

Connecting Edwardsville PSP

DRAFT FOR REVIEW

**BHC RHODES
RDG PLANNING & DESIGN
INSITE PLANNING**



ACKNOWLEDGMENTS

Funding

Was funded by the City of Edwardsville in partnership with the Planning Sustainable Places grant program thru Mid-America Regional Council.

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Special Thanks

Participation of numerous stakeholders, property owners, businesses, Planning Commission members, and residents in Edwardsville.

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I INTRODUCTION & PURPOSE



The City of Edwardsville received funds under Mid-America Regional Council's Planning Sustainable Places (PSP) program to complete the Connecting Edwardsville study, addressing transportation, connectivity, land use, and development potential along the K-32 corridor, an important gateway to the community. The purposes of the Connecting Edwardsville study are to:

- Build on the previous K-32 Tri-City Multi-modal Redevelopment Plan (2016) to provide a unified, market-based development and transportation concept for the highway corridor and surrounding land between 5th Street and Mission Creek.
- Provide a detailed concept for the 4th and K-32 intersection, Edwardsville's traditional gateway node.
- Develop an access framework that reduces the effect of barriers such as the Union Pacific main line, the highway corridor, and drainageways for all modes of transportation, including pedestrian and bicycle mobility.

- Capitalize on the economic and community enhancement potential of Edwardsville's strategic location near I-435 and the Village West/Kansas Speedway complex.
- Illustrate conceptual alignments, profiles and cross-sections for potential transportation improvements.
- Develop preliminary budget amounts for potential improvements, including acquisition of properties/ROW and other associated costs.

MARC'S PLANNING SUSTAINABLE PLACES

Planning Sustainable Places Program provides local governments with financial support to advance detailed local planning and project development activities in support of Creating Sustainable Places and Transportation Outlook 2040, the region's long-range plan. These policy areas outline a need to focus efforts on sustainable communities and advancing site-specific and project-specific activities in support of these objectives. Projects awarded funding are consistent with those goals.





The study effort began in May 2017 and was accepted and adopted by the City of Edwardsville as a public policy document in March 2018. Key milestones during the study process include:

Study Kickoff Meeting	June, 2017
Steering Committee Meetings	July, August, October, 2017
Key Stakeholder Meeting	October, 2017
City Council/Planning Commission	November, 2017
Public Engagement	December, 2017-February, 2018
Final Study Presentation	February, 2018



2 EXISTING LAND USE AND TRANSPORTATION CHARACTER



The Connecting Edwardsville study area is generally bounded by Mission Creek on the west, 104th Street on the north, 7th Street on the east, and Beach Street on the south, with a focus on the intersection of 4th Street and K-32 Highway.



LAND USE

The study area is a well-established part of Edwardsville, mixing smaller single-family residences, small retail service businesses, a mobile home park, and some undeveloped parcels. More specifically, it includes:

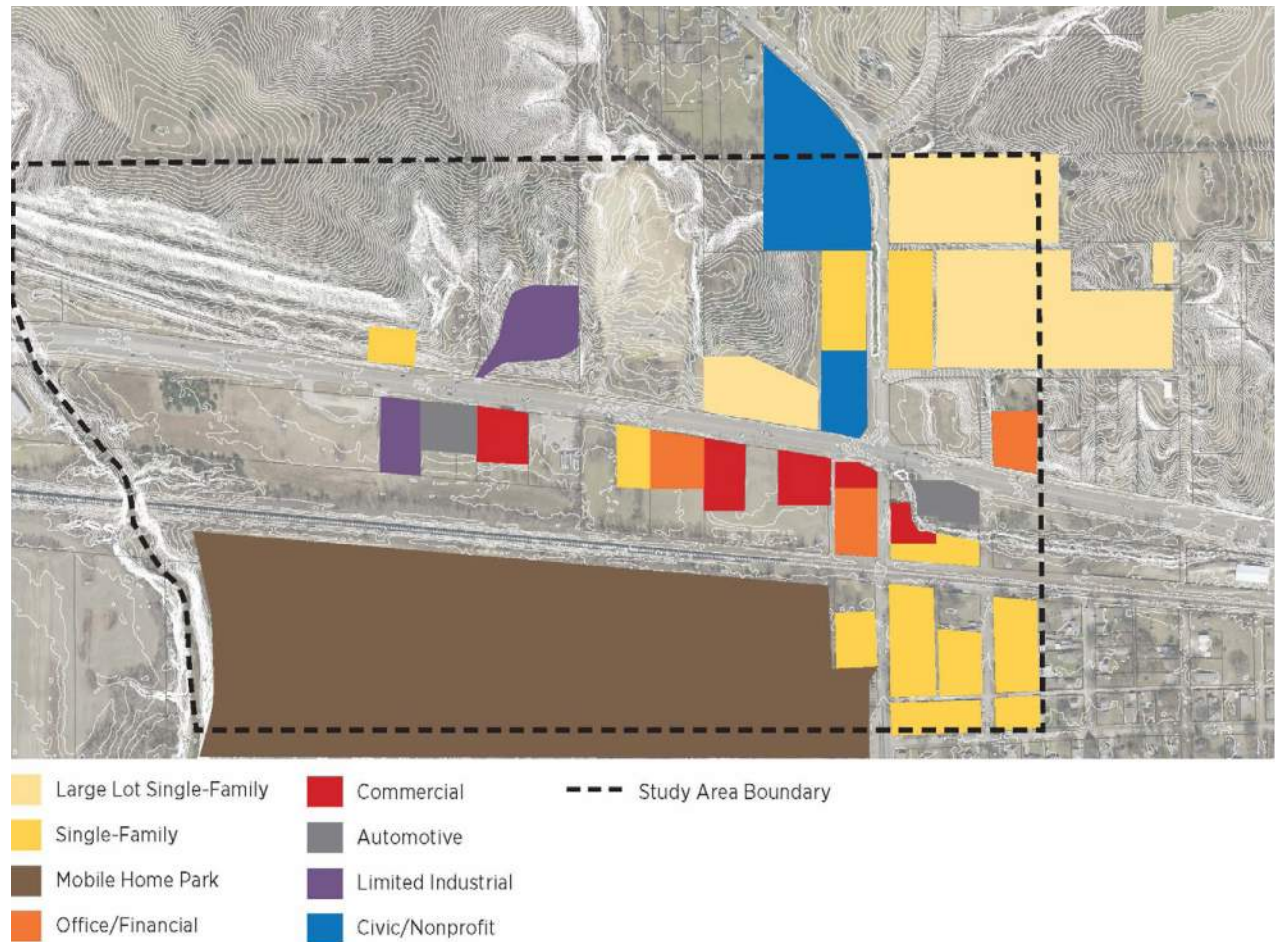
- A low-density mix of commercial and light industrial uses in the corridor from 4th Street to Mission Creek between K-32 and the Union Pacific. This pattern is more commercial toward 4th Street and industrial to the west. Development tends to be located along the bordering roadways, leaving the south part of the corridor largely open. Similarly, the west 1,000 feet of this corridor to Mission Creek is undeveloped.
- A similar low-density pattern along the highway to the UP corridor east of 4th Street, with two detached residential/commercial buildings along 4th Street, and scattered storage and automotive uses elsewhere east of 4th. Most of the land area between 4th and 7th Streets is vacant, with potential development hindered by a drainageway that parallels the railroad.
- Very low-density development north of K-32, limited by topography. The 4th Street intersection includes Edwardsville Christian Church on the northwest corner and an open site on the northeast corner with commercial potential. A cell tower was installed on the southeastern corner of this site in 2017.

2

EXISTING LAND USE AND TRANSPORTATION CHARACTER

- Large lot residential clusters north of K-32, along the 4th Street/Edwardsville Road, following intersecting local streets including High Street and Highland Drive. A more conventional residential subdivision is located between Edwardsville Road and S. 104th Street just beyond the study area. The wooded bluff topography north of the highway and west of 4th Street is largely undeveloped with the exception of an approximately 9-acre, partially graded area, some scattered structures along and above K-32, and the edge of the Lake Forest Golf Course.
- Predominate residential uses south of the Union Pacific tracks. The Edwardsville Village mobile home development occupies the entire area west of 4th Street. East of 4th, most land is used for small lot single-family homes, with Delaware Street marking a transition from an informal rural pattern to more typical small town residential development.

Figure 2.1. Existing Study Area Land Use





TRANSPORTATION

Major components of the study area's transportation system include:



K-32 Highway

- KDOT controlled and maintained
- 4-lane roadway
 - » center turn lanes to the east
 - » medians to the west
- 58 ft width to edge of pavement
- No sidewalk or trails
- Traffic signal at 4th (only signal between K-7 and I-435)
- Average daily traffic: 13,000 vpd



4th Street (South of K-32)

- City controlled and maintained
- 2-lane street with some on-street parking, 44 foot curb to curb width
- 55' ROW
- Some gaps in sidewalk and sections less than 4' wide
- At-grade crossing of Union Pacific Railroad south of K-32
- Stream in close proximity which crosses under K-32 intersection
- Average daily traffic: est. 4,000 vpd



4th Street/Edwardsville Road (North of K-32)

- City controlled and maintained
- 2-lane street with no on-street parking, 40 foot curb to curb width
- 80' ROW
- 4' sidewalk on east side to 104th Street and sections less than 4' wide
- Average daily traffic: 2,400 vpd



Other Local Streets

- City controlled and maintained
- 2-lane streets with some on-street parking
- Typically 50' ROW
- No sidewalks

EXISTING LAND USE AND TRANSPORTATION CHARACTER



KDOT 2014 Traffic Volumes



3 MARKET ANALYSIS



The market analysis for the Connecting Edwardsville focuses on the K-32 corridor, defining the crossroads of K-32 and 4th Street as its center. Both roads have local and regional significance as major east-west and north-south corridors in the city: K-32 is the major corridor linking Edwardsville, Kansas City, and Bonner Springs to each other and to I-435 and the rest of the regional system, while 4th Street is the most direct route to the Kansas Speedway and the Village West area.

The study area has a small retail base that includes a the 4th Street Café, Midwest Bank, medical offices, two convenience stores, and a Dollar General store. The retail community outside the study corridor is also small. A 1970s-vintage “town center” development on 4th Street between Beach Street and Cliff Lane was designed to include three junior anchors joined by shops. Most commercial space is vacant and city government is now the primary occupant of the center.

COMPETITIVE CENTERS AND MARKET AREAS

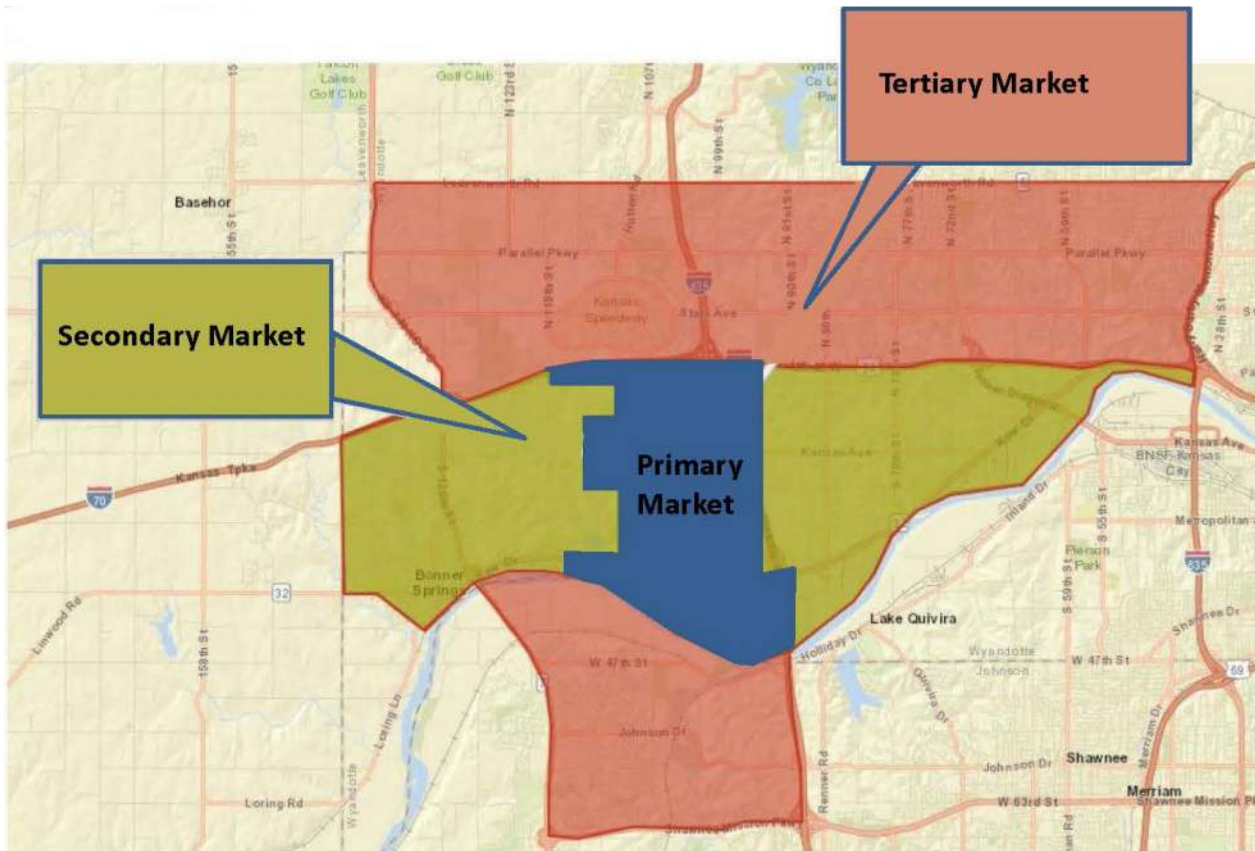
The city’s commercial potential is limited by nearby competing areas that include:

- **Village West.** Including Legends Outlets, Nebraska Furniture Mart, Cabela’s, and associated retail and restaurant stores, this area is a significant regional attraction that does not directly compete with local services. It includes some new retail development in Edwardsville’s corporate limits.
- **Bonner Springs.** Bonner Springs, about three miles west, has both a traditional town center and auto-oriented commercial development along K-32 and at the Kansas Avenue and K-7 intersection, including a Price Chopper supermarket, Walgreen’s, Walmart Supercenter, fast food, and other retail services.
- **78th and State Community Commercial Cluster.** This area in Kansas City, KS, includes a Price Chopper supermarket, Walgreen’s, K-Mart, and other stores.
- **Shawnee Mission Parkway Corridor.** This corridor in Shawnee contains many commercial offerings.

While constrained by its competitive environment, Edwardsville may still have significant retail potential. To assess this potential, the study considers three market areas (Figure 1). These market areas, derived by examining transportation routes, drive times, and distribution of population and commercial centers include:

- **Primary Market (Edwardsville City Limits).** Residents of this area are oriented to Edwardsville first for goods and services. If a product or service is locally available and is competitively priced, residents of this area are likely to purchase from local businesses.
- **Secondary Market:** South of I-70 and North of the River from Wyandotte County’s West Boundary to I-635. The area where residents view Edwardsville as a convenient population center for goods and services. It has a relatively low residential density, but also incorporates Bonner Springs.
- **Tertiary Market:** The tertiary market area extends beyond the secondary market and represents the region from which Edwardsville may draw visitors for niche businesses. This geographic area is difficult to define because certain features and amenities





cohorts displaying greater stability. The outmigration of these households may result from a lack of higher-paid jobs or housing choices as these households advance their careers.

- Older adult population grew, but at a lower rate than predicted by natural population change.
- Based on past performance, Edwardsville’s population is expected to grow at a modest annual rate of about 0.4%, reaching a population of 4,626 in 2030. Substantial residential development could affect this projection but there is no current such project on the horizon.
- Both the secondary and tertiary market have grown in the past, and this trend is likely to continue. The secondary market area is projected to reach a population of about 15,000 and the tertiary area about 71,000 by 2030.

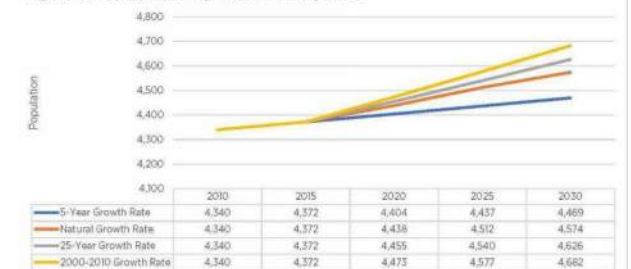
attract occasional visitors from a wider region.

POPULATION AND DEMOGRAPHICS

- Population growth within Edwardsville has been relatively stable with a slow rate of increase over the past several decades and is expected to maintain a similar path for the near future.

- The youngest demographic group grew between 2000 and 2015, but growth was somewhat less than predicted by natural population change models.
- The household formation and middle-age demographics (ages 25 to 54) decreased during this period, with younger cohorts experiencing some outmigration and older

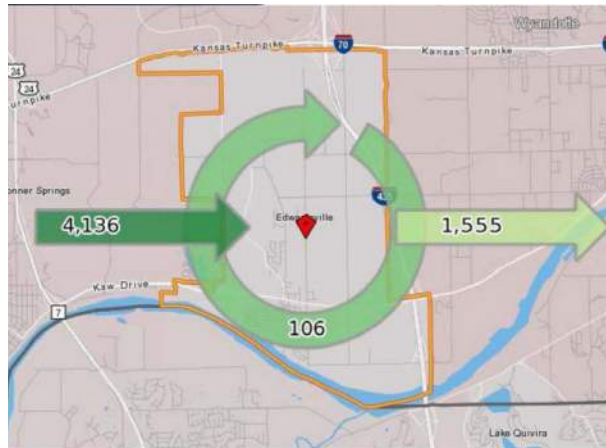
Figure 6: Population Projection: Primary Area



BUSINESSES AND EMPLOYMENT

- Edwardsville is a major importer of employees. Over 4,200 people primarily work in Edwardsville and the city “imports” a net of nearly 2,600 daily workers, providing a pool of both potential customers and residents.
- Compared with the overall metropolitan area, Edwardsville residents are more likely employed in transportation, wholesale trade, material moving, and construction and less likely to be in white collar or service occupations.
- As a result, Edwardsville’s annual household income is in the center of the earnings range with most households making between

\$35,000 and \$100,000 annually with lower than metro average proportions at extremes of the income scale. This indicates a primarily middle class, blue-collar community, which best supports businesses meeting essential needs.



Source: 2013 On-The-Map Estimates

RETAIL PERFORMANCE

- Consumer spending of market area customers is below or near national averages.
- Relatively strong demand categories in Edwardsville include children’s apparel and vehicles, and food at home, creating some \$7.3 million in expected demand in Edwardsville.
- In 2017, Edwardsville’s actual sales of \$15.6 million while spending by residents was expected to be \$37.7 million, a gap of \$22.0 million. However, much of this gap is filled by pre-existing, nearby commercial clusters.
- Based on the analysis of current market conditions, demographic trends, local employment factors, and available supply and demand for commercial services, there are several opportunities identified for future commercial development within Edwardsville:
 - » Local food sales/grocery. However, the projected need falls below the threshold necessary to support a full-service grocery. Support does exist for specialty food sales or businesses that can attract a more regional population.

Figure 13: Income: Edwardsville vs Total Market Area



Source: ESRI 2017 Estimates



Figure 17: Translating Gaps to Opportunity

INDUSTRY GROUP	SQUARE FEET SUPPORTED (NEGATIVE INDICATES SURPLUS)		NOTES, POTENTIAL OPPORTUNITY
	PRIMARY	TOTAL	
Furniture & Home Furnishings Stores	1,846	-51,113	Potential exists in the primary market area but unlikely due to fierce competition in the total market area.
Furniture Stores	1,290	-51,562	
Home Furnishings Stores	556	449	
Electronics & Appliance Stores	649	5,246	Depends on the type; there is also a deficit in the total market area.
Bldg Materials, Garden Equip. & Supply Stores	-6,014	-5,602	Currently surpluses in both the primary and total market areas
Bldg Material & Supplies Dealers	-3,315	-3,206	
Lawn & Garden Equip & Supply Stores	-2,699	-2,396	
Food & Beverage Stores	9,558	19,494	Potential, there is a deficit in the primary and total market. However, stores need to meet a minimum size to attract interested parties. Meeting documentable local needs requires some component that appeals to a regional market.
Grocery Stores	9,562	18,212	
Specialty Food Stores	261	673	
Beer, Wine & Liquor Stores	-265	608	
Health & Personal Care Stores	1,653	-5,592	Potential boutique scale, but total market area shows a surplus.
Clothing & Clothing Accessories Stores	2,242	-3,986	Potential, but there is competition in the total market. Best niche would likely be jewelry, luggage, and leather goods which has a deficit at the total market level.
Clothing Stores	1,510	-3,229	
Shoe Stores	287	-1,727	
Jewelry, Luggage & Leather Goods Stores	445	970	
Sporting Goods, Hobby, Book & Music Stores	1,373	2,570	Potential Edwardsville and the total market area could support boutique scale stores. However, these limited areas do not generate stand-alone retail possibilities
Sporting Goods/Hobby/Musical Instr Stores	1,144	2,582	
Book, Periodical & Music Stores	229	-4	
General Merchandise Stores	6,825	-86,002	Local potential but unlikely due to fierce competition in the tertiary market
Department Stores Excluding Leased Depts.	8,107	-74,161	
Other General Merchandise Stores	-1,281	-11,841	
Miscellaneous Store Retailers	2,333	-2,830	Potential, but competition exists in the tertiary market, specifically for Other Miscellaneous Store Retailers. Otherwise, could possibly accommodate specialty retail, but demographic characteristics suggest less support than may be necessary.
Florists	120	470	
Office Supplies, Stationery & Gift Stores	633	1,848	
Used Merchandise Stores	278	-514	
Other Miscellaneous Store Retailers	1,303	-4,635	
Food Services & Drinking Places	5,203	-5,250	Potential, Depends on type. Restaurants often face fierce competition. See previous discussion.
Special Food Services	65	274	
Drinking Places - Alcoholic Beverages	469	466	
Restaurants/Other Eating Places	4,670	-5,990	

Source: RDG Planning & Design; ESRI

- » Eating/drinking establishments
- » Specialty retail
- A logical retail development strategy should incorporate these ideas by
 1. Seeking to retain a larger share of local Edwardsville demand in the primary area;
 2. By emphasizing some basic services, retail specialties, and restaurants that appeal to people in the secondary area.
 3. By including iconic businesses that can attract some retail consumers and visitors from the Speedway, Village West, and Village South areas.

INDUSTRIAL AND ENTREPRENEURIAL SPACE

- A large percentage of urban land in Edwardsville is devoted to industrial use. However, this space is overwhelmingly located in large buildings.
- There appears to be a lack of relatively inexpensive but high quality business space for start-ups, workshops, and entrepreneurial activity in the Edwardsville market area (and outside of emerging areas in Kansas City, MO and co-work environments in suburban



Figure 20: Housing Demand

	2015	2017-2024	2025-2030	Total
Population*	4,372	4,523	4,626	
Household Population*	4,187	4,331	4,430	
Average Household Size*	2.84	2.84	2.84	
Household Demand*	1,472	1,523	1,558	
Projected Vacancy Rate	9.4%	8.0%	7.0%	
Units Needs*	1,625	1,655	1,675	
Annual Replacement		8	6	14
Total Unit Demand*		38	26	64
Average Annual Construction		5.4	4.4	4.9
Source: RDG Planning & Design				

centers like Lenexa), with the exception of some establishments along K-32 to Bonner Springs.

HOUSING

- Housing in Edwardsville exhibits the following characteristics:
 - » 75% of units are owner-occupied, suggesting a market for additional modern rentals
 - » Mobile homes make up 21% of units, signifying a sizable demand for affordable housing.
 - » The vacancy rate stood at 9%, higher than the preferred rate of 5-6%. However, most vacant units are not available for sale or rent, and its vacancy rate has stayed around five percent historically.
 - » The median home value is \$118,000 and the median contract rent is \$538 per month, both of which are lower than in many peer communities. Likely this is due to prevalence of mobile homes.
- To date, Edwardsville’s slow growth has produced a relatively sluggish new construction market. To accommodate projected growth based on small trends,



only 64 units are needed by 2030 or about 5 new units per year. However, retaining commuting workers with a good supply of contemporary housing could change that dynamic. Retaining 2% of workers currently commuting to Edwardsville creates a demand for an additional 83 units. In addition, more existing units could be replaced with new rental or equity products which could increase demand.

CONCLUSIONS

Probable trends indicate Edwardsville will continue to grow steadily but modestly. This market analysis suggests:

- A strongly middle-class population of working households with an unmet need for local services.
- Competition from commercial developments in the surrounding area which currently is used to meet the needs of Edwardsville's residents.
- Significant gaps in demand versus supply in retail categories such as grocery, eating and drinking, and some specialty retail stores. However, there are challenges, including established competition and locally

generated space needs and sale volumes that do not meet the threshold of feasibility.

- Satisfying locally generated gaps must also appeal to broader populations in and around the market area, including consumers in the secondary and tertiary market areas, visitors to the area (such as those to Village West), and traffic on K-32 and to some extent on I-435. This requires businesses that:
 1. Meet local consumer needs effectively
 2. In doing so, have differences or distinctive features to expand their appeal beyond the local market
 3. Provide customers with a high-quality

environment that produces an experience worth the diversion.

- A modest demand for new housing that can be substantially expanded by
 1. Attracting some workers who commute to Edwardsville every day for work
 2. By upgrading the community's housing stock by replacing existing homes.

The study area may be able to help expand housing demand and growth only if suitable residential environments can be created as part of a successful placemaking program that minimizes the negative impact of a major highway.



4 PUBLIC ENGAGEMENT AND GOALS



4

The Connecting Edwardsville study process included several opportunities and strategies for sharing information and collecting input from the community.

Steering Committee – The City invited a targeted group of people representing many of the organizations with oversight or an intrinsic interest in this part of the Edwardsville community and/or development activity in the area. The Steering Committee met several times throughout the study process to review collected data, give input on community priorities, and provide feedback on identified alternatives and recommendations.

Key Stakeholder Group – A separate meeting included invited stakeholders with known involvement with property in the study area. Stakeholders were given an overview of existing conditions and asked to share their thoughts on community priorities and what types of development would be most desired and/or likely in the study area.

Public Communications – The City shared a series of short videos via City social media

accounts to raise awareness of some of the questions being investigated by the study group and gauging interest in implementing changes that were suggested as a result of the study process. The amount of views and comments were significantly higher than expected, affirming the community’s interest in improving this part of Edwardsville.



City of Edwardsville, KS - Government
January 4 · 🌐

See the video below for the next segment of the Connecting Edwardsville project. This video shares some of the demographic information the planning consultants uncovered. The various working groups related to this project have taken this (and more) data to try and help determine what is the best use of the 4th & K-32 intersection based on who lives here, what they do for a living, and future population trends.



1.8K Views

👍 Like 💬 Comment ➦ Share

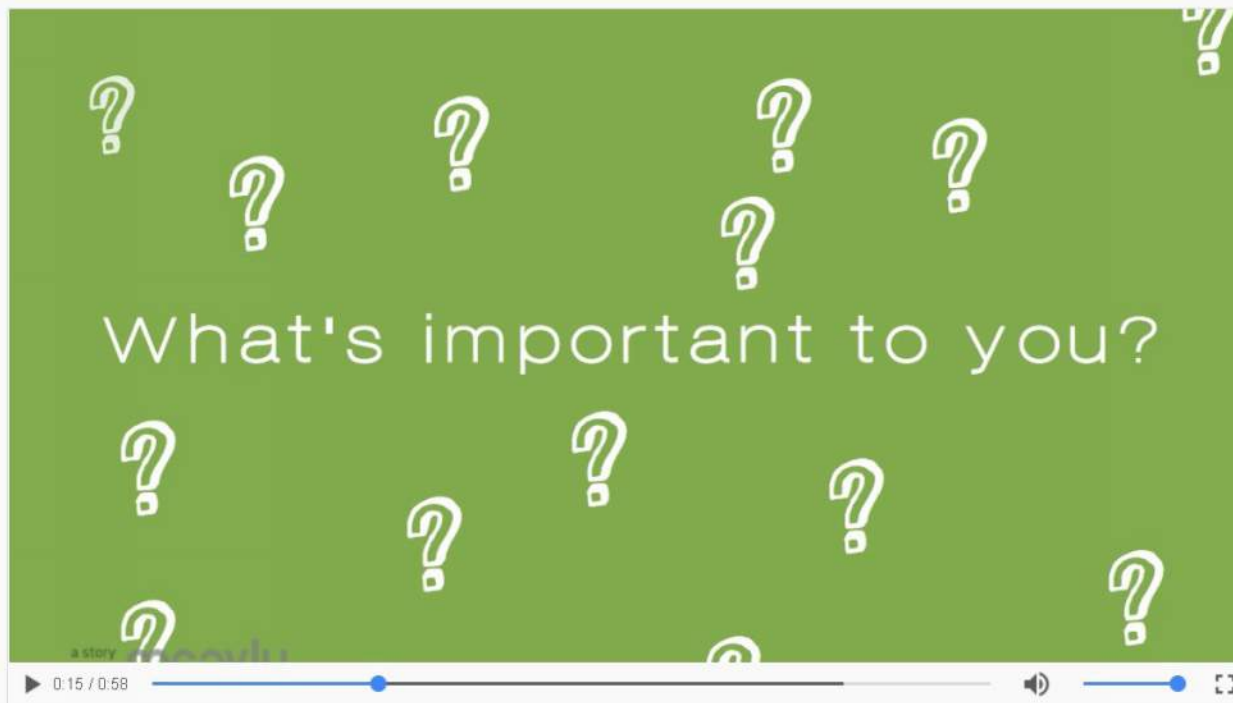
PUBLIC ENGAGEMENT AND GOALS

STEERING COMMITTEE REPRESENTATION

- City of Edwardsville
- KDOT
- WYEDC
- USD #500
- Unified Government of Wyandotte County/ Kansas City, KS
- MARC

Additional information regarding outreach and engagement participation can be found in the study appendices.



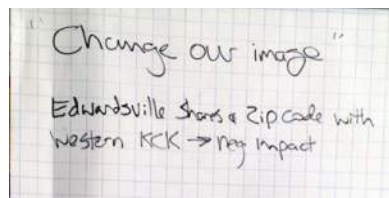


During these sessions, the consultant team reviewed existing development and transportation facilities, demographic trends, and economic conditions with attendees. This presentation also considered other planning documents, including the city's future land use plan and relevant recommendations from the Tri-City Multi-modal study. After the presentation, participants were asked to:

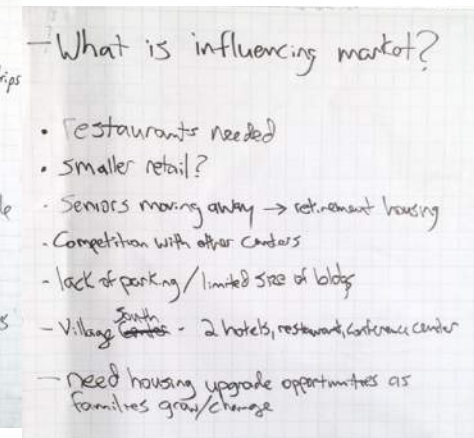
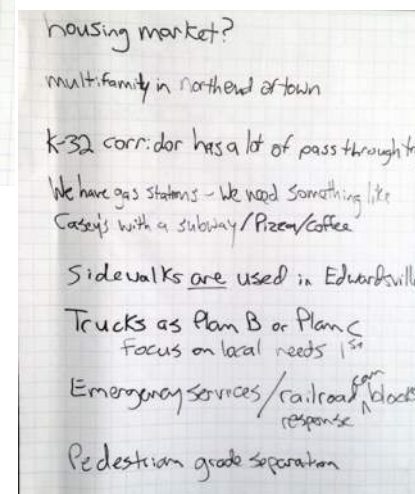
- Identify existing needs or deficiencies in quality of life or public services near the study area
- Present opinions of factors influencing development in the area, and
- Discuss desired outcomes and changes for the study area.

GOALS

A central objective of the engagement process was identification of priority goals for the study area. During the goal-setting process, the consultant team engaged the Steering Committee, key stakeholders, and City officials in a series of meetings to discuss the existing conditions within the community and develop a list of desired changes for the study area as well for all of Edwardsville.



A portion of the factors, issues, and suggestions that were identified by engaged participants



4

After discussing the current conditions, reviewing the market analysis, considering the different opinions expressed, and applying the goals included in the City’s comprehensive plan, the following priorities were identified for the study area and surrounding portions of Edwardsville.

Priority A: Improve Edwardsville’s Sense of Place and Image

The study area in general and the 4th and K-32 intersection in particular are the image gateways to Edwardsville and mark arrival in town for travelers from I-435 to the east and the Village West complex to the north. Yet the corridor does not present itself as a distinct place. Probably its strongest feature is the Post Office/4th Street Café building, but other than that, it lacks scale and community character. Participants in the process identified this problem and called for both a richer definition of the “Edwardsville Corner” and a more attractive corridor as K-32 passes through the city.

Priority B: Attract New Restaurant and Retail Businesses Near 4th & K-32 Highway

K-32 brings substantial traffic through Edwardsville and the city’s extensive industrial

development imports a large number of employees to town. Both factors, as well as local consumer dollars that leak to surrounding areas provide moderate though significant opportunities for restaurants and local service retailing. New development at Village South within Edwardsville’s corporate limits also provide an opportunity for economic linkage with the traditional town.



PUBLIC ENGAGEMENT AND GOALS

Priority C: Improve Pedestrian Connectivity

K-32 and the UP mainline present formidable barriers to pedestrian connectivity. The K-32 corridor, which many local residents perceive as unsafe to cross in its current configuration, divides the north and south parts of Edwardsville and causes elementary school administrators to actively discourage students from walking to school. Only 4th Street offers a crossing over the railroad, and that access is also hampered by a lack of continuous sidewalks on 4th Street and other local streets. Internal pedestrian circulation among commercial uses at Edwardsville Corner is also difficult. Better pedestrian connectivity is important to tying these various features together into a unified community.





Priority D: Increase New Choices for Middle and Upper-Income Housing

Housing production in Edwardsville has been limited during recent years, and based on this precedent, the market analysis summarized in Part Two forecasts relatively modest new construction for the foreseeable future. However, continued development around the Village West/Village South areas and the large number of workers who commute to Edwardsville suggest that this market could expand. Currently, mobile homes make up 21.5% of the city's housing supply, and 65% of its owner-occupied units are valued below \$150,000. Participants in the planning process identified a goal to diversify the housing stock with more units targeted toward middle and upper-income

households. However, a significant market can also be identified for owner-occupied workforce housing.



PUBLIC ENGAGEMENT AND GOALS

Priority E: Coordinate Railroad Quiet Zone Improvements with City's Preferences

A quiet zone crossing at 4th Street would have a number of benefits, including improving the living and business environment in the immediate area, and providing a safer crossing for all modes at this location close to the major K-32 intersection.



5 A LIVE-WORK COMMUNITY: CONCEPTS AND ALTERNATIVES



This section presents a development concept with alternatives for the Edwardsville Connections study area, based on the priorities identified during Steering Committee and Stakeholder meetings. As presented in Part Four, these priorities included:

- Priority A: Developing a Better Sense of Place/ Upgrade Edwardsville's Image
- Priority B: Attracting New Restaurant and Retail Businesses near 4th and K-32 Hwy
- Priority C: Improving Pedestrian Connectivity
- Priority D: Increasing Choices of Middle and Upper Housing Segments
- Priority E: Coordinating Quiet Zone Improvements with City's Preferences

This discussion begins with development strategies designed to guide realization of these priorities in a unified way, based on our assessment of the study area's character and context. It continues with more detailed and illustrated concepts and options that illustrate how these strategies may be used on the ground to realize the idea of a "live-work" community – a sustainable place for all ages that existing residents and businesses can take pride in and

A LIVE-WORK COMMUNITY: CONCEPTS AND ALTERNATIVES

younger and in which new households and enterprises can build ownership.

DEVELOPMENT STRATEGIES

Strengthen Edwardsville's character and presence on the K-32 corridor. This process begins at 4th and K-32 and the surrounding study area – the gateway and arguably most strategic and visible location in the city. It is important for several key reasons:

- A positive image center enhances the city's regional reputation, which in turn expands its attraction to people making major investment decisions such as home purchases and business starts. The resulting dynamic stimulates growth and sustains property values.
- Investment at a highly visible civic site transmits a message of public sector commitment to community quality, which in turn tends to resonate with increased investment in private property.

Improve the experience of living and doing business in Edwardsville. Creating a higher level of citizen satisfaction with a city is an intrinsic

value that is never a frill. Communities of all sizes have found that strong special districts attract people and build greater vitality among its residents.

Take full advantage of the unique assets of the study area and its location. The K-32 corridor is significant enough in the regional transportation system to have warranted the Tri-City study, which recognized the importance and potential of this string of three cities – Edwardsville along with Kansas City and Bonner Springs – in the metropolitan region. However, individual assets of Edwardsville create special possibilities that strategies for the study area should maximize:

- Major transportation assets in addition to the K-32 Highway itself, a location within a few miles of both I-435 and I-40 and along a Union Pacific mainline, which has generated the city's status as a major regional industrial employment center.
- Proximity to Village West and the Kansas Speedway. These features, connected to Edwardsville by both 110th Street/ Edwardsville Road/4th Street and I-435, attracts thousands of visitors annually and



generates tremendous consumer activity. This major center produces important economic development opportunities for Edwardsville, already being realized with the Village South project, but also produces significant possibilities for the 4th and K-32 study area if it offers a distinctly different experience.

- Land availability for entrepreneurs in the K-32 corridor. While the portion of the study area between the UP and K-32 is probably less than optimal for residential development because of road and railroad impacts, its supply of land unaffected by floodplains, along a well-traveled multi-lane regional highway, and with little topography, is well suited to small industry and “maker” space. Some of these entrepreneurial businesses have already taken root in the corridor. The overall K-32 corridor would benefit by a planned development accommodating start-ups, workshops, and small enterprises complementing the much larger industrial district to the east.
- The character of the 4th and K-32 node. Nodes or crossroads along linear highway corridors often have significant placemaking

A LIVE-WORK COMMUNITY: CONCEPTS AND ALTERNATIVES

potential, and the 4th and K-32 intersection is no exception. It is the civic entrance to the center of town, and the Post Office/4th Street Café buildings, vestiges of an earlier era in the town’s history, help define the southwest quadrant and contrast with the more contemporary commercial architecture of the Food Mart convenience store and Bank Midwest. The Tri-City Multimodal Redevelopment Plan rightly focused on this node in its ambitious program for the K-32 corridor.

Provide opportunities for emerging households and emerging businesses to build a community of the future. Often, when we think of “placemaking” or “sustainable places,” we have images of walkable main streets, sidewalk cafes, and unique shops. Many such places exist or are being developed anew in the Kansas City metropolitan area, and have prospered with these new urban trends and preferences. But this model does not fit Edwardsville, and our city has something very different to offer.

Edwardsville is in a position to play for the future – becoming a place that can help

existing businesses grow in place and welcome new business starts and innovators, many of which are industrial in nature and have some frankly messy characteristics... and a place that provides opportunities for young households to establish equity in an evolving community. In developing, high-density urban precincts, much has been made of “live-work” buildings – main street structures where artists, entrepreneurs, shopkeepers, and even small manufacturers live above their studios, workshops, and business establishments. This is a concept that harkens back to the early twentieth century model of people living above their small food stores, restaurants, and stores. But Edwardsville can be a live-work community, where people establish both their enterprises and their homes. The characteristics of the K-32 area uniquely lend themselves to this concept.

Create a well-planned but not overly planned framework in the K-32 study area that implements the live-work community concept.

The central portion of the study area between K-32 and the Union Pacific establishes the precedent for this concept. This corridor includes automotive businesses and service shops,



furniture makers, dental offices, convenience stores, and some retailers. The corridor tends to encourage this kind of mix, because external operating and visual effects like outside storage, night security lighting, and truck traffic are largely screened from neighbors who might complain about them by the railroad and the highway.

Our study area along K-32, like many other similar commercial/industrial strips, developed in an improvised, utilitarian pattern that produces a relatively poor overall image. Each site has individual access to the highway, and are disconnected from each other with no opportunity for the synergy of collaboration and contact. The corridor lacks basic design patterns or standards along its very visible highway corridor, and the ideas of pedestrian connections, integration into other parts of the city, or planning for health or environmental sustainability rarely come into play.

This is not the fault of individual businesses, whose primary focus is on their own growth. Buildings that house entrepreneurial businesses are often utilitarian and enclose the space necessary to accommodate their needs. But

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a common sense framework that builds and improves on what is already in the corridor will make undeveloped land more marketable and help guide decisions on the siting and operation of new structures.

Connect the various parts of Edwardsville together. Connectivity is ultimately very important to a successful community growth program, and Edwardsville is currently divided by various barriers – most notably, the parallel K-32 highway and Union Pacific mainlines that are the central sector of this study, but also including the lack of local street connectivity and sidewalks. Connecting the various elements of this study area – the Mobile Home Village, Mission Creek, 4th Street crossroads, Edwardsville Elementary School – can create a framework for new development that respects and complements investments already in place.

THE OVERALL DEVELOPMENT PLAN

Figures 5.1 through 5.3 present an overall land use and development concept for the study area. A significant part of the potential development site includes property owned by the Union Pacific Railroad. This property, addressed more fully

below, may be surplus and ultimately opened for development, but may not be available in the short term. Figure 5.1 presents an option that assumes that the entire property may be developed. Figure 5.2 displays a concept that assumes the railroad property remains undeveloped, and Figure 5.2a shows an ultimate second phase if the UP property becomes available later.





Development Concept 1

(Assuming availability of surplus railroad property)

- 1 Improved intersection crossing
- 2 New retail or civic project
- 3 New commercial development (fast food alternative)
- 4 New commercial
- 5 Flex buildings
- 6 New maker space
- 7 Incubator/limited industrial/office
- 8 Greenway trail
- 9 Urban housing redevelopment
- 10 New small-lot single family
- 11 Future residential
- 12 Path to school
- 13 Proposed event venue
- 14 New service road
- 15 Path and park connection to Village
- 16 New multi-use path
- 17 4th Street quiet zone and new sidewalks
- 18 Bridge over drainage structure with walkway to 104th Street

- Existing Buildings
- New Commercial or Flex
- Maker or Limited Industrial/Start-Up
- New Urban Residential
- New Residential Lots



Development Concept 2
 (Assumes railroad property is not available)

- 1 Improved intersection crossing
- 2 New retail or civic project
- 3 New commercial development (fast food alternative)
- 4 New commercial
- 5 Flex buildings
- 6 New maker space
- 7 Incubator/limited industrial/office
- 8 Service road with parallel trail
- 9 Urban housing redevelopment
- 10 New small-lot single family
- 11 Future residential
- 12 Path to school
- 13 Proposed event venue
- 14 Path and park connection to Village
- 16 New multi-use path
- 16 4th Street quiet zone and new sidewalks
- 17 Bridge over drainage structure with walkway to 104th Street

- Existing Buildings
- New Commercial or Flex
- Maker or Limited Industrial/Start-Up
- New Urban Residential
- New Residential Lots



Development Concept 2a
 (Same as Concept 2 but assumes later availability and development of excess railroad property)

- 1 Improved intersection crossing
- 2 New retail or civic project
- 3 New commercial development
- 4 New commercial
- 5 Flex buildings
- 6 New maker space
- 7 Incubator/limited industrial/office
- 8 Service road with parallel trail
- 9 Urban housing redevelopment
- 10 New small-lot single family
- 11 Future residential
- 12 Path to school
- 13 Proposed event venue
- 14 Path and park connection to Village
- 16 New multi-use path
- 16 4th Street quiet zone and new sidewalks
- 17 Bridge over drainage structure with walkway to 104th Street
- 18 Later stage development of excess rail road property with workshop/office space

- Existing Buildings
- New Commercial or Flex
- Maker or Limited Industrial/Start-Up
- New Urban Residential
- New Residential Lots

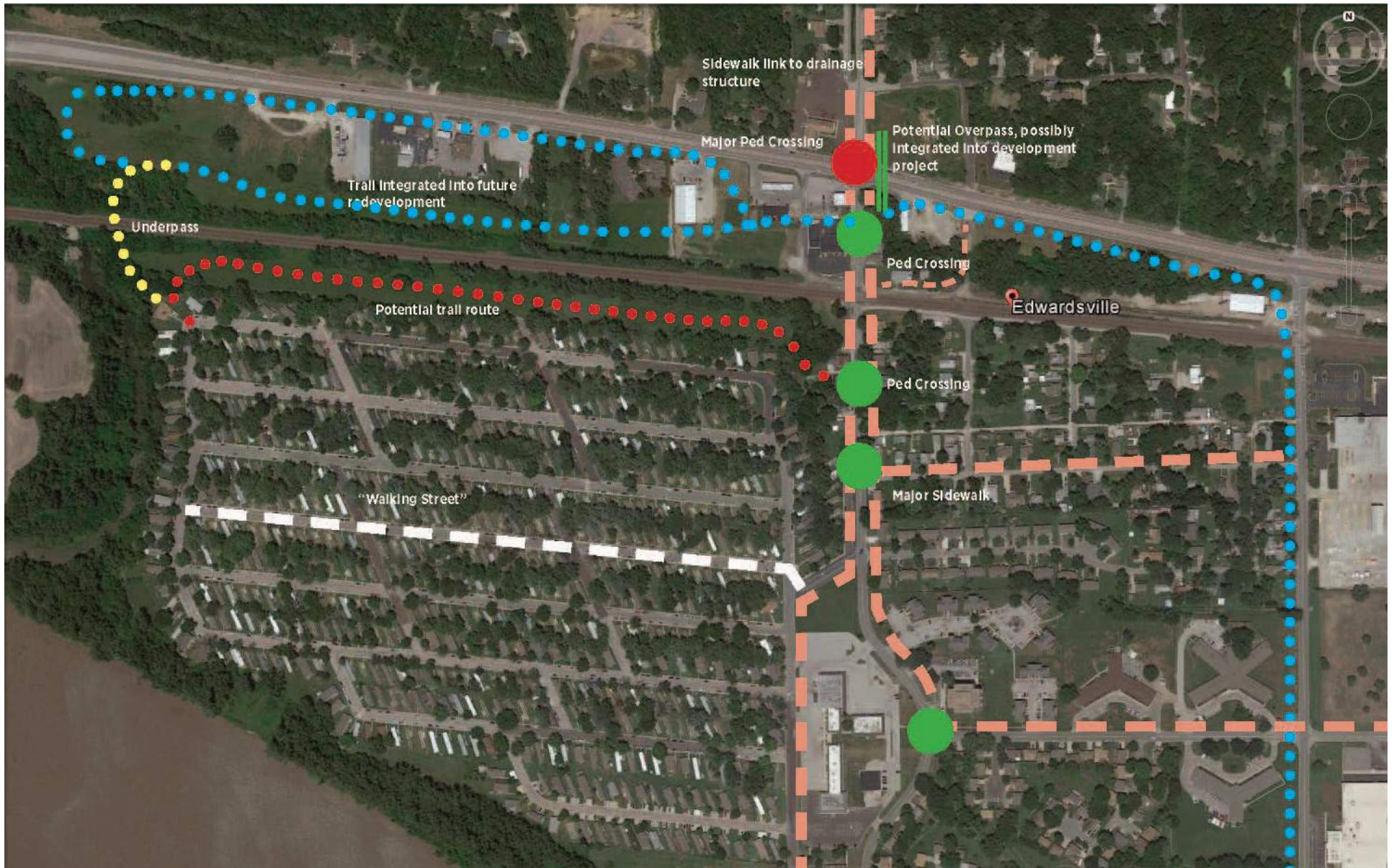


Figure 5.3. Connectivity Concept



The overall development plan for the study area considers four individual focuses that are linked to each other by a connections framework. These development focuses are:

- The 4th Street Crossroads including the four quadrants of the 4th and K-32 intersection
- The Edwardsville Enterprise Corridor, extending west from the Crossroads between K-32 and the highway to Mission Creek
- The residential tier south of the railroad to the approximate study area boundary of Newton Street
- North of the Highway, from K-32 to the north edge of the study area, approximately aligned with the south edge of the Edwardsville Elementary School site

The discussion of each of these focuses below includes a concept statement for the area, the land use and development possibilities, and a program of connectivity improvements.



THE 4TH STREET CROSSROADS

Concept and Vision

By its existing character, location along a principal industrial highway, and probable markets as discussed in Section Three, the 4th and K-32 focus is unlikely to develop as a traditional “main street” district. However, it can emerge as another kind of valuable, if sometimes underappreciated, type of district – a semi-rural crossroads that becomes both a destination and orientation point along a major roadway.

As such, it has a variety of functions: a civic gateway and image center for the community, the “knot” and common territory that helps tie the dispersed parts of town together, a place that offers a respite from the road environment and some surprises to its visitors, and a local “small town” complement to the large-scale traffic and retail/tourist environment of Village West, the Speedway, and the new Village South. Walkability and pedestrian connections are important and help to establish a more relaxed scale for this small community focus. But its buildings will tend to remain individual structures rather than main street blocks or rows. Some of its features will open themselves through exploration and may be nestled in a natural and informal landscape behind the village street environment of 4th Street.

Land Use and Development Features

- Major commercial businesses and traditional buildings would remain in place and provide the foundation for new development. These include the Post Office/4th Street Café building, Bank Midwest, the Food Mart convenience store, and Family Dollar, all on the southwest quadrant of the block. An



4th and K-32 initial study sketches

addition or new street-oriented storefront would extend the façade of the Post Office building.

- New retail or other commercial development to fill the gap between the Food Mart and Family Dollar. This could include a new pad site along K-32 with parking between the pad and a new commercial building.
- A new public square behind the Food Mart and between the bank and the new commercial structure referenced above.
- A new public green space along the east side of 4th Street between the street and the creek, leading into a significant redevelopment site and unified project between 4th and 5th Streets.
- A gateway feature and public green immediately north of the Post Office, replacing a driveway and three parking places.
- A new retail or other commercial project between 4th and 5th Street. The concept illustrated here includes two buildings oriented to the wooded creek environment and connected both to the 4th Street park by

a path and each other by a pedestrian bridge over the creek. Common parking would be visible from the highway and accessed off 5th Street. Potential tenant groups for such a project, designed to take advantage of both exposure to the highway, adjacent public space, and some level of seclusion, could include specialty foods, a restaurant, and locally or regionally-produced products. Its design and marketing program should be directed to both local resident and employee markets, with some outreach to the Village West area. A potential alternative or complement to a commercial project may be a public services center. Such a project could extend east of 5th Street depending on a facility program and space needs.

- A commercial project on the vacant site on the northeast quadrant. Fast food is a logical use here and the site could accommodate a McDonald's-type plan with drive-through. Other restaurant types should also be considered, and an option for multi-tenant retailing as suggested in the Tri-Cities plan may also be considered. If the 5th Street site is used for a public, non-commercial purpose, the tenant program envisioned for that site

would be applicable here. Any project should provide a good connection to a sidewalk along the east side of 4th Street and an improved 4th and K-32 crossing.

Vehicle Connectivity

- Redesign of the parking area serving the Post Office, removing the existing driveway to 4th Street, restriping the lot to a more efficient north-south orientation with 90-degree parking, and providing primary access from 3rd Street shared use of the bank access from 4th Street.
- A new circulation street, aligned with a relocated Pacific Street, extending west through the Enterprise Corridor portion of the study area. This would reduce the necessity for access cuts on K-32 and help unify the commercial and industrial elements of this planned area.
- Improvement and definition of north-south circulation ways, including closing the existing 3rd Street access cut, and extending and defining existing drive west of the Food Mark and the existing Dollar General drive aisle. These actions remove corner conflicts and open the back of the site, creating a

circulation grid for improved property access.

- Relocation and improvement of Pacific Street to increase separation from the railroad, continuing east to 5th Street and north to K-32 with a new creek bridge to replace the now-demolished span.
- Quiet zone medians at the 4th Street railroad grade crossing



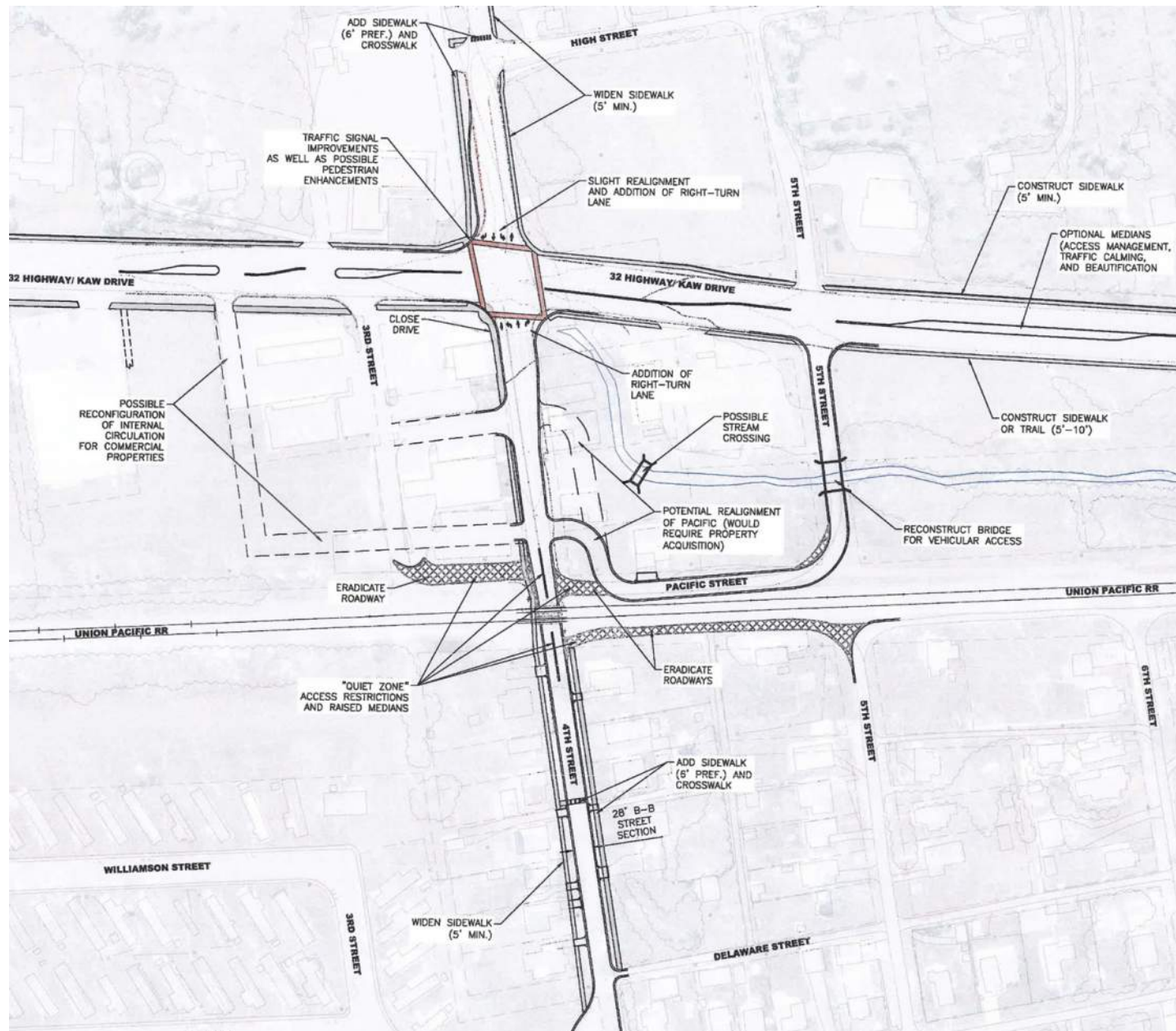


Figure 5.3. Connectivity Features at 4th and K-32



- A creek path through the proposed 4th Street park to the 4th and K-32 crossing.
- Future consideration for a pedestrian bridge over K-32. This bridge should be designed as a signature feature for Edwardsville, with easily accessible ramping, attractive lighting, and gateway elements. Any proposed development plans should accommodate overpass ramps.

Pedestrian/Bicycle Connectivity

- New, six-foot minimum sidewalks along both sides of 4th Street. Site constraints on the east side of 4th Street north of K-32 limit sidewalk width to five feet.
- Pedestrian improvements to the 4th and K-32 intersection, including high visibility crosswalks, median widening and extensions to provide pedestrian refuge areas, and installation of countdown walk signals.
- An internal pedestrian way with path and high-visibility crosswalk markings, connecting the Family Dollar, proposed retail site and public green, bank, and 4th Street.
- Multi-use path extending west from 4th Street along the rear access road and through the entire Enterprise Corridor subarea. This path would cross 4th Street, using the quiet zone median as a refuge, and extend into the proposed 5th Street development project.





Including railroad property



Excluding railroad property

EDWARDSVILLE ENTERPRISE CORRIDOR

Concept and Vision

The Enterprise Corridor should provide a high-quality environment for both existing and new businesses in Edwardsville, with a special emphasis on innovation and entrepreneurship. A business “maker-space” business incubator may well be a component of this program. This land use type, which can also include office and flex

buildings, will complement the large industrial district east of 9th Street. The concept recognizes that many such businesses have an industrial component and involve repair and servicing areas, truck loading and outdoor storage. These necessities will be accommodated conveniently, but directed away from the K-32 frontage. Unlike typical industrial corridors, the EEC will be unified by both a service road and a greenway trail, linking these workplaces to residential areas to the south and the proposed 4th Street Crossroads

district with its special image features along 4th Street.

Land Use and Development Features

- As with the 4th Street Crossroads, the plan proposes that existing business will remain in place, providing the foundation for new development. New public realm investments including landscaping along K-32 and the unifying service road and greenway trail should encourage existing owners to upgrade properties and screen operations areas as needed. Existing establishments include the multi-tenant professional office building, Jackson’s Service Center, truck service facility, and KC Woods casework shop.
- New infill limited industrial, office, flex, multi-tenant incubator, and “maker-space” development, with primary access from a rear access road. Two development options exist, based on site availability:
 - » Option one assumes availability of a 150-foot wide corridor of excess railroad property along the south tier of the site. This permits a more extensive, park-like development, connected by a central

greenway with trail and a rear access road along the railroad right-of-way. New buildings developed in this configuration would have front facades along the greenway, with service and loading courts adjacent to the service road and visible only from the railroad. Other new sites developed along K-32 would also be related to the greenway and would also, in most cases, be accessed from the new road.

- » Option two assumes the railroad property is not available. In this option, the new service road and parallel greenway trail run parallel along the railroad property line. In the future, if the railroad agreed to sell this excess property, new buildings would line the service drive, with shared driveway access to minimize interruptions of the greenway and service and loading areas to the south along the tracks.

Vehicle Connectivity

- New service road with alternative alignments discussed above, depending on the availability of excess railroad property north of the right-of-way. The service road

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would terminate at K-32 east of the Mission Creek bridge. To the east, the service road continues on the south edge of the 4th Street Crossroads area and aligns with the relocated Pacific Street at the 4th Street intersection.

- Most new development would gain access from the new service road. Existing access cuts would be extended to the service road, all of which minimized conflicts between highway and service traffic.
- Improvement and definition of north-south circulation ways, including closing the existing 3rd Street access cut, and extending and defining existing drive west of the Food Mark and the existing Dollar General drive aisle. These actions remove corner conflicts and open the the back of the site, creating a circulation grid for improved property access.
- Relocation and improvement of Pacific Street to increase separation from the railroad, continuing east to 5th Street and north to K-32 with a new creek bridge to replace the now-demolished span.
- Quiet zone medians at the 4th Street railroad grade crossing.

Pedestrian/Bicycle Connectivity

- Ten-foot greenway trail with minimum driveway interruptions, extending to 4th Street. The multi-use path should be extensively landscaped, and provides a central unifying feature for the Enterprise Corridor development.
- Extension of the trail under the railroad, continuing east to form a large active living circuit back to 4th Street in the 150-foot wide open space between into Edwardsville Village and the railroad. This would provide a one-mile recreational loop that would add to the attractions of the development area. It would also include a connection to the neighborhood park in Edwardsville Village.







RESIDENTIAL TIER Concept and Vision

The study area's residential corridor includes the area between the Union Pacific and Newton Street and includes the north part of the Edwardsville Village mobile home park, small homes along 4th Street between the tracks and Delaware Street, and relatively poor housing and street conditions along 5th Street. The development concept proposes maintaining the large and well-kept Village and suggesting eventual residential redevelopment on the balance of this development area.

Land Use and Development Features

- Continued presence of the Edwardsville Village mobile home park.
- Eventual redevelopment of the 4th Street frontage with townhomes or small lot single-family homes with strong street-oriented elements like front porches and front yard gardens.
- Residential redevelopment of the 5th Street block.

- With redevelopment, providing a 100-foot buffer between the edge of railroad right-of-way and adjacent residential development.

Vehicle Connectivity

- Improvement of 5th Street and Delaware in connection with residential redevelopment. Terminating 5th Street with a cul-de-sac south of the railroad.
- Quiet zone median along 4th Street south of the railroad grade crossing.
- Closure and removal of "South Pacific" Street

Pedestrian/Bicycle Connectivity

- Completion of the south leg of the active living circuit in the open area between the mobile home park and the railroad.
- Six-foot minimum sidewalks, integrated with residential redevelopment, along 4th Street south of the railroad.]
- Improved pedestrian connection from Edwardsville Village to new 4th Street sidewalks.



5

- Shared lane markings or virtual bike lanes (see illustration) on 4th Street south of the railroad.
- High visibility mid-block crosswalk between the railroad crossing and Delaware Street. Possible installation of a flashing beacon or other active warning equipment.



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NORTH OF THE HIGHWAY

Concept and Vision

The land forms change dramatically north of K-32, with steep slopes, wooded areas, and large lot rural residential development predominating. This pattern of conserving slopes, woods, and streams should continue and is consistent with the concept of maintaining sustainable places. However, clusters of more gentle slopes and developable (and in some cases already disturbed) lands offer opportunities to combine the economy of smaller residential lots with the character of the rural countryside in these areas near the core of the Edwardsville community. Taking advantage of these sites furthers the concept of a “live-work” community. In addition, the North of the Highway development focus should provide better and safer pedestrian access to Edwardsville Elementary School, which now actively discourages students from walking or biking to school because of safety concerns.

Land Use and Development Features

- Development of disturbed “peninsula” site north of K-32 with small lot single-family and townhome development, designed

to provide affordable homeownership opportunities.

- Master planning of relatively flat sites around the Edwardsville United Methodist Church for similar small lot residential development.

Vehicle Connectivity

- In new peninsula development area, loop street access to prevent a long cul-de-sac. Use narrower than normal street right-of-way to conserve land while providing adequate space for circulation.
- Extension of South 104th Street into new development areas to provide direct access to elementary school

Pedestrian/Bicycle Connectivity

- Path connection between “peninsula” development cluster and extended 104th Street to provide continuous pedestrian path to elementary school.
- Sidewalks on at least one side of 104th Street extension.
- Short pedestrian bridge from 4th Street west side frontage road over drainage structure

to provide access from west side areas to the school.

- Sidewalk on west side of 4th Street/Edwardsville Road to S. 104th Street. High visibility crosswalk with hybrid beacon (HAWK) signal at 104th Street/Elementary School intersection.



6 RECOMMENDATIONS



In consideration of the existing conditions within the study area, discussions by the Steering Committee and Key Stakeholders, and public input, the following are the recommended steps for the community to take to move towards their desired outcomes.

LAND USE AND DEVELOPMENT

- Retain most of the existing commercial buildings as anchor for additional development west of 4th Street. Encourage prospective developers to construct new buildings on an infill basis between K-32 and the UP rail line. The creation of a central public space between the Post Office, bank, and convenience store may allow for a more attractive commercial node.
- Encourage a significant redevelopment project east of 4th Street between K-32 and the UP rail line. Incorporation of public green space along the creek would buffer the drainageway and create a community amenity. This redevelopment could involve retail, restaurant, or public services as building users.

- Close the drive off 4th Street on north side of Post Office. This space could be repurposed to create a “gateway” feature and improved pedestrian amenities near the intersection.
- Allow commercial development of the northeast corner of 4th and K-32 with an appropriately-scaled structure. A smaller fast-food restaurant with drive-thru or multi-tenant retail could be successful with careful site planning.
- Encourage a medium-density residential development west of 4th Street and north of K-32. Such a development could be smaller lots for single-family homes or townhomes. Access to such a development would be limited from K-32 and better served through construction of new street(s) to connect to 4th Street.

CONNECTIVITY

- Encourage reconfiguration of the driveways between the existing businesses west of 4th Street to improve circulation, increase space available for further development, and reduce the number of access points along K-32 and 4th Street. May also include construction of a

- new roadway adjacent to the UP rail right-of-way to provide a continuous vehicular access separate from K-32. A 10-foot multi-use path could be incorporated along this roadway to provide a trail linkage west of 4th Street.
- Incorporate recommended street modifications identified in the Unified Government’s current “quiet zone” project.
- Widen sidewalks along 4th Street to meet current ADA standards, at a minimum.
- Make pedestrian improvements to the 4th and K-32 intersection such as well-defined crosswalks, pedestrian refuge areas, ADA-compliant ramps, and updated pedestrian signal heads and push buttons.
- Require new development construction to include pedestrian routes to link commercial properties to adjacent public pedestrian facilities.
- Consider extending 104th Street west of 4th Street to provide access to properties on the north side of K-32.



7 IMPLEMENTATION & PROGRAMMING



To implement the study’s recommendations, there are several steps that need to be taken. Depending on the desired priorities and availability of funds and/ or cooperation from other stakeholders, the table below outlines key initiatives and recommended actions for implementation.

LAND USE AND DEVELOPMENT				
Recommendation		City Action(s)	Private Action(s)	Other
Encourage in-fill development around existing commercial buildings west of 4th Street	Amend Comprehensive Plan and Zoning Map to show changes as permitted and desired by City	<ul style="list-style-type: none"> Prepare conceptual development layout & circulation plan Secure funding for new frontage street 	<ul style="list-style-type: none"> Market open tracts for commercial building Dedicate ROW for new frontage street 	<ul style="list-style-type: none"> WYEDC marketing
Encourage redevelopment between K-32 and UPRR east of 4th Street		<ul style="list-style-type: none"> Consider acquisition of parcels for consolidation Market concept thru EDCs Work with property owners on potential cooperative request for proposals. Secure funding for 5th Street bridge replacement and Pacific Ave reroute 		<ul style="list-style-type: none"> WYEDC marketing
Create a “Gateway” feature at 4th Street & K-32		<ul style="list-style-type: none"> Determine desired feature(s) and prepare preliminary design\market project to possible funders, including arts agencies, foundations, and community alumni 		
Create central public space west of 4th Street		<ul style="list-style-type: none"> Prepare conceptual layout Acquire property for public space 		
Add appropriately scaled development on northeast corner of 4th Street & K-32		<ul style="list-style-type: none"> Establish approved access points for site Market concepts thru EDCs 		<ul style="list-style-type: none"> WYEDC marketing
Add Residential Development Northwest of 4th Street & K-32		<ul style="list-style-type: none"> Determine preferred street access Extend sanitary sewer to vicinity of site 	<ul style="list-style-type: none"> Consolidate parcels to allow for economical development Prepare a preliminary plat for review by City 	<ul style="list-style-type: none"> WYEDC marketing



CONNECTIVITY			
Recommendation	City Action(s)	Private Action(s)	Other
Encourage drive reconfiguration for existing commercial buildings west of 4th Street	<ul style="list-style-type: none"> Prepare conceptual circulation plan Secure funding for new frontage street 	<ul style="list-style-type: none"> Prepare redevelopment plans with improved circulation 	<ul style="list-style-type: none"> KDOT access management initiative to consolidate K-32 entrances
Construct new circulator road along UPRR ROW west of 4th Street to improve access to properties	<ul style="list-style-type: none"> Consider acquisition of ROW through negotiation or condemnation for circulator road Prepare preliminary/final plans Fund roadway construction 	<ul style="list-style-type: none"> Dedicate ROW for new frontage road Determine best road location for long-term development 	<ul style="list-style-type: none"> UPRR grants permission for construction of road along their ROW KDOT or MARC provides funding assistance for road
Construct 10' Trail north of UPRR ROW and along proposed circulator corridor	<ul style="list-style-type: none"> Prepare preliminary design Acquire easements/ROW for trail Fund roadway construction Investigate feasibility and funding for trail undercrossing of UP at Mission Creek 	<ul style="list-style-type: none"> Grant easements/ROW for new trail 	<ul style="list-style-type: none"> MARC provides funding assistance for trail (TAP)
Implement "Quiet Zone" recommendations	<ul style="list-style-type: none"> Acquire properties thru negotiation or condemnation Support Unified Government's current project process Prepare plans for any improvements not included in UG's plans Fund street/sidewalk improvements 	<ul style="list-style-type: none"> Cooperate with acquisition negotiations 	<ul style="list-style-type: none"> Unified Government funds "Quiet Zone" improvements UPRR and KDOT approve rail crossing plans
Widen sidewalks along 4th Street to meet ADA requirements	<ul style="list-style-type: none"> Prepare sidewalk plans Secure necessary easements Fund sidewalk improvements 	<ul style="list-style-type: none"> Grant required easements 	<ul style="list-style-type: none"> MARC provides funding assistance for sidewalk construction (TAP)



CONNECTIVITY			
Recommendation	City Action(s)	Private Action(s)	Other
Make pedestrian improvements at 4th Street & K-32 intersection	<ul style="list-style-type: none"> Identify preferred look of intersection (“sense of place”) Prepare improvement plans Fund intersection improvements 		<ul style="list-style-type: none"> KDOT approves improvement plans KDOT or MARC provide funding assistance (TAP/CMAQ/STP)
Require new development to include pedestrian improvements	<ul style="list-style-type: none"> Incorporate more extensive requirements for development applications Enforce requirements for future developments 	<ul style="list-style-type: none"> Include pedestrian linkages as part of site plans Construct pedestrian linkages with development 	<ul style="list-style-type: none"> KDOT cooperates with improving/adding sidewalks and/or trails along K-32
Extend 104th Street west of 4th Street	<ul style="list-style-type: none"> Prepare roadway plans Secure necessary ROW/easements for street extension Fund roadway improvements 	<ul style="list-style-type: none"> Grant required ROW/easements Construct roadway extension as part of new development 	<ul style="list-style-type: none"> Unified Government supports additional funding for construction
Provide pedestrian access from Williamson’s Farm subdivision to Edwardsville Elementary School	<ul style="list-style-type: none"> Work with neighborhood and property owners to secure a path route, probably from 104th Terrace and Barber vicinity. Secure funding through Safe Routes to Schools program for path development and easement acquisition 		



8 CONCLUSION



With its existing transportation links, proximity to services and entertainment, and active industrial base, the Edwardsville community has many positive attributes to support additional growth. The City recognized the benefits in evaluating the existing characteristics of the area surrounding the 4th Street and K-32 Highway intersection and identifying what changes might be appropriate to enhance the vitality, character, and connectivity of the area.

The **Connecting Edwardsville PSP Study** effort has:

- Analyzed the existing market conditions and identified several of the City's most sustainable opportunities for adding new commercial businesses in Edwardsville
- Generated recommendations for future commercial and residential development in the study's area of focus
- Outlined appropriate transportation improvements to provide safer and more efficient facilities for vehicles, pedestrians and bicyclists

- Illustrated several examples for creating a more desirable sense of place for residents and visitors
- Prepared a list of potential actions by the City, private partners, and other stakeholders to implement the study's recommendations
- Demonstrated through the City's engagement efforts that there is significant awareness and interest from residents as to the significance of the study area and a desire to see positive changes there

The City of Edwardsville's investment in this study will yield a good return as the public and private stakeholders work together to encourage new development that pursues the preferred patterns.



9 APPENDIX



