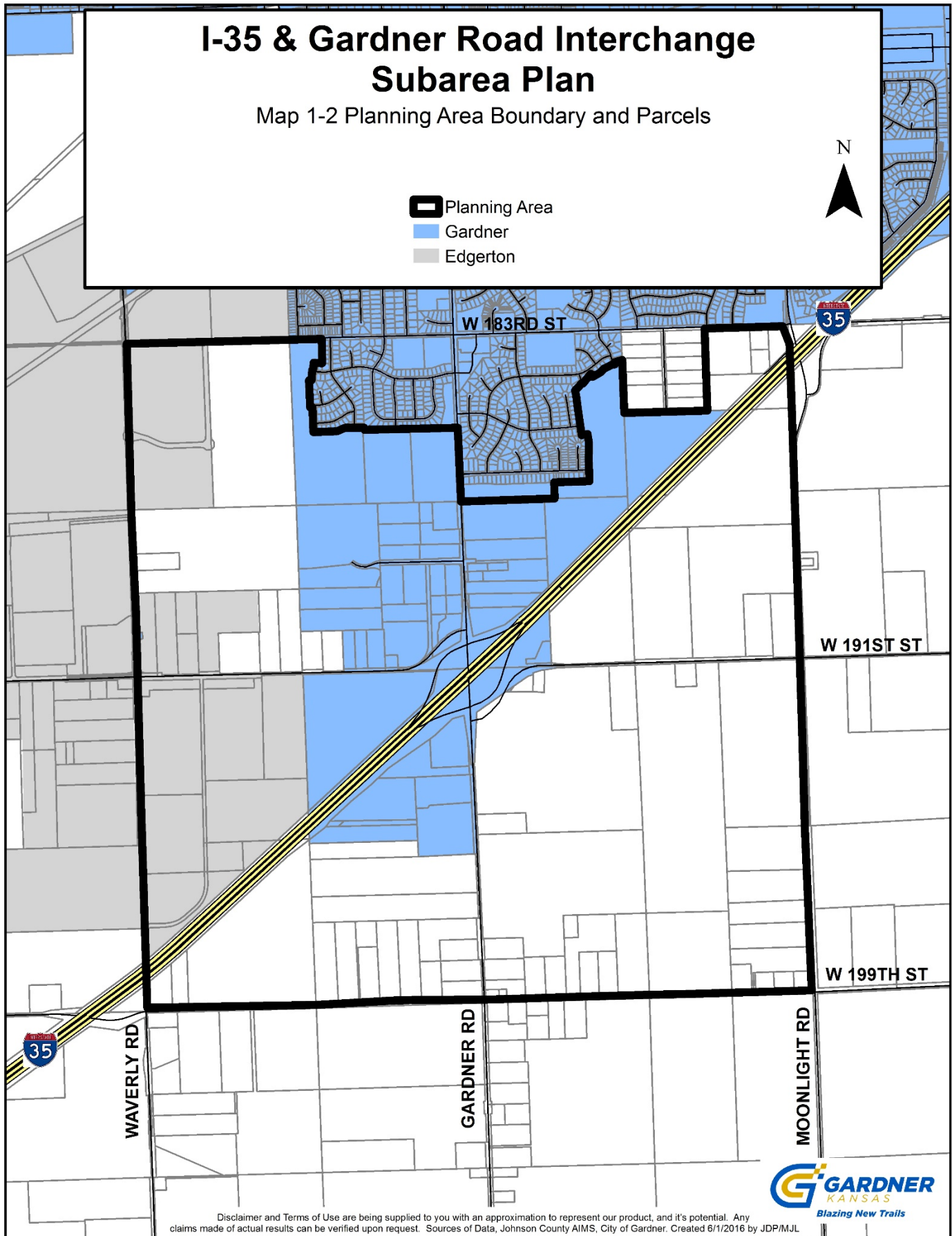
Road Interchange Subarea Plan area.

The planning area contains a wide range of ownership parcel sizes with the largest being approximately 128 acres and smallest approximately 3,290 square feet. The planning area boundaries and parcel composition are illustrated in Map 1-2 and parcel size range summaries are shown in Table 1-1. Right-of-way is not included in the summary.

Table 1-1: Parcel Size Ranges

Size Range	Count
80.01 acres +	4
40.01 acres - 80 acres	11
10.01 acres - 40 acres	29
5.01 acres - 10 acres	37
< 5 acres	63
Total	144





1.4 Background

The City of Gardner has a long, rich history. The city was founded in 1857 and named after Massachusetts Governor Henry J. Gardner. Gardner was attacked on several occasions over its position as a free state, which was part of the larger Bleeding Kansas confrontations, serving as one of the precursors to the Civil War.

Gardner has evolved from a community along a historic trading trail, to a community that serves as an important center for commerce and culture. It is a city that has maintained its rich history and traditional character, but is poised for growth and transformation. Gardner is a place where residents and businesses are actively engaged in their community and committed to shaping the future of their city.



Since 2008 the community has experienced changes in several factors that impact its long-term growth potential and pattern. The city enjoyed rapid growth between 1990 and the mid-2000's, but a nation-wide recession caused a near halt to new investment after 2008. Since this time, the Logistics Park Kansas City Intermodal Facility and New Century AirCenter have expanded the area's regional prominence as a center for industry and commerce and Gardner has positioned itself for new growth starting with an update to the comprehensive plan.

Gardner's high level of accessibility to the Kansas City metro area is one of its primary assets. Lying on the southwestern edge of the Kansas City metro area, Gardner offers a great location to residents and businesses alike as a community valued for its traditional charm. With Gardner being located approximately 30 miles southwest of downtown Kansas City along Interstate 35 and with nearby growing industries, Gardner's location makes it the next frontier for major regional employment, commerce, and housing opportunities that are transforming the community into an attractive and modern place to invest.

The Gardner City Council has identified the areas around the two interchanges of Interstate 35 and on the southeast side of the interstate as target growth areas for the regional employment, commerce, and housing opportunities in the next five to ten years. This will take advantage of the direct access to the interstate road system.

1.5 Policy Framework

City of Gardner Comprehensive Plan serves as the overall planning guide and policy document for this plan. In addition to the comprehensive plan, guiding policy is also contained in other adopted physical element plans. Together, these plans provide the general “umbrella” policies under which this plan is developed. Listed, these plans are:

- *City of Gardner Comprehensive Plan*, Houseal Lavigne Associates. September 15, 2014.
- *City of Gardner, Kansas Transportation Master Plan*, HDR Engineering, Inc. December 14, 2009.
- *Gardner Parks and Recreation Park System Master Plan*, Patti Banks and Associates. September 8, 2009.
- *Gardner, Kansas Wastewater Master Plan*, HDR/Archer. April 2009.
- *Water Supply & Treatment Plant Study*, Burns & McDonnell Engineering Company, Inc. September 2008.
- *City of Gardner, Kansas Watershed Master Plan*, Payne & Brockway. October 2009.
- *Access Management Code*, City of Gardner. October 2012.
- *2015-2019 Capital Improvement Plan*. City of Gardner. 2014.

A summary of the key findings from these plans as pertains to the study area include:

- Street layout identified generally on a mile and half mile grid for arterials and collectors respectively.
- Wastewater Master Plan identifies expansion in the area south of the interstate however the expansion is based on the 2008 comprehensive plan which anticipated business/office and rural development in said area.
- Preserve greenway corridors and other floodways.
- Annex emerging industrial corridors that are well-positioned to take advantage of the LPKC Intermodal Facility.
- Develop streetscape standards for arterial streets.
- Install gateways at prominent entry points to Gardner.
- Minimize cul-de-sacs and dead end streets in order to maximize local access and circulation.

Section 2 - Existing Conditions

The inventory and analysis of existing conditions in this plan are intended to serve as a resource and background for the recommendations included in Section 3 of this plan.

2.1 Existing Character

The planning area is mainly rural in nature with a mix of agriculture, large lot single-family and some pockets of commercial and industrial uses. Below are some visual representations of the planning area today.



2.2 Land Uses

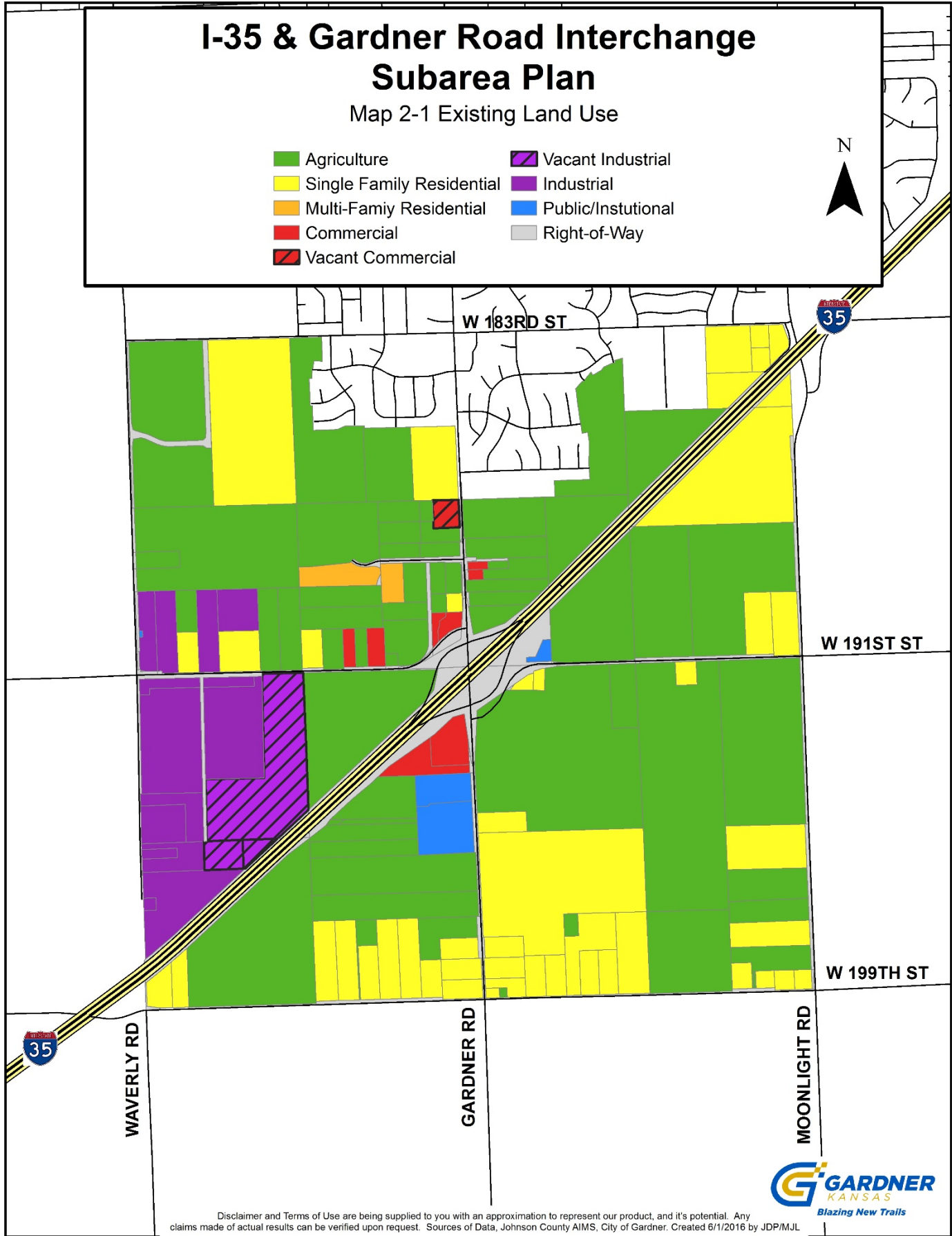
There are currently a variety of land uses within the planning area. The planning area has approximately 2,125 acres of land dedicated to uses excluding public rights-of-way. The existing land use summary and map are based on the Johnson County Appraisers' land use code as updated by planning staff. Agricultural uses, in the form of row crops, pasturelands, and farms, are the prominent land uses and encompass approximately 1,300 acres of land. As the area urbanizes, these agricultural uses will be repurposed for more urban uses, and this category is not carried forward to the future land use map. Remaining open spaces in an urbanized environment are referred to as park or open space. This does not necessarily mean that there will not be agricultural activity, only that any such activity will likely be accessory and complementary to other uses.

The second largest land use category is single-family residential use (property with one dwelling unit located on it) with approximately 514 acres containing 47 dwelling units. This results in an average of 10.9 acres per single-family residence, although the area contains a wide variety of lot sizes. The single-family residential use is seen within the planning area in both the rural and urban form. There are four rural subdivisions platted within the planning area.

The remaining land is designated a variety of uses ranging from multi-family residential to public/institutional uses. The properties identified as 'Vacant' are currently being turned for development. The existing land uses are shown on Map 2-1 and the planning area breakdown is described in Table 2-1.

Table 2-1: Existing Land Use Summary

Land use	Acres
Agricultural	1,300
Single-Family Residential	514
Right-of-Way	202
Industrial	166
Vacant Industrial	68
Commercial	29
Public/Institutional	28
Multi-Family Residential	15
Vacant Commercial	4
TOTAL	2,326



2.3 Zoning Patterns

The planning area encompasses approximately 2,326 acres of land including public rights-of-ways and includes properties within the City of Gardner, City of Edgerton and the unincorporated area of Johnson County.

The majority of the planning area that is located within unincorporated Johnson County is zoned RUR District (Rural). This is mainly used for row crops, pasture land, farm purposes and single-family residential 10 acres and over. There are a few rural subdivisions and smaller residential lots zoned RLD Density (Residential Low) and RN1 District (Residential Neighborhood One). All county zoning districts shown in and around the planning area are outlined in Table 2-2 and shown in Map 2-2.

The majority of the west side of the planning area is located within the City of Edgerton. All except for one piece of property is zoned L-P Logistics Park. The remainder is within the city but holds a county RUR zoning classification. It is anticipated that this property will be rezoned in the near future to the adjacent L-P District. All Edgerton zoning districts shown in and around the planning area are outlined in Table 2-3 and shown in Map 2-2.

The remainder of the planning area is within the City of Gardner. These areas are a mix of different intensities of residential and commercial zonings. The majority of the area is undeveloped with a few pockets of developed property along W. 188th Street, S. Gardner Rd south of I-35 and along W. 191st Street west of S. Gardner Road. All Gardner zoning districts shown in and around the planning area are outlined in Table 2-4 and shown in Map 2-2.

Table 2-2: Johnson County Zoning Classifications

Zoning	District Name
RUR	Rural District
RLD	Residential Low Density District
RN1	Residential Neighborhood One District

Table 2-3: Edgerton Zoning Classifications

Zoning	District Name
L-P	Logistics Park

Table 2-4: Gardner Zoning Classifications

Zoning	District Name
A	Agriculture District
R-1	Single-Family Residential District
R-2	Two-Family District
RP-3	Planned Garden Apartment District
RP-5	Planned Apartment House District
C-2	General Business District
CP-2	Planned General Business District
C-3	Commercial District

2.4 Infrastructure

2.4.1 Water Infrastructure

Public water service in the planning area is served by the City of Gardner within the city limits, and Johnson County Water District #7 within the county and City of Edgerton. Additionally, there are properties that have private water wells in the unincorporated areas of Johnson County. See Map 2-3.

2.4.2 Sewer Infrastructure

Wastewater service to the planning area is provided by the City of Gardner. Additionally there are properties with private on-site treatment systems within unincorporated Johnson County. See Map 2-3.

2.4.3 Stormwater Infrastructure

There is a small amount of stormwater collected by an enclosed stormwater pipe system within portions of the planning area that are within the city limits of the City of Gardner. The majority of the stormwater is handled by open channels and streams. The stormwater drains to the southwest, by way of the tributaries and creeks, to Hillsdale Lake in Miami County. See Map 2-3.

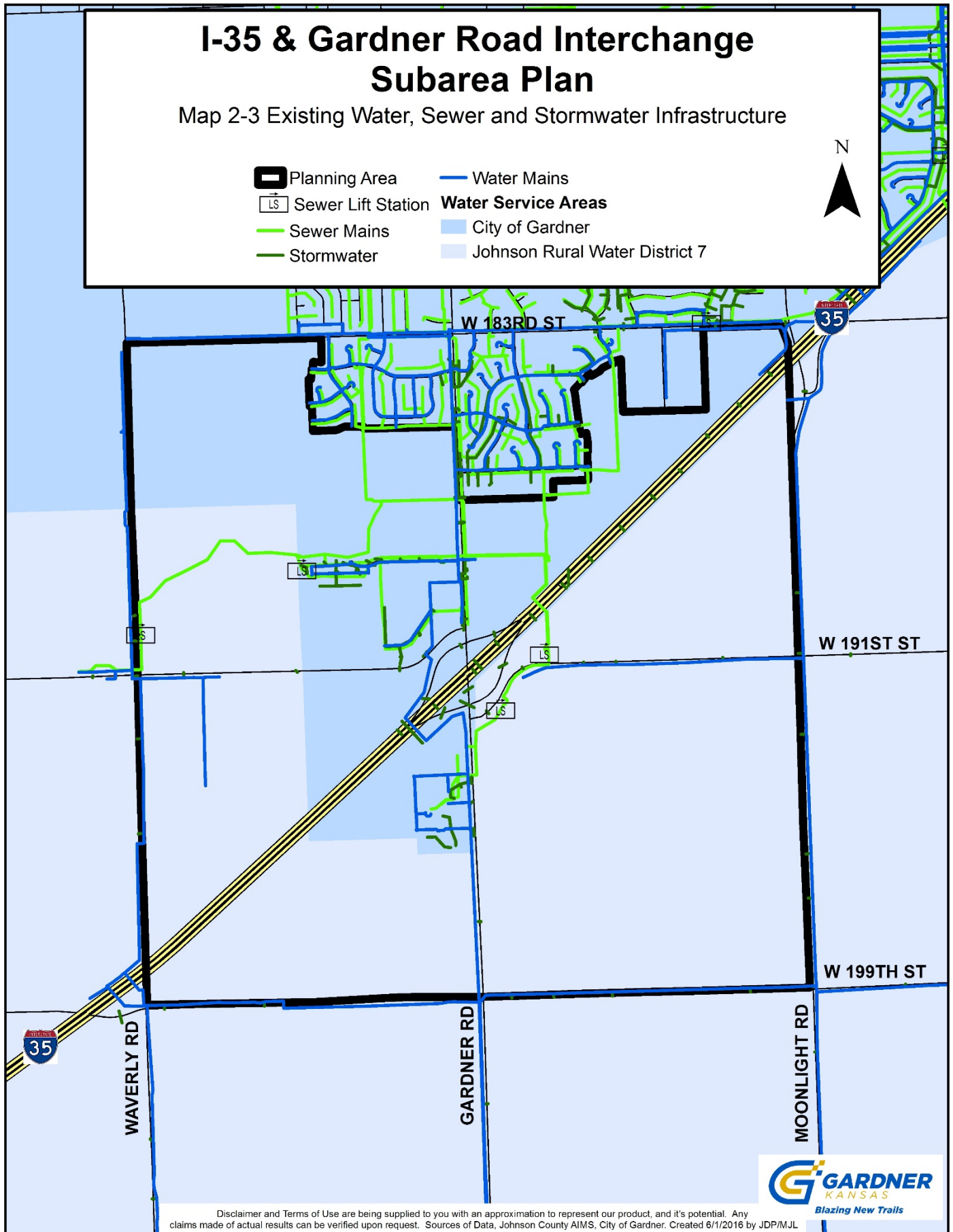


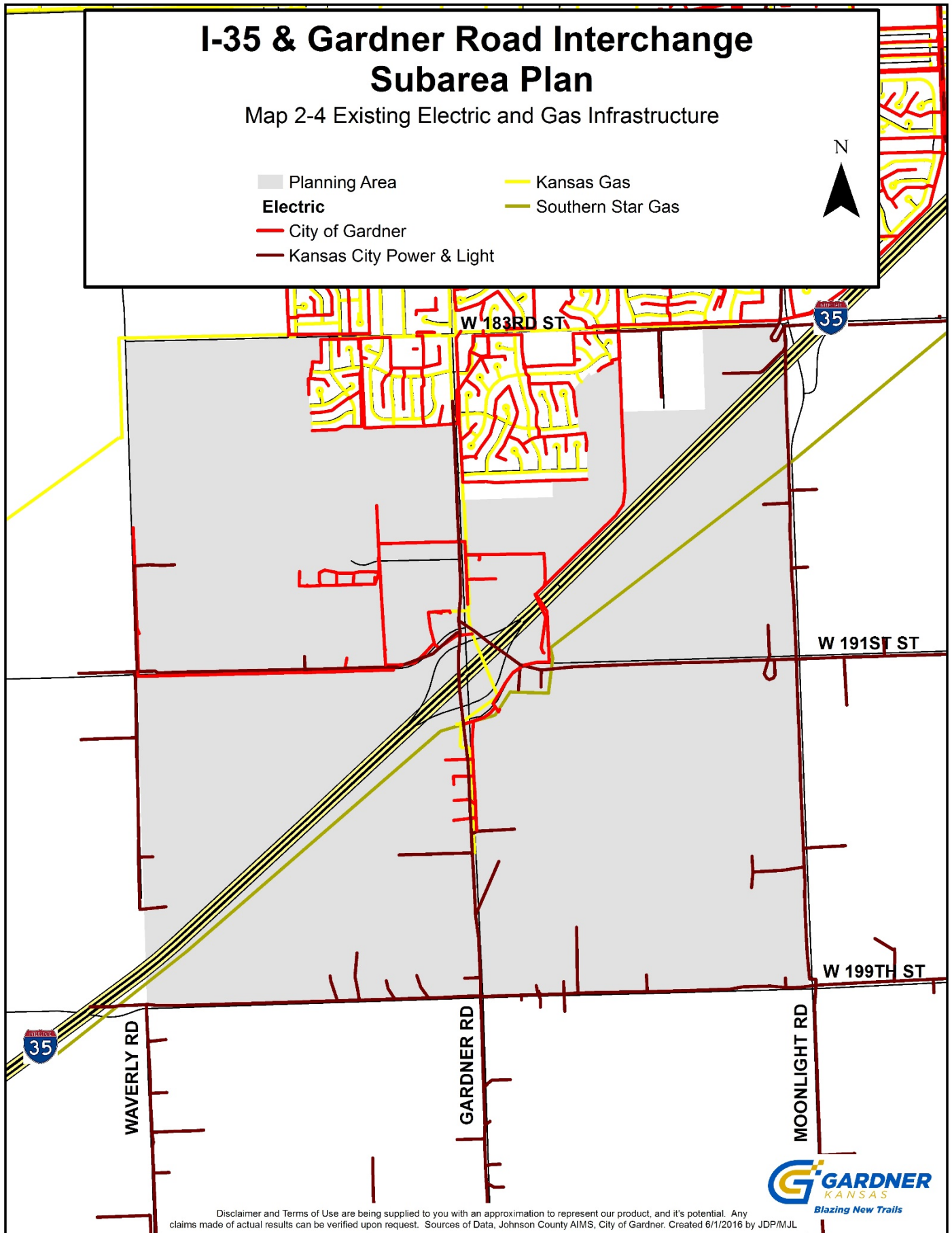
2.4.4 Electric Infrastructure

There are currently two electric companies that service the planning area, the City of Gardner and Kansas City Power & Light. The property within the city is generally served by the City and the remainder of the property is served by Kansas City Power & Light. See Map 2-4.

2.4.5 Gas Infrastructure

The planning area includes two natural gas line facilities. One is owned by Southern Star Gas and it crosses the southeastern portion of the planning area along the south side of I-35. This is a large transmission line. The second is Kansas Gas and they serve inside the city. See Map 2-4.

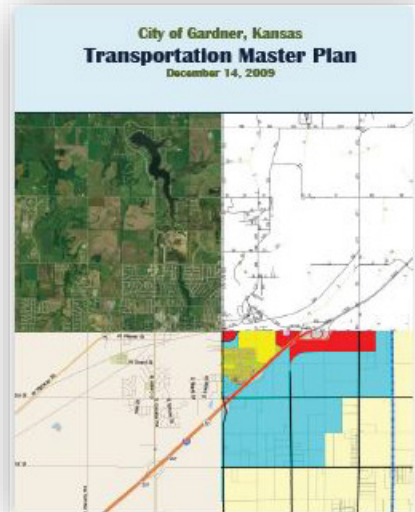




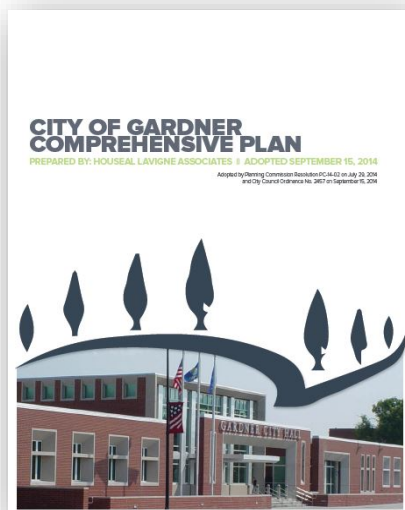
2.4.6 Transportation

2.4.6.1 Streets

The *City of Gardner, Kansas Transportation Master Plan*, is the comprehensive, long-range transportation plan for the city. The plan designates streets according to their functional classification or their primary purpose. These functional classifications are shown on Map 2-5. The classification system can be described as a hierarchy (from the lowest to highest order): Local streets serve to provide direct access to individual residential properties; Collector streets distribute traffic outward from local streets; and Arterial streets carry traffic across the entire city or through the city. Arterial streets are the highest order of streets and are designed with limited access to provide the highest degree of mobility to serve large traffic volumes with long trip lengths.



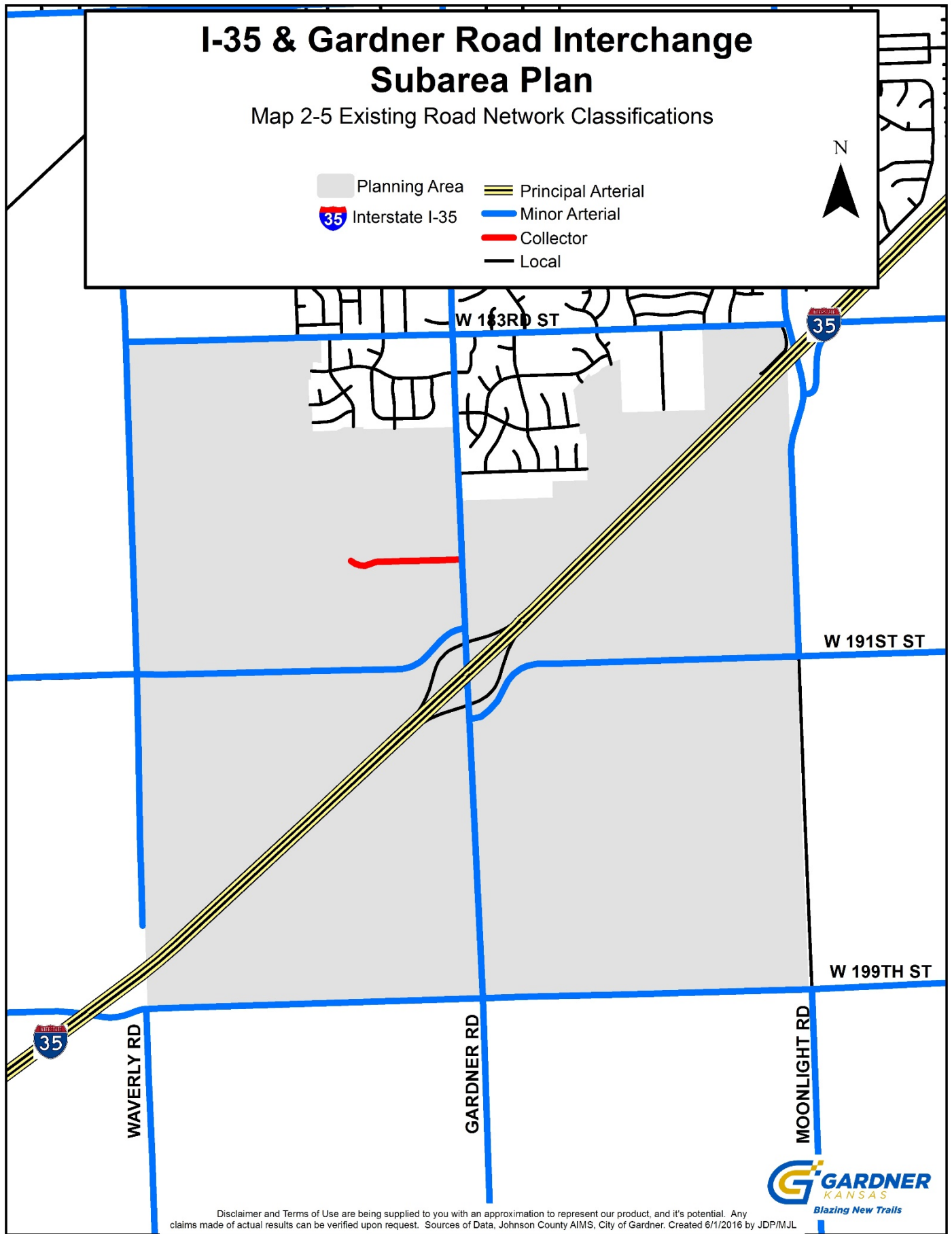
2.4.6.2 Gateways



Chapter 9 Image & Identity of the *Gardner Comprehensive Plan* discusses Streetscape and Built Form that contributes to a local aesthetic, therefore “instilling pride for citizens that foster a high level of maintenance”. The Community Character map on page 115 of the plan identifies the I-35 and Gardner Road interchange as a Primary Gateway into town. The chapter includes a recommendation to install gateways at prominent entry points to Gardner. It continues to suggest that the installation of substantial gateway markers and entry points could announce entry.

2.4.6.3 Bicycle Facilities

The comprehensive plan identifies existing and future bike and pedestrian trails. The map on page 89 of the plan shows where these future trails are to be located. Within the planning area, there is currently an existing shared use path along S. Gardner Road to just north of the interchange and east from S. Gardner Road along W. 183rd Street. The plan shows that trail to extend to Nike Elementary School in the future. Additionally, a future trail is identified along Waverly Road, along the floodplain from S. Gardner Road to Waverly Road, along W. 188th Street both west and east of S. Gardner Road and from Moonlight Road to the south along the floodplain.



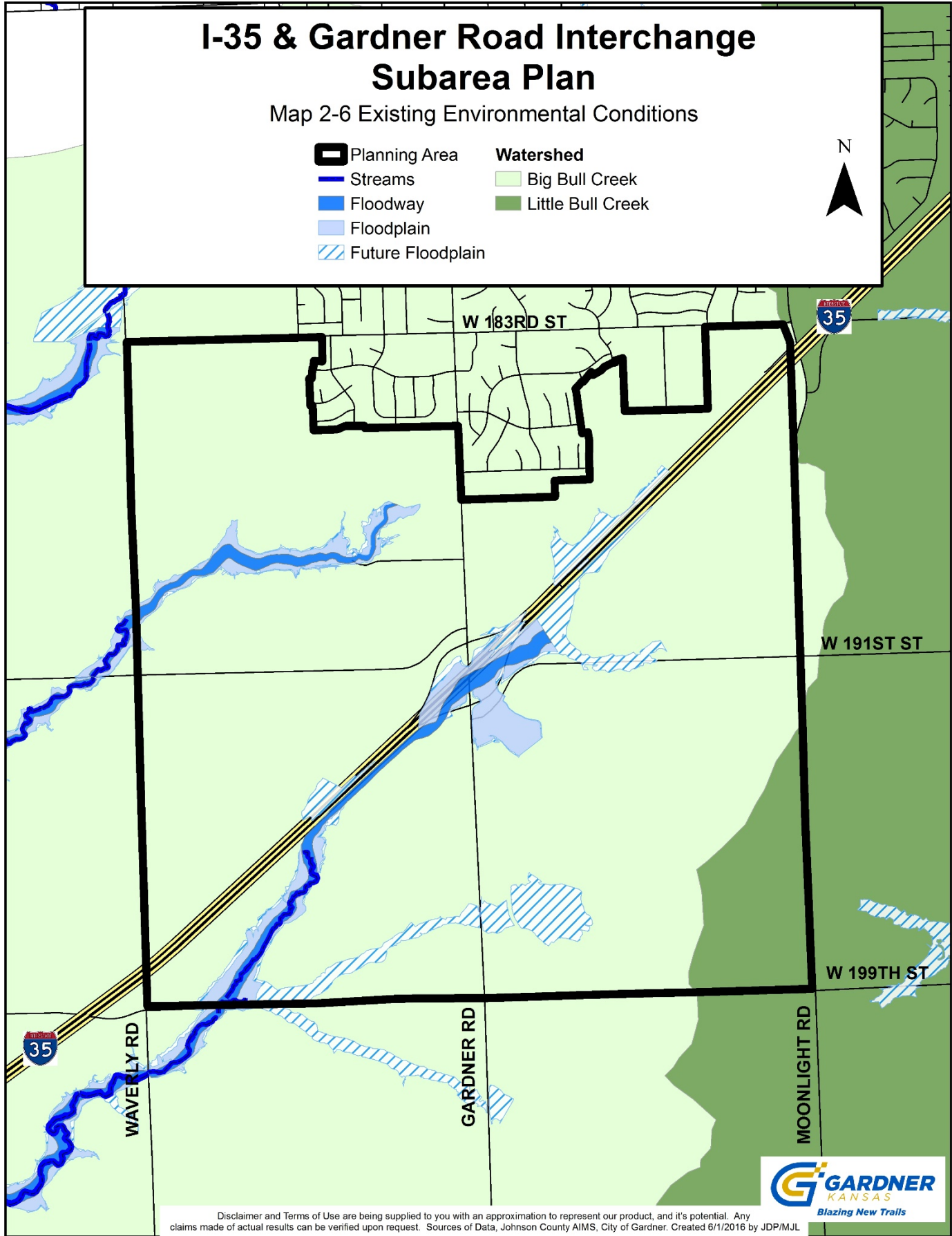
2.5 Environmental Conditions



The two watersheds in the planning area are Big Bull Creek and Little Bull Creek. The watersheds flow generally southward to Hillsdale Lake located in Miami County. The Federal Emergency Management Agency (FEMA) has identified floodplain and floodways within the planning area. The floodplain is any land area susceptible to being inundated by flood waters from any source. The floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Developing in the floodplain is allowed both in the city and in the county based

on the corresponding regulations. No development is allowed in the floodway except for flood control structures, road improvements, easements and rights-of-way, or structures for bridging the floodway. This helps to protect drainage ways that lead to Hillsdale Lake.

There is a wide range of topography within the planning area. The high points are along the eastern side of the planning area. The low points are along the creeks on the western side and the area around the interstate. See Map 2-6.



2.6 Community Facilities

Community facilities are services provided either by government or non-government agencies for the benefit of, and use of, the community. Most of the community facilities including urban public services, schools, fire/medical, law enforcement, developed parks, etc., are located to the north of the planning area within the City of Gardner.



The planning area is located entirely within the Gardner Edgerton School District (USD 231). The students attend either Nike Elementary or Grand Star Elementary, Trail Ridge Middle School, and Gardner Edgerton High School. Nike Elementary School is located within the planning area on S. Gardner Road, south of I-35.

There are no existing parks and recreational facilities within the planning area with the exception of the shared use path along S. Gardner Road, north of I-35. However, Nike Elementary School grounds do act like park facilities

and the school facilities can be rented for community use.

The planning area is served by Johnson County Fire District #1 from Station #122 located on W. 183rd Street in Gardner or Station #124 located in Edgerton. Law enforcement is shared between the City of Gardner Police Department for properties within the City of Gardner and the Johnson County Sheriff's Department for properties within the City of Edgerton (District 3) or unincorporated Johnson County (District 4).

Section 3 – Recommendations

The *I-35 & Gardner Road Interchange Subarea* planning area is anticipated to develop with a wide range of uses and intensities that extend from low-density residential to industrial uses. The more intensive industrial and commercial use areas are recommended where they are in close proximity to I-35 and W. 191st Street and arterial and collector streets.

3.1 Vision

In the year 2035, proactive planning in the I-35 and Gardner Road interchange subarea has spurred a mix of new development existing in harmony with the natural systems, resulting in a new community of residents who are well-served by city facilities and new local job opportunities with an improved transportation network.

3.2 Goals and Policies

Goals are broad statements of ideal future conditions that are desired by the community. Policies are guiding principles that provide direction for decisions to be made regarding the planning area in order to meet the goals. These policies are in addition to the policies in the *Gardner Comprehensive Plan* and are only applicable to the property within the *I-35 & Gardner Road Interchange Subarea Plan* planning area.

3.2.1 Goals

- Goal 1:** Provide and upgrade transportation networks to support the city’s efforts to promote economic development and to protect residential use in other areas.
- Goal 2:** Provide infrastructure and public facilities to support the city’s efforts to promote economic development and local jobs.
- Goal 3:** Create quality development through streetscape design and site design standards.
- Goal 4:** Maintain the rural character in existing areas until the time that municipal services and market factors allow urban densities to develop.
- Goal 5:** Protect and respect the natural systems currently in place and expand the natural and recreational facilities with development.

3.2.2 Policies

The following policy statements are for the development of the I-35 & Gardner Road Interchange area. “Shall” statements identify the items that are expected to be incorporated into development within the planning area. “Should” and “encouraged” statements identify the items that are strongly recommended to be incorporated into development within the planning area. “Shall” statements are stronger than “should” and “encouraged” statements.

3.2.2.1 General

1. The City should actively pursue annexation or annexation agreements in this area to ensure long-term benefits are realized by the City of Gardner.
2. Quality, aesthetically pleasing building materials and quality architectural elements should be used.
3. Pedestrian friendly connectivity between land uses and properties should be incorporated.
4. Encourage energy efficient and sustainable development practices by revising regulatory documents such as design standards as necessary and by offering appropriate development incentives.

3.2.2.2 Residential Land Uses

1. Residential developments are encouraged to create a sense of rural living while achieving the designated development pattern as identified on the future land use map. This includes encouraging development patterns such as “conservation development” where houses of the desired density are clustered within a smaller land area while 40 percent or more of the development area is devoted to a permanent conservation or open space easement, providing a natural space amenity for the neighborhood. It could also include preserving natural vegetative borders along roadways for a more filtered view of development.
2. Residential uses shall maintain a “back-to-back” relationship to more intense uses.
3. Residential streets shall be extended to undeveloped property and shall use a grid or modified grid pattern.
4. The medium-density residential use is encouraged, not to provide for large-scale apartment type development, but instead could take the form of small lot, detached, attached, cluster type housing, or small scale multi-dwelling structures, such as two-story, 4-6-plexes.
5. Buffer yards, landscaping, setbacks and a planned progression of use intensities should be utilized to provide for transitions between land uses.

3.2.2.3 Commercial Land Use

1. Commercial development shall be designed to facilitate pedestrian and non-motorized access from abutting areas.
2. Commercial development shall be designed to utilize internal “street” circulation.
3. The regional commercial centers should include elements such as way finding signs, informational signs noting the history of the area, and tourist information.
4. Buffer yards, landscaping, setbacks and a planned progression of use intensities shall be utilized to provide for transitions between land uses.
5. Commercial development should be discouraged from being developed as strip-type commercial development.
6. Regional detention systems that provide a more efficient, comprehensive way to manage stormwater should be used whenever possible.

3.2.2.4 Industrial/Business Office Park Land Uses

1. Structures shall be aesthetically pleasing from all sides as viewable from public rights-of-way or less intensive land uses and shall incorporate quality building materials and quality architectural elements.
2. Economic incentives should be explored to stimulate industrial, business and office park growth within the planning area.
3. Compatibility between uses shall be accomplished by utilizing buffer yards, landscaping, setbacks, scale and massing, and transition of uses to include low-intensity industrial uses along the perimeter of the areas adjacent to less intensive uses.
4. Access to major roads from the industrial or office/research development lots shall be limited. However, industrial users on large lots that are significant generators of traffic may directly access arterial roads if the size of the site is such that it allows internal circulation without the necessity of constructing local roads to direct that circulation to the arterial road. Such access shall be based on sound traffic engineering principles and shall be properly controlled with appropriate signalization and turn lanes. Smaller lots shall take access from local roads. Additional local roads that serve the site shall be arranged to minimize development lot access to the future major roads.
5. Regional detention systems that provide a more efficient, comprehensive way to manage stormwater should be used whenever possible.

3.2.2.5 Public Facility/Parks, Recreation, Open Space Land Uses

1. Smaller parks should be located throughout the planning area as outlined in the *Parks Systems Master Plan*.
2. Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails.
3. Streams should follow their natural paths and should not be rerouted or straightened.
4. FEMA designated floodplain shall be preserved to naturally mitigate the impacts of flooding while providing a valuable recreational and open space amenity which will positively impact community desirability.
5. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.
6. Trail facilities shall be expanded and connect through all uses in the planning area.

3.2.2.6 Gateway

1. The intersection of I-35 and S. Gardner Road shall be identified as a gateway to the City of Gardner.
2. Development shall enhance the gateway by creating an aesthetically pleasing corridor.
3. Gateway treatments shall be a priority in development and redevelopment of the area around the intersection of intersection of I-35 and S. Gardner Road and shall reflect the goals and policies stated in the *Gardner Comprehensive Plan*.
4. Aesthetically pleasing landscaped entryways shall be required. Both public and private property owners are responsible for achieving and maintaining this aesthetically pleasing landscaping.
5. Gateway development should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.

3.2.2.7 Transportation Facilities and Corridors

1. The I-35 and Gardner Road interchange shall be redesigned and upgraded.
2. Street networks shall be interconnected through and beyond the planning area wherever possible.
3. W. 191st Street shall be upgraded to support truck traffic and be identified as a truck route.
4. Adequate rights-of-way shall be obtained at the time of platting to ensure for sufficient space for roads, utility and landscaping easement needs.

3.2.2.8 Utilities

1. Utility infrastructure should be extended in preparation for development.
2. Utility infrastructure extensions should follow road right-of-ways or natural features.
3. The city should work with Rural Water District #7 to locate utility lines in shared easements.
4. Extension of utility infrastructure should be coordinated with ultimate street right-of-way acquisition and construction to avoid reconstructing water and sewer lines as streets are improved to city standards.
5. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

3.3 Future Land Use and Development Principles

This section outlines the recommended land uses for the planning area. The future land use maps (Map 3-1) and land use descriptions are explained on the subsequent pages. The map is an illustration to help visually identify the recommended land uses in the *I-35 & Gardner Road Interchange Subarea Plan* planning area. The land use descriptions are more detailed information regarding the different land use categories. The official definitions and the permitted uses within each zoning district are outlined in the Zoning Ordinance for the City of Gardner. The map and text descriptions must be used in conjunction with one another in order to obtain the complete recommendation for each particular area. The map is not intended to provide a scalable map for determining specific land use/zoning boundaries within this area.

3.3.1 Land Use Descriptions

3.3.1.1 Low-Density Residential

The intent of the low-density residential use is to allow for single-dwelling, duplex, and attached dwellings and compatible non-residential uses, but emphasis is placed on residential type uses and appropriate accessory uses.

Density: 5 or fewer dwelling units per acre

Intensity: Low

Zoning Districts: RE – Residential Estates District, R-1 – Single-Family Residential District, RP-1 – Planned Single-Family Residential District, R-2 – Two-Family District, RP-2 – Planned Two-Family District

Primary Uses: Single-family dwelling, duplex, church, park, school, recreational use

3.3.1.2 Medium-Density Residential

The intent of the medium-density residential use is to allow for mainly single-family and duplex residential options. The medium-density residential use is intended to take the form of small lot, detached or attached, cluster type housing, or small scale multi-dwelling structures, such as two-story, 4-6-plexes, rather than large-scale apartment type development with an emphasis on walkability.

Density: 6-16 dwelling units per acre

Intensity: Medium

Zoning Districts: R-2 – Two-Family District, RP-2 – Planned Two-Family District, R-3 – Garden Apartment District, RP-3 – Planned Garden Apartment District, R-4 – Condominium Dwelling House District, RP-4 – Planned Condominium Dwelling House District

Primary Uses: Single-family dwelling, duplex, multi-family dwelling, garden apartment, condominium, park, school, recreational use, church, group home

3.3.1.3 High-Density Residential

The intent of the high-density residential use is to allow for compact residential development while creating walkable neighborhoods. The high-density use offers an opportunity for a mix of housing types and connection to walkable regional centers.

Density: 17+ dwelling units per acre

Intensity: High

Zoning Districts: R-3 – Garden Apartment District, RP-3 – Planned Garden Apartment District, R-4 – Condominium Dwelling House District, RP-4 – Planned Condominium Dwelling House District, R-5 – Apartment House District, RP-5 – Planned Apartment House District, M-P – Mobile Home Park Residential District, M-S – Mobile Home Subdivision District

Primary Uses: Multi-family dwelling, garden apartment, condominium dwelling house, boarding house, group home, daycare, dormitory, fraternity and sorority house

- 3.3.1.4 Community Commercial
The intent of the community commercial use is for smaller commercial nodes that are intended to meet the needs of residents. Community commercial areas are located with or adjacent to neighborhoods and may consist of standalone structures or small shopping centers with multiple commercial uses.
Intensity: Low-Medium
Zoning Districts: C-O - Office Building District, CP-O - Planned Office Building District, CO-A – Neighborhood Business District, COP-A – Planned Neighborhood Business District
Primary Uses: Office, retail, service
- 3.3.1.5 Regional Commercial
The intent of the regional commercial use is to allow for retail and service uses located near I-35 interchanges. A regional commercial area provides goods and services aimed toward those traveling by an auto and capitalize on accessibility from areas beyond Gardner.
Intensity: Medium-High
Zoning Districts: C-O - Office Building District, CP-O - Planned Office Building District, C-2 – General Business District, CP-2 – Planned General Business District, M-1 – Restricted Industrial District, MP-1 – Planned Restricted Industrial District
Primary Uses: Retail, service, office, lodging, light manufacturing, recreation
- 3.3.1.6 Business Office Park
The intent of the business office park use is to accommodate development of administrative and professional offices with the potential for research type facilities, businesses involved in technology and scientific-related activities, and/or office research activities that are designed in a campus like setting.
Intensity: Medium
Zoning Districts: C-O - Office Building District, CP-O - Planned Office Building District, M-1 – Restricted Industrial District, MP-1 – Planned Restricted Industrial District
Primary Uses: professional office, light manufacturing, research services, college
- 3.3.1.7 Light Industrial
The light industrial use is characterized by facilities involved in manufacturing, storage and distribution of goods and materials that have limited effect on surround uses that typically occur indoors.
Intensity: Medium
Zoning Districts: M-1 – Restricted Industrial District, MP-1 – Planned Restricted Industrial District, M-2 – General Industrial District, MP-2 – Planned General Industrial District
Primary Uses: Light manufacturing and production, wholesale, storage and distribution, warehouse
- 3.3.1.8 Heavy Industrial
The intent of the heavy industrial use is to allow for moderate to high-impact uses with outdoor storage, including large scale or specialized industrial uses geared toward utilizing I-35 for transportation.
Intensity: Medium-High
Zoning Districts: M-2 – General Industrial District, MP-2 – Planned General Industrial District
Primary Uses: Heavy manufacturing and production, outdoor storage, distribution, rail yard, freight terminal, salvage yard

3.3.1.9 Public/Semi-Public

The intent of the public/semi-public use is to allow for public, civic, and utility uses.

Intensity: Variable

Zoning Districts: Variable

Primary Uses: Cultural center/library, school, utilities, recreational facilities, utility services

3.3.1.10 Parks, Recreation, Open Space

The intent of the parks, recreation and open space use is to provide space for public recreational facilities and natural area preservation.

Intensity: Variable

Zoning Districts: A - Agriculture District, R-1 - Single-Family Residential District, REC – Recreational District

Primary Uses: Crop agricultural, natural areas, passive parks, active parks

I-35 & Gardner Road Interchange Subarea Plan

Map 3-1 Future Land Use

Future Road Network

- Proposed Future Arterial
- Proposed Future Collector
- Proposed Future Ramp
- Edgerton

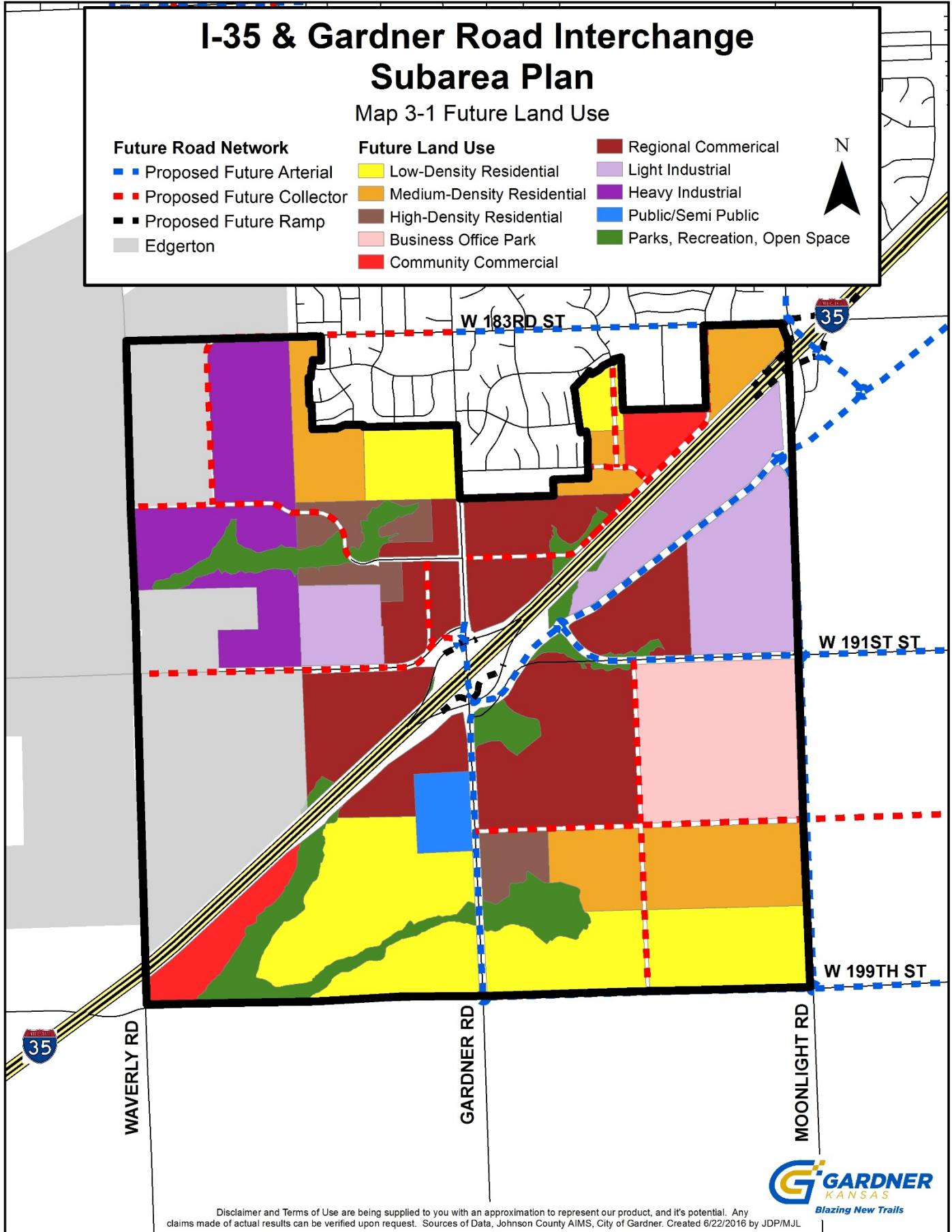
Future Land Use

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Business Office Park
- Community Commercial

Future Land Use

- Regional Commercial
- Light Industrial
- Heavy Industrial
- Public/Semi Public
- Parks, Recreation, Open Space

N



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3.4 Future Infrastructure

3.4.1 Future Utilities











Extension of utilities within the planning area is necessary for development on the south side of I-35. Water District #7 is the provider of public water on the south side of I-35 and the city will work with the water district to provide facilities in the area. Sanitary sewer, stormwater and electric will be provided by the city. Stormwater facilities generally follow streets as does electric. Sewer ideally will follow low points in the topography to allow for gravity flow with force main lines being used when necessary. Map 3-2 provides for general locations for future sanitary sewer mains. The map is not intended to provide a scalable map for determining the specific location as this can vary based on topography and other factors.

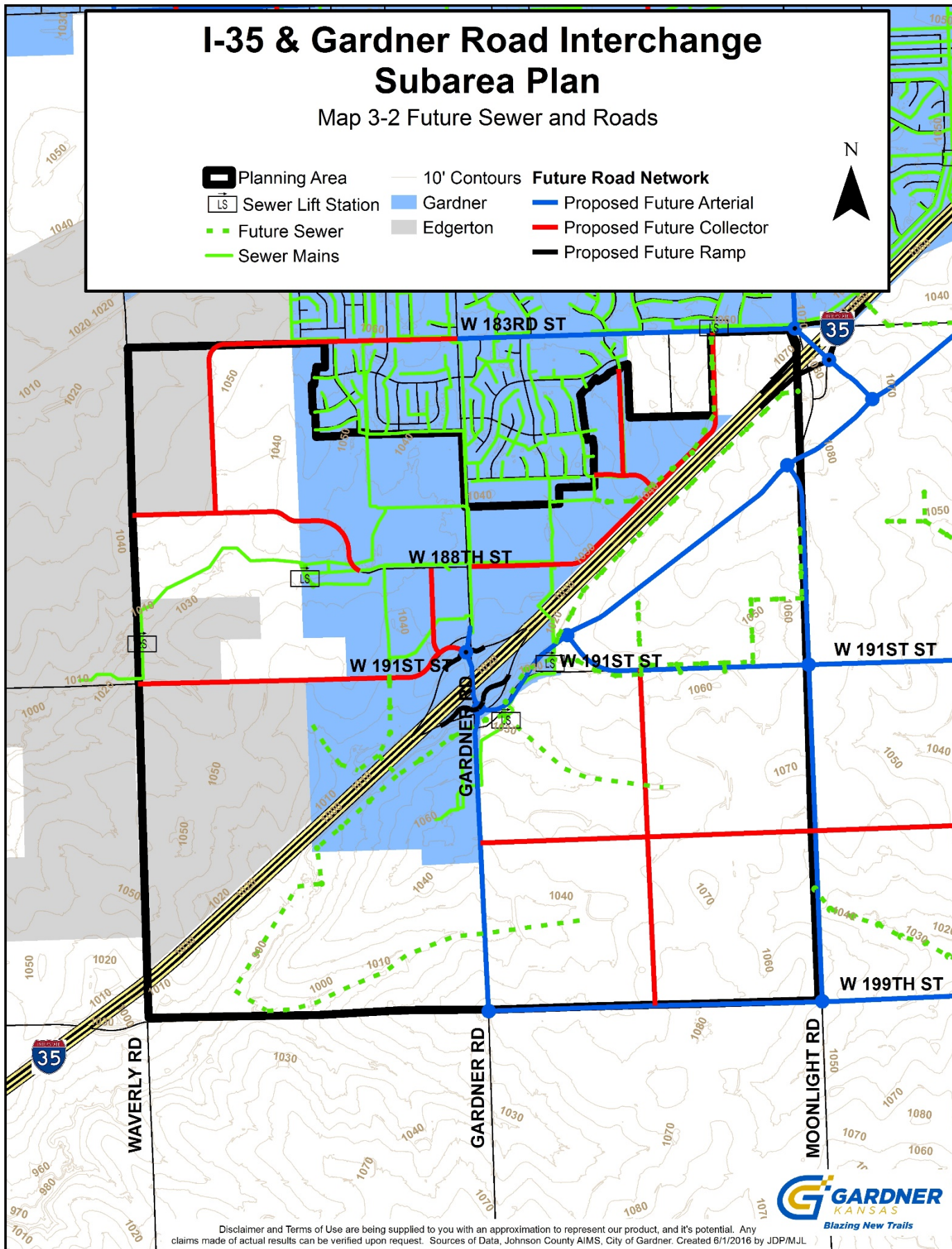
3.4.2 Future Interchange Improvements

Improvements to the I-35 and Gardner Road interchange and surrounding area will be necessary for development in the planning area as a whole. As the area develops, the increase of traffic, including truck traffic, will begin to cause the roads function to fail. Map 3-3 provides for a concept for future improvements to specifically the interchange area which include roundabouts at certain intersections. The City and the Kansas Department of Transportation will work together on final designs.

I-35 & Gardner Road Interchange Subarea Plan

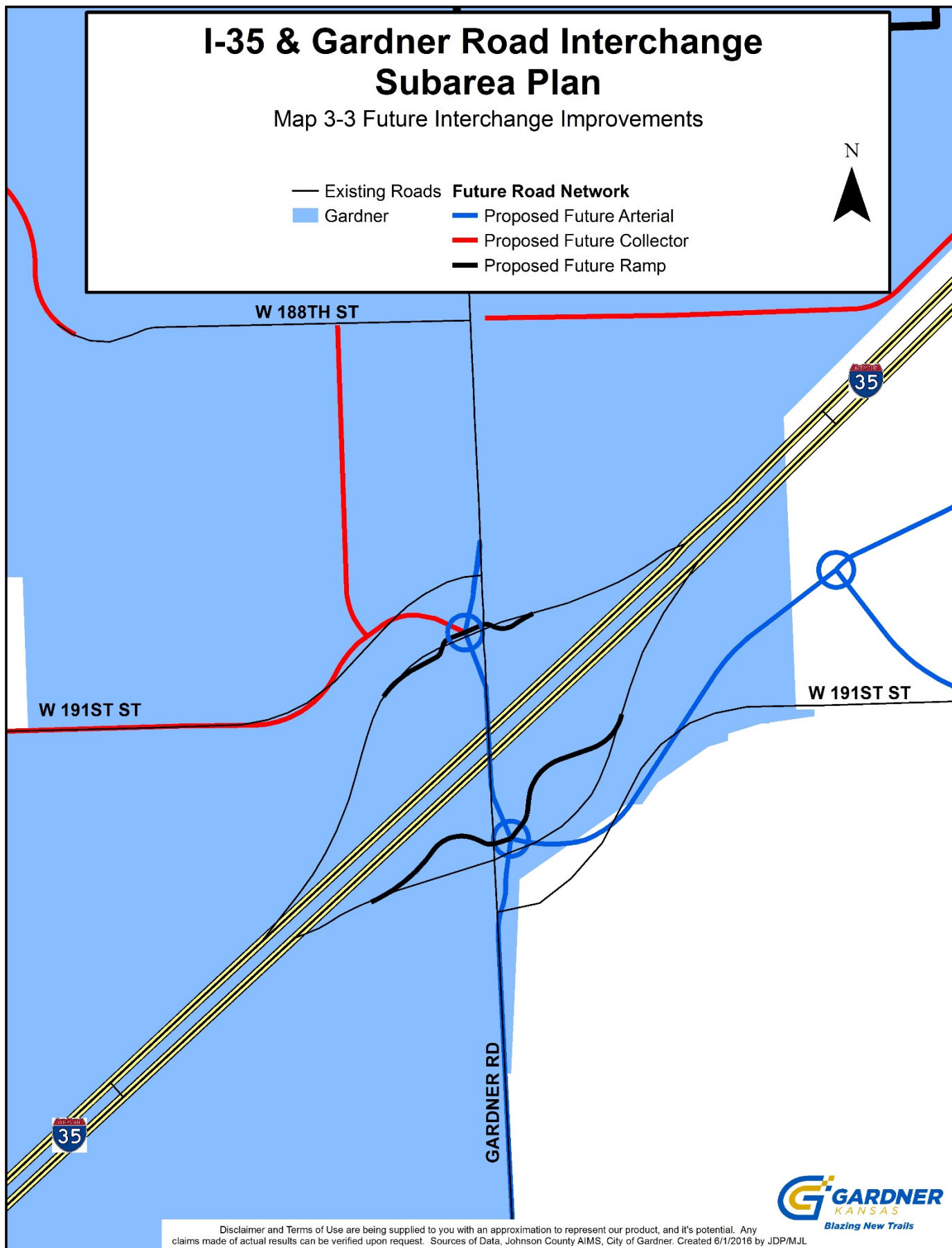
Map 3-2 Future Sewer and Roads

- | | | |
|--|--|---|
|  Planning Area |  10' Contours | Future Road Network |
|  Sewer Lift Station |  Gardner |  Proposed Future Arterial |
|  Future Sewer |  Edgerton |  Proposed Future Collector |
|  Sewer Mains | |  Proposed Future Ramp |



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3.5 Implementation – Priority Tasks

1. Amend the utility, transportation, and parks master plans to include the planning area.
2. Amend the zoning ordinance to incorporate a new Business Office District zoning.
3. Update the *Gardner Comprehensive Plan*, Land Use Plan map to reflect the future land uses as identified in this plan and incorporate by reference the *I-35 & Gardner Road Interchange Subarea Plan* document.
4. Work with KDOT and other potential sources for funding to upgrade and reconstruct the I-35 and Gardner Road interchange.
5. Acquire right-of-way for the future arterial street alignments.
6. Acquire easements for the future sanitary sewer mains.
7. Begin conversations with property owners and potential developers to encourage annexation and development consistent with this plan.
8. Update this plan to reflect new zoning information after the adoption of the *Land Development Code*.
9. Develop streetscape standards along arterial streets.

Appendix A

March 30, 2015 Meeting Summary

City staff held a meeting on Monday with property owners in the area generally surrounding the I-35 and S. Gardner Road interchange, to discuss a subarea plan. The boundaries for this plan are generally 183rd Street, Waverly Road, 199th Street and Moonlight Road. This meeting was well attended with approximately 50 people filling the Council Chambers.

At the meeting, staff presented what the city is doing to overcome negative perceptions of the city, what's new with Gardner, why the city is looking at this area, the planning process, and information for a next meeting. Staff provided that the plan, when complete, will address future land use, future infrastructure such as streets, water and sewer, and annexation strategies. Many maps showing existing conditions, future land use and street layout from approved plans and conceptual sanitary sewer layouts were also presented.

Attendees were given an opportunity to ask questions and give general input regarding future development of this area. The maps and presentation have been posed to the City of Gardner website where any interested party can access the information. http://www.gardnerkansas.gov/I-35_interchange_gardner_road.

A next meeting is being scheduled for mid to late May where a SWOT (strengths, weakness, opportunities and threat) analysis will be performed with attendees. This information will be used as a basis for the goals and policies of the plan.

May 27, 2015 Meeting Summary

City Staff held a meeting on Wednesday, May 27th with the property owners within the planning area. Approximately 28 interested persons were in attendance at Nike School.

At the meeting, staff provided a summary of the March 30th meeting and led attendees through a SWOT (strength, weakness, opportunity and threat) exercise. After the exercise, attendees were asked to vote for their top item in each category. The top two in each category are what the plan will focus on with the other items being incorporated. The activity is summarized below including the vote counts.

Strengths

1. Rural setting (10)
2. Commercial opportunities (7)
3. Out of the City (2)
4. I-35 easy access (1)
5. Future Parks and recreation (1)
6. School District/ Nike school
7. Quiet
8. Lake
9. Gas station/ Bank/ amenities
10. Future residential
11. Local Police/ Truck scales

Weaknesses

1. Truck traffic (7)
2. Connectivity (5)
3. Intermodal (2)
4. Consistent with Plan (2)
5. Speed limit/ Safety (1)
6. Truck routes (1)
7. Land-locked property (1)
8. Traffic laws
9. Environmental impacts
10. I-35 Interchange
11. Road deterioration
12. Lights from intermodal

Opportunities

1. Single-family residential development (10)
2. Commercial development (6)
3. Design Standards/Guided Development (2)
4. Nature preserve (1)
5. Improvements to Interchange (1)
6. Industrial (1)
7. Road improvements (1)
8. Olathe Medical property
9. School expansion
10. Parks and recreation open space
11. Utilities / City service
12. Fire protection
13. View sheds
14. Transitions

Threats

1. Future of Edgerton (growth) (6)
2. Industrial creep (5)
3. I-35 interchange failure/access (5)
4. Potential fees for development (3)
5. Plans Change (1)
6. City

This information will be used to provide direction for the plan regarding proposed goals and policies.

A next meeting will be scheduled for July where a future land use activity will be performed with attendees.

July 22, 2015 Meeting Summary

City staff held a meeting on Wednesday, July 22nd at Nike School with the stakeholders of the I-35 and S. Gardner Road Interchange Subarea Plan. There were approximately 30 people in attendance where the attendees sat at tables and were asked to complete a land use exercise with those they were sitting with. Staff provided direction as to what to take into consideration and provided additional information to assist in the activity of “coloring” land uses on a map. Great conversation was heard during the activity and once the activity was complete, the maps were displayed. The next steps are to take the information from the meetings and work to draft the plan.

Pictures of the end result of the activity are below. The color associations are as follows:



Low-Density Residential: larger lots with single-family structures



Medium-Density Residential: mix of small lot single-family and multi-family residential (duplex, townhomes, small scale multi-family)



High-Density Residential: typically apartment type structures



Office: large and small office structures



Community Commercial: smaller commercial node that is intended to meet the needs of residents in the area



Regional Commercial: areas located near I-35 interchanges and capitalize on accessibility from areas beyond Gardner; generally big box stores with high traffic volumes



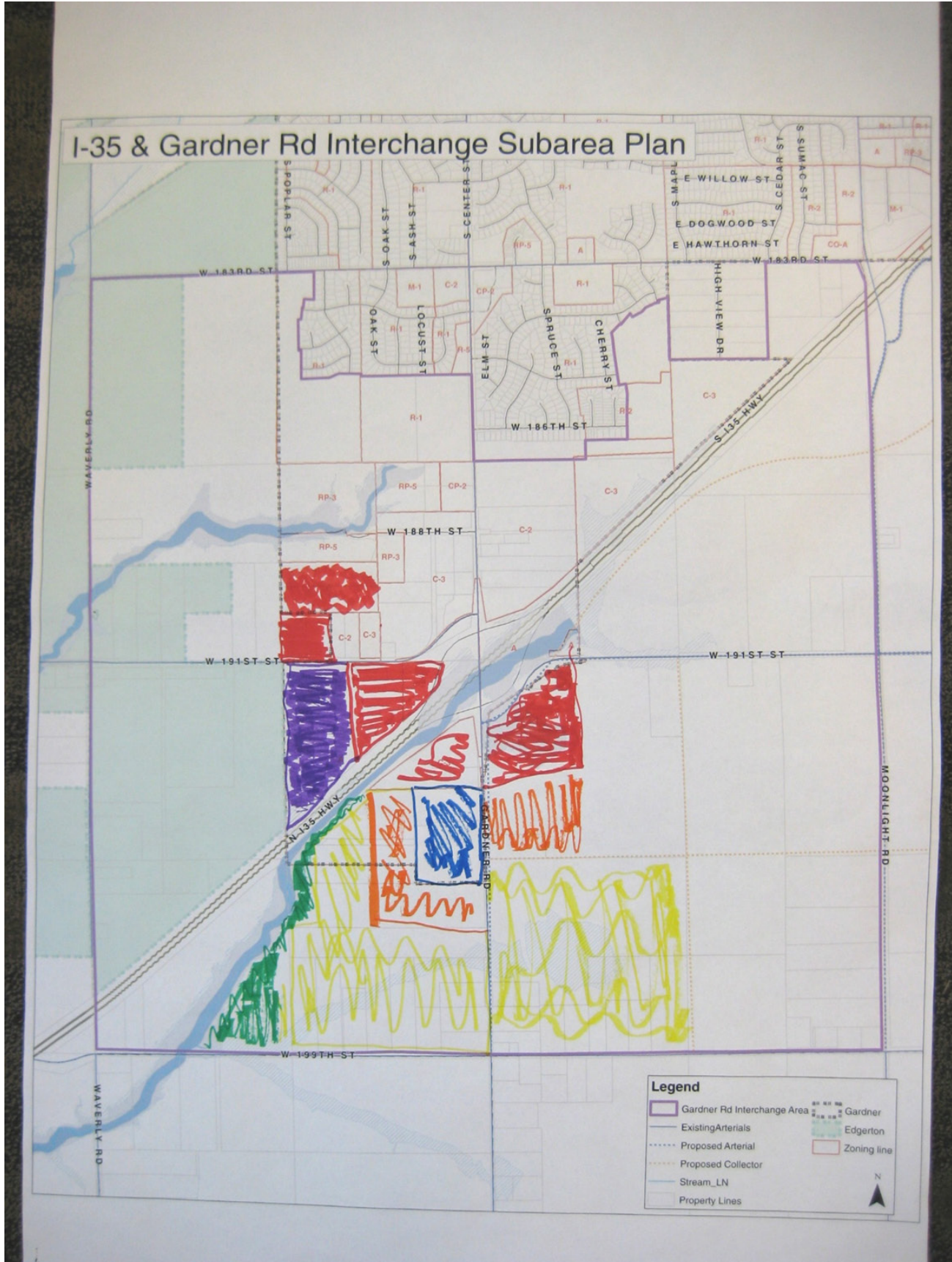
Industrial: manufacturing, distribution, warehouse

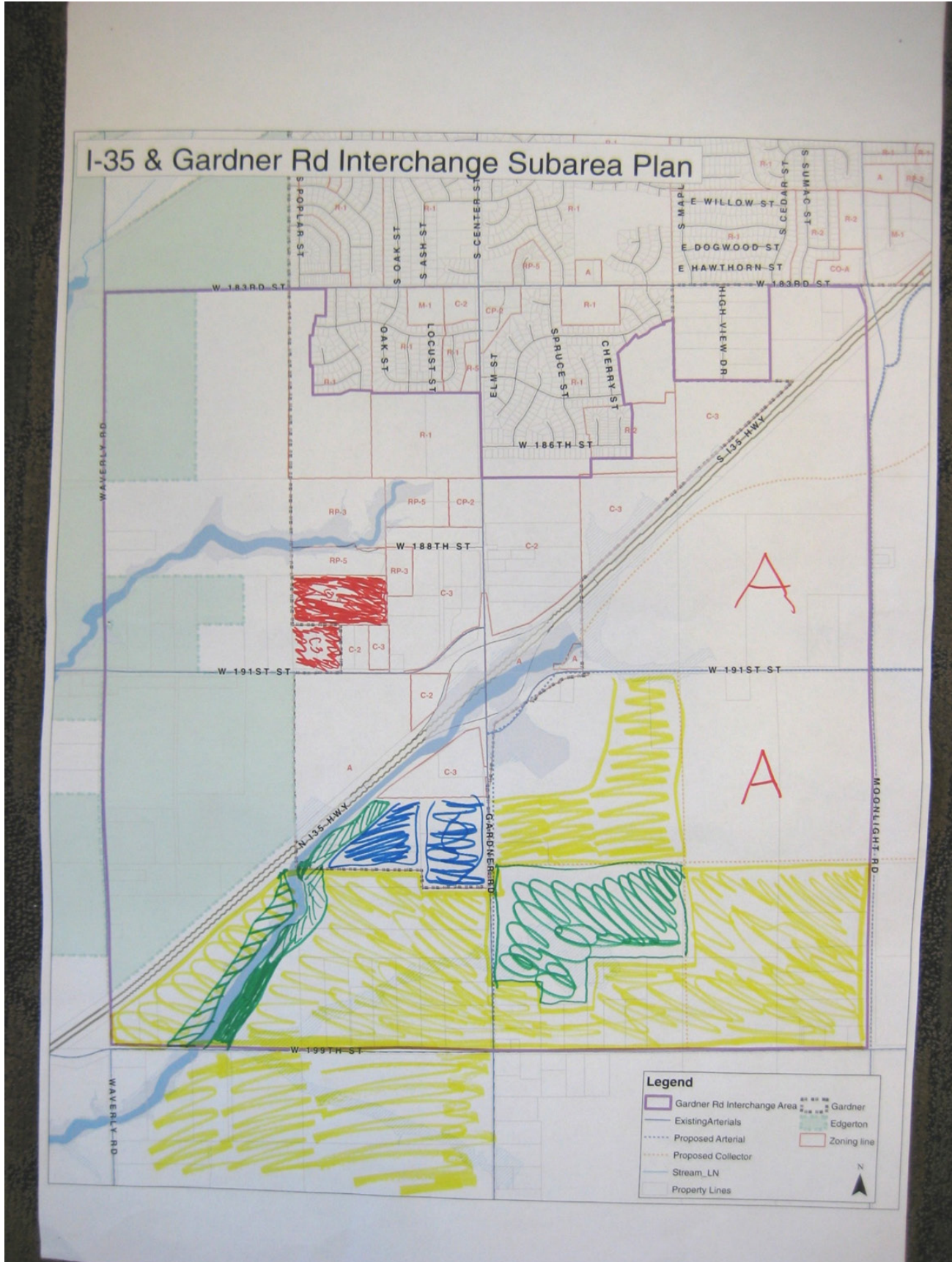


Public/Civic: governmental owned, school district owned



Parks/Recreation/Open Space













October 29, 2015 Meeting Summary

City staff held a meeting on Thursday, October 29th at City Hall with the stakeholders of the I-35 and Gardner Road Interchange Subarea Plan. There were approximately 22 people in attendance staff provided a summary of the process to date. The land use activity maps from the previous meeting were displayed along with a draft future land use map provided by staff. Discussion of the draft map was had and the attendees asked questions and provided feedback. The next step is to draft the plan.