Section I
INTRODUCTION
The usage of water, the types of systems and appurtenances, and maintenance practices need to be quantified in an overall water policy document for JCIA. A water policy document does not currently exist, thus no efficient, standard policy is in place to address such issues as watering times, volumes, backflow prevention, maintenance procedures, etc. It should be addressed by JCIA in the future.

The current water distribution system is shown on the existing utilities plan. Most of the water lines are old, with only a few upgrades to the system made—primarily in response to serving new development at JCIA. The existing lines run in a haphazard manner throughout JCIA, with no particular relation to streets or other utility systems. As the old water system eventually is replace with newer lines, a comprehensive water distribution plan needs to outline the direction of the new system. Particularly, "bundling" of water systems with other utility lines beneath streets or in defined utility corridors would provide an efficient, easily maintained system. Future plans should also address the consolidation and/or abandonment of many existing service lines.

The future supply of water for JCIA is currently being addressed. It is anticipated that the majority of the water would continue to come from the Gardner supply, with a secondary source from Olathe. These two sources would be able to provide over 200 million gallons per year to JCIA, and would meet the current and short-term future needs. Long-term water supply is being sought from Water District #1, and would potentially be available from a hook-up along Highway 169 in 1995 to 1996. It is anticipated that an agreement with Water District #1 would provide enough supply to JCIA for all long-term (full build-out) water needs.
In summary, the future water supply for JCIA appears to be close at hand. The existing system at JCIA for storage and distribution is antiquated, and in need of a significant upgrading prior to any major new development at JCIA. It is recommended that a complete water distribution system plan and water policy plan be developed for JCIA once supply sources have been secured in order to adequately serve existing JCIA tenants and to better position the park to attract additional users.

**Sanitary Sewer System.** The wastewater treatment facility at JCIA is an excellent new facility, completed in July 1990, and designed to accommodate the heavy industrial wastes associated with the existing food processing plants located at JCIA. The plant was designed to accommodate 63,000 population equivalents (on a BOD basis), based on a peak five-day period. The current historical usage, for 1991, operated at 56 percent capacity, based on a peak five-day period. This is a general indication that there is surplus capacity, however, it should be noted that the fluctuations in usage by the three major food processing facilities at JCIA can be great from year to year, or season to season, based upon many variable factors such as sales of product, demand, or internal management practices. It is anticipated that the 1991 usage figures will indicate a typical year, yet some variation in those figures is to be expected, both upward or downward, depending on the variable factors previously mentioned.

The capacity for the current treatment facility to accommodate additional food processing facilities is limited, depending on the scale of facilities expected. It is expected that the facility could easily accommodate at least one more major food processing plant, approximately equivalent to one VanDenBergh Foods facility. Interviews with Johnson County waste engineers indicate that VanDenBergh Foods represents approximately 25,000 population equivalents, based on a peak five-day
period. This figure is slightly less than the historical excess capacity for the existing treatment plant.

In terms of capacity for office buildings or similar type facilities like the current North Supply building, the treatment facility could accommodate approximately twelve additional facilities equal to North Supply. If the need to expand the current treatment facility became apparent in order to accommodate more users at JCIA, the plant could be expanded in increments of 21,000 population equivalents, based on a peak five-day period. The costs associated with that type of expansion would be approximately $500,000 per expansion unit, in 1992 dollars.

The major problems associated with the existing waste water system at JCIA occur as a result of waste generated by the three major food processing facilities. Due to the heavy concentrations of fats and other solids generated by those facilities, the lines leading to the current treatment facility are often clogged and need to be cleaned out on a weekly basis. Both Grinsted and VanDenBergh are building their own pretreatment facilities on-site. Pretreatment facilities would reduce the problems associated with clogging the lines, and would somewhat increase the capacities at the JCIA treatment facility as well. This issue should be resolved in order that prospective JCIA tenants are aware of on-site treatment facilities requirements that are the tenant’s responsibility.

Circulation Systems

Johnson County Industrial Airport has a variety of opportunities and constraints to address with respect to circulation systems. The first level of consideration is the regional connectors. Current and future opportunities exist with the regional
connections associated with I-35. Access from I-35 is good; however, traffic into and out of JCIA during peak periods creates some traffic congestion near the entrance to JCIA, near North Supply. Also, most truck traffic occurs through this entrance as well. Opportunities need to be explored to provide alternative methods of regional access into JCIA, particularly related to I-35.

The Coffman master plan for airport operations expansion locates a future passenger terminal and associated facilities on the southeast portion of JCIA, just south of a proposed new runway (17L-35R). Their plan shows a major intersection between access to the new passenger terminal and U.S. 56. This level intersection with U.S. 56 is probably not necessary, and future direct access connections between the passenger terminal roadways and I-35 should be studied in place of the interchange which Coffman is illustrating. Direct linkages between the passenger terminal and I-35 are far more important and should be addressed more fully in future planning efforts for the passenger terminal.

Secondary regional connections can be found with respect to U.S. 56, the planned 21st Century Parkway, and the planned improvements to 151st Street. JCIA will eventually be adjacent to a major, overall regional circulation system when the 21st Century Parkway is implemented. Planning efforts at JCIA should recognize the implications for restricted access, increased north/south traffic, and image improvements along the Parkway right-of-way (ROW). 151st Street is planned to be improved and will eventually form a strong regional linkage between Olathe and the 21st Century Parkway. Planning efforts at JCIA should acknowledge the opportunities for increased regional traffic east/west, a northern access point into JCIA off of 151st Street, and the implications on through traffic in JCIA as Industrial Parkway becomes a primary north/south spine, connecting 151st with I-35. The

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image and character of Industrial Parkway as a landscaped road with medians should continue its entire length until it intersects with 151st Street. Truck traffic and automobile traffic patterns within JCIA will likely be greatly influenced by such regional improvements.

Several changes in circulation patterns and access points will necessarily occur as a result of the planned regional improvements. First, the intersection of 151st Street with U.S. 56 will change as a result of higher regional emphasis being placed on 151st Street. This will affect current patterns relating to U.S. 56 and its interface with JCIA. Second, because of the planned new runway along the eastern edge of JCIA, the internal east/west connection to U.S. 56 will have to be eliminated, creating the need to explore secondary connections to 151st Street. Third, because the 21st Century Parkway is planned as a major regional arterial, it will necessarily have restricted access points and intersections. This will affect the access opportunities into JCIA from the Parkway, particularly at current intersections with U.S. 56, and 167th Street. Future plans should take into consideration limited access opportunities, particularly in the southwest portion of JCIA where access will likely be difficult into the residential area and the vacant land between the residences and Moonlight Road. Certainly, no direct connection with U.S. 56 and the 21st Century Parkway will occur, leaving the opportunities for alternative access points into JCIA in that area rather limited.

Rail. Due to the requirement that the full 300-foot ROW for the planned 21st Century Parkway be taken from the existing eastern edge of Moonlight Road's ROW, several severe impacts are apparent. With respect to circulation, it would require realignment of the railroad spurs currently flanking JCIA's western property line.
Relocation of these spurs would be necessary, and will necessarily impact the future land uses along the western edge of JCIA as they abut the 21st Century Parkway.

**Pedestrian.** Currently, no organized system of pedestrian pathways, trails, or sidewalks is in place at JCIA. There are significant opportunities to begin incorporating pedestrian systems, primarily flanking the current Industrial Parkway and connecting outlying uses to internal destinations and pedestrian amenities. Primarily, the opportunities for creating pedestrian amenities at JCIA are associated with the ponds, natural drainage areas, water storage areas, and the existing Navy Park and Olathe Naval Air Museum. These places provide a great opportunity to serve as recreational destinations for lunchtime workers at JCIA, as well as other visitors to JCIA. They are well located in central proximity to most current and potential users of JCIA, and provide needed lunchtime relief for workers as well as visual amenities for the overall image of JCIA. Opportunities to link all areas of JCIA to these destinations via pathways or sidewalks should be highly encouraged. The need for a system of sidewalks along roadways is especially critical for safety reasons alone, keeping pedestrians and joggers off of the roadway and out of potential conflicts with auto or truck traffic.

**Local Economic Development Efforts**

The consultant team interviewed public officials and economic development specialists for Johnson County and for the Cities of Olathe, Lenexa, Overland Park, and Gardner regarding their economic development programs and policies and available incentives programs for attracting business and industry. The programs and policies are summarized by jurisdiction below.
Johnson County

The County's most direct involvement in economic development is through financial support for the Johnson County Economic Research Institute (CERI). CERI is supported by the County and by the business community to conduct economic research and publish statistics and data to support the economic development efforts of the cities and of the private sector's economic development efforts primarily housed in the area chambers of commerce. CERI maintains a voluminous computerized economic data base of Johnson County and Kansas City metropolitan area information. The research capabilities of CERI also allow more customized economic studies to be conducted on specific projects and prospects. For instance, CERI conducted an economic impact analysis of the benefits of Johnson County Industrial Airport to the County and larger economy.

The County does not have an economic development department actively marketing Johnson County nor does the County own an industrial park formed specifically to attract businesses to the county. Johnson County Industrial Airport is, however, a significant economic development tool for the County. Although the airport's primary function is to serve the air transportation needs of residents and businesses, the airport's industrial park property is a significant economic development resource. Johnson County has also used economic development incentives to attract businesses to JCIA. The Airport Commission as the operating entity of the County has offered low land leases, tax abatement, and industrial airport revenue bonds as incentives to attract businesses to JCIA in the past.
Johnson County Cities

The Johnson County cities in the competitive market areas affecting development at JCIA are Olathe, Lenexa, Overland Park, and Shawnee. Their economic development programs and objectives are briefly reviewed below.

Olathe. Olathe has been the most aggressive municipality in Johnson County in promoting economic development. Olathe Economic Development is a nonprofit economic development corporation housed in the Chamber of Commerce supported by the City and by the Chamber to promote economic development in Olathe. The economic development organization has a full-time director and staff. The City of Olathe has over 2,000 acres zoned for industrial development. The City has also designated over 2,800 acres of industrial and commercial land on the south side of the city as an enterprise zone. Income tax credits for up to $350 per job created or $100,000 in capital investment are permitted by state law in enterprise zones. Also, sales taxes on capital construction and equipment can be waived. The City of Olathe has been aggressive in offering enterprise zone incentives to manufacturing businesses. Olathe also allows up to 50 percent property tax abatement for 10 years, which is the most significant incentive according to industry officials.

Lenexa. Lenexa has recently established an enterprise zone, approved in 1990, in order to offer the state-permitted sales tax exemptions and job credits. Both Pepsi and PPG Biomedical were granted enterprise zone credits. Lenexa does not grant tax abatement to businesses. The City’s economic development functions are housed in the Chamber of Commerce which has an economic development specialist.
Overland Park. Overland Park also has economic development functions within the Chamber of Commerce where they have an economic development specialist. Overland Park has primarily emphasized office and service uses and has not actively sought industrial or distribution uses. The City has not historically used economic development incentives to attract businesses; however, in 1990, Overland Park created a large enterprise zone for United Telecom’s 247-acre corporate campus. This project is projected to have three million square feet of development and 9,000 jobs. The City of Overland Park also granted 50 percent tax abatement for 10 years on this project.

Johnson County and its major cities have recently begun initial efforts at coordinating economic development programs. The professional economic development directors of Overland Park, Lenexa, Shawnee, and Olathe have formed a consortium to do advertising and promotion to be funded by the participant cities and Johnson County. JCIA will participate as the fifth member.