

Fairfax Master Plan



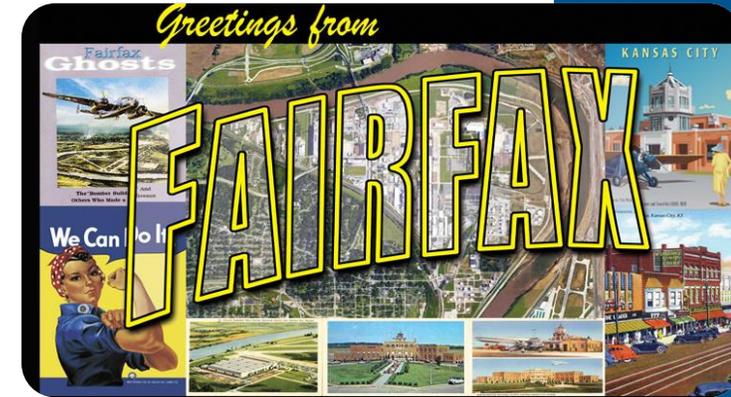
Fairfax Proud

Fairfax will be **100 years old in 2022**. Its location and highway access are excellent, but we need to figure out how to update our district. The appearance of our district directly affects businesses through being able to recruit employees and new businesses.

Many do not know the historical and economic significance of Fairfax:

- Fairfax is located on what was originally the Goose Island river bend of the Missouri River. In 1880, a flood changed the main current to the west of Goose Island creating the Goose Island Chute. By 1907, the state of Kansas answered a Missouri petition for ownership of Goose Island. Kansas countered by saying the change in flow should not change the boundary of the state. The Supreme court agreed and declared Goose Island was part of Kansas on March 22, 1909. Kansas then set about building a levee to protect the area and cut off the flow to the Goose Island channel. This effectively eliminated the island and solidified the ground for use in Kansas and Fairfax, KS was born.

1909 Fairfax, KS was born.



Fairfax Proud

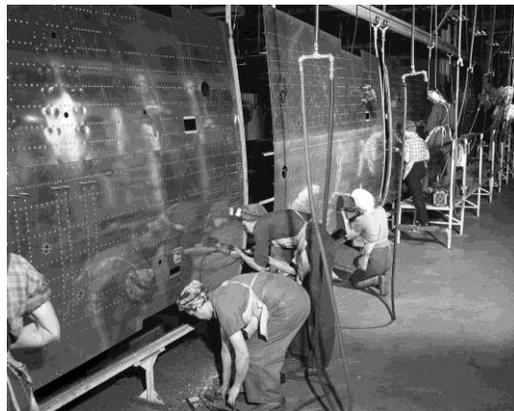
- Between 1921 and 1922, Guy Stanley bought adjacent land and selected the name "Fairfax" because it reminded him of Fairfax, Virginia. In 1923, the land was optioned to the Union Pacific Railroad. Mark, Frank, and George Woods acquired 1,000 of the 1,700 acres of land.

In 1928 the Fairfax Municipal airport was created.

- During World War II The B-25 "Mitchell" Bombers and the Landing Craft Tanks were built in Fairfax.



Harry Truman and daughter, Margaret Truman at Fairfax Airport.



Fairfax Proud

- **FAIRFAX CURRENTLY** houses over 135 businesses, employs over 10,000 people and generates over \$5.4 billion in annual sales.
- World famous brands including, Kellogg's, CertainTeed, Owen Corning and Fairfax General Motors Stamping & Assembly plant.
- Between the 3 pipe line companies, Magellan, Phillips & Exxon Mobil, 95% of the Kansas City metropolitan area's supply for unleaded gas and diesel and 100% of the jet fuel comes out of Fairfax.
- The Fairfax Drainage District protects Fairfax's over \$5 billion investment with 5 mile long levee, floodwall and flood control along the Missouri River.
- The Fairfax District embraces 2,000 acres in a central location of the Kansas City metro area.
- **The Fairfax Industrial District was founded in 1922.** In 1951, Kansas City, KS annexed the Fairfax District.



CertainTeed
SAINT-GOBAIN



Kellogg's

Fairfax Proud

The Fairfax Industrial Association (FIA), was established in 1951 to protect the interests of the district.

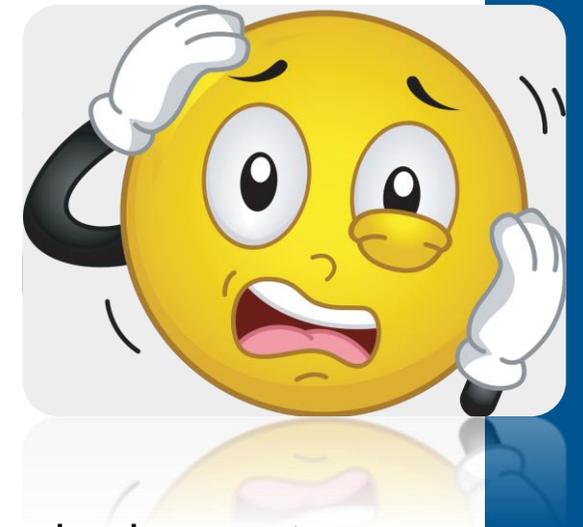
- The FIA Board consists of **12 members** representing businesses within the Fairfax District. The FIA Executive Director reports to the FIA board and serves as the liaison between businesses, the FIA board and FIA partners through various platforms including **FIA luncheons, newsletters, email blasts, public letters, website, one-on-one meetings and the Fairfax Festival.**
- FIA partners include the **Unified Government of Wyandotte County, the KCK PD, the Board of Public Utilities, the Fairfax Drainage District, the Historic Midtown Northeast Association, the KCK Chamber, the Union Pacific Railroad, and the Wyandotte Economic Development Council.**
- The FIA is supported through **resident business memberships and associate memberships.** The association works specifically to address the Fairfax business needs and betterment of the district. ***FIA receives no government or outside funding.***
- **FIACKK.ORG:** Website offers details as well as updates for FIA members current news & events. They also have a dedicated Facebook page.



Main Concerns

FAIRFAX WILL BE 100 YEARS OLD IN 2022. Its location and highway access are excellent, but we need to figure out how to update our district to continue to attract businesses and employees going forward.

- Every time businesses have been surveyed over the last 20 plus years, the top 2 concerns are **SECURITY and INFRASTRUCTURE**. Lack of amenities has also been a top concern.
- In this Fairfax Master Plan we will address:
 - **Infrastructure**
 - **Police & Fire Protection**
 - **Amenities**
 - **Zoning**
 - **Property Taxes**
 - **Workforce Connection**
- *For each area we will estimate: Time frame: Short-term (1 to 5 years), Long-Term (5+ years)
Cost: \$, \$\$, \$\$\$ and Possible Funding Sources: UG, Grants, Fairfax Businesses, TDD, Other*



Why it is Important for Wyandotte County and Kansas City, KS to Address these Main Concerns



- Fairfax is the 2nd highest contributor in property tax to the UG. In 2016 Fairfax contributed \$20 million in property and utility tax, \$8 million of this went directly to the UG. Prior to the Village West development, Fairfax was the top tax contributor. Fairfax generated \$1.137 million in sales and use tax revenue for the city and county in 2017.
- The current look of our district hinders businesses abilities to recruit employees. The look of our district turns potential job candidates away when they come to interview. The district looks run down and because of this the perception is that it is not a safe place to work or a place they want to come to 40 hours a week.
- Employees are also looking for simple amenities such as sidewalks to go out and walk on when they have a 15 minute break.
- When the economy is on the downturn and vacancy rises in Fairfax, attracting new businesses is also difficult because of the appearance of our district. Greg Kindle, President of Wyandotte County Economic Development, has said that he intentionally avoids many streets in Fairfax when showing to potential clients. New industrial districts have popped up in many areas including just across the bridge in Riverside that are more attractive than Fairfax to new businesses.

Infrastructure

Streets, Curbs, Sidewalks and Medians

Long-Term, \$\$\$

Funding Sources: UG, TDD, Fairfax Property Owners

- Most of our streets **do not have curbs and sidewalks**. Adding these will enhance the look of the district, create better storm drainage and add a more attractive place for employees to safely get out and walk on their breaks.
- FIA will update a priority list of the streets. Listed below, streets run east to west then north to south.



Kindleberger Rd



Quindaro Rd



Stanley Rd



Sunshine Rd

Infrastructure

Streets, Curbs, Sidewalks and Medians (page 2)



7th Street



Brinkerhoff Rd



Chrysler Rd



Dodge Rd



Donovan Rd



Fairfax Trfwy

Infrastructure

Streets, Curbs, Sidewalks and Medians (page 3)



Fiberglass Rd



Harvester Rd



McCormick Rd

Study needs to be done on McCormick Rd (below) that curves in to Kindleberger Rd (years ago city rebuilt this road which has since caused flooding on the streets and businesses to west)



Infrastructure

Streets, Curbs, Sidewalks and Medians (page 4)

- Fairfax's existing medians need to be cleaned up, have grass or some sort of landscape as well as new curbing and structure.



Median on Sunshine & Kindleberger Rd



Median at Highway 5 and Sunshine Rd



Fairfax Trfwy - needs to clean up brush & better weed control



Fairfax Trfwy – streets with curbing needs overgrown grass cut back

Conduct Median Study – Artificial grass, rock, other grasses more suitable?



Infrastructure

CMIP Work on Fiberglass Road

- Fairfax currently receives \$100k in CMIP money from the UG. This budget item was approved by the UG commission in 2012. The first project using this funding was for repairing sections of curbs and sidewalks on Sunshine Rd. The second project, now almost complete, is new curbs and sidewalks on portion of Fiberglass Road. The Fiberglass Road project cost \$227k (approximately 2 years of the \$100k budgeted item) .
- FIA encourages the UG Commission to find ways to increase the CMIP funding for its infrastructure improvements.



2017 CMIP Construction



New Curbs and Sidewalks



Street Overlay Scheduled for 2018

Infrastructure

Monument Entrance Signage

Short-Term, \$\$

Funding Sources: UG & TDD

Fairfax needs entrance signage marking our main entrance points to our district.



Fairfax Trafficway and I-70



US 69 Bridge and 7th Street



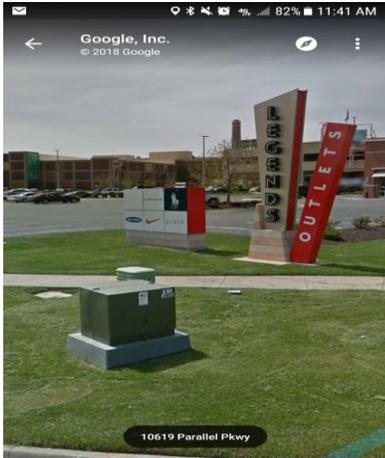
Highway 5 and Sunshine



7th St and Stanley Rd

Infrastructure

Monument Entrance Signage Ideas Need to conduct study to determine look and cost for entrance signage. Have FIA members vote on final concepts. What do we want our first impression of Fairfax to look like? Consider digital signage for FIA to communicate with the District.



Omaha redid their silos with banner artwork. Look at Fairfax silos. FAIRFAX

Infrastructure

Landscaping

Short-Term, \$

Funding Sources: UG & Fairfax Businesses

Where can we add some green? Adding some grassy areas will also help with storm drainage. Right now we do not have much to absorb rain fall so during storms the streets fill up and the sewers cannot keep up. Use artificial grass in some areas?

- How can we encourage property owners/tenants to spruce up their landscape while we stay business friendly?
- Dress or cover some areas with fountain grass?
- FIA could revamp a spring clean-up day?
- FIA and UG can help with code education. UG can help with regular and consistent code enforcement.



Infrastructure

Lighting A brighter district helps keep crime out and makes a district look more inviting.

Short-Term, \$

Funding Sources: UG & BPU

- FIA and UG needs to coordinate with BPU and have a study done on current lighting and ways to improve.
- Consider new cost-saving LED street lighting, particularly on main arteries such as Fairfax Trfwy, Sunshine, Kindleberger and 7th Street.



Fencing Wrought Iron Fencing to replace some fencing.

Short-Term & Long-Term, \$

Funding Sources: UG & Fairfax Businesses

- Encourage businesses to replace old fencing with wrought iron fencing in some key areas, new black colored chain fencing in others and eliminate use of razor wire.



Infrastructure

Drainage/Sewer Systems

Short-Term and Long-Term, \$\$\$

Funding Sources: Federal, UG & FDD

FDD - Identify areas that currently have drainage problems.

FDD – ask city to do a study on area at Kindleberger and McCormick to determine cause of ponding water during heavy rains (per local property owners this problem did not exist until the city had redone the streets in the 1980s).

FDD – Look at Fairfax Trafficway south of FDD location...during heavy rain storms, the street does not drain, causing deep water on road. Does the city need to change the street sewers there?

Harvester Rd – no sewer system between Kindleberger and Sunshine. FDD could oversee a study to be conducted on how to fix.

FDD has already established a priority to replace aging corrugated metal pipe sewers as part of their on-going maintenance program. Find the funding to continue this program.



Infrastructure

Railroad Crossings

Short-Term and Long-Term, \$\$

Funding Sources: UG and UP

FIA will work to establish semi-annual meetings with the rail users in Fairfax, UG, WYEDC and UP to address rail track crossings. FIA would like the UP to identify their right of ways.



FIA will establish priority for repairs. As of March 2018, approximately 85% of all rail road crossings in Fairfax need repair.



Sunshine Rd west of 7th St



Quindaro west of Fairfax Trafficway



Harvester Rd north of Kindleberger



Fairfax Trafficway

Police & Fire Protection

KCK Police Department

Dedicated Police Patrol Car

***Short-term and Long-term, \$
Funding Sources: UG/KCKPD***

- FIA requests to have an on-going **full-time police officer dedicated to the Fairfax District**. Approximately 10 years ago, FIA had established with the KCKPD a full-time patrol car dedicated to Fairfax.

- In 2016, this car was pulled due to a shortage of patrol officers. This was the year that an officer and detective were killed on duty in KCK and Chief Terry Zeigler switched patrol cars from one man to two man cars for added protection of officers.

- In 2017, Chief Terry Zeigler agreed to bring back a part-time dedicated patrol car. Chief Zeigler has also promised to bring back a full-time dedicated car by end of 2018 as the police department is hiring and training new officers to fill open positions.

- FIA supports the idea of having a north patrol station.



Police & Fire Protection

KCK Fire Department

Maintain Fairfax Fire Station

***Short-term and Long-term, \$
Funding Sources: UG/KCKFD***

- FIA requests that the UG keep and maintain the Fire Station currently located in Fairfax. A fire station within the Fairfax District is critical to many businesses in Fairfax with special fire protection needs such as pipelines and storage tanks.
- Having the various products produced and stored in Fairfax as well as the number of employees (currently over 10,000), a fire station in close proximity is necessary.



Amenities

Restaurants, Convenience Shops & Gas Stations

Long-Term, na

Funding Sources: na

Fairfax businesses would like to [see more amenities in the district](#).

Fairfax currently has Phillips 66 gas station with a convenience shop, Carter Energy has commercial fueling station and Flame Throwers BBQ which has a small drive- thru lunch service.

- A couple of [small café type restaurants with drive thru's](#) opened Mon-Fri from 7am to 2pm would work well in the district. [Additional gas stations and convenience shops](#) have also been requested.
- Look at food truck option again?
- How do we make sure this ties in with the overall land use?



Amenities

Hike and Bike Trails in Fairfax

Short-Term, \$

Funding Sources: UG, Grants

Hike and Bike Trail from downtown KCK to US 69 Bridge

FIA supports the UG in their efforts to file the grant application for a hike and bike trail from the downtown KCK area through Fairfax via 7th Street and Brinkerhoff Road linking the new US69 Bridge hike and bike lane to Riverside.

Hike and Bike Trail from Kaw Point Connector down Fairfax Trafficway to Kindleberger Rd and then Kindleberger Rd to US69.

FIA supports the UG finding funding and creating a hike and bike trail along this route as well.

Both of these trails are less challenging than a trail on the Fairfax levee, in that the levee route would expose the flood protection infrastructure to potential vandalism and tampering thereby increasing the risk of flooding. Additionally, the levee route would also put trail users at risk from the constant truck traffic of Fairfax Drainage District (FDD) maintenance staff, contractors, pipe line workers and railroad crews, increasing the liability risk to Fairfax and adjacent businesses.



Amenities

Hike and Bike Trails in Fairfax

Short-Term, \$

Funding Sources: UG

Challenges to a Hike and Bike Trail on Fairfax Levee

The mission of Fairfax Drainage District, as prescribed by the Code of Federal Regulations and the U.S. Army Corps of Engineers, is to provide reliable flood protection and not permit any encroachment or trespass upon the levee rights-of-way which will adversely affect the efficient operation or maintenance of the project works since any small neglect could easily result in damage to property, loss of life and serious impairment of public confidence.

Therefore, in the process of considering a levee trail it is essential to ensure that the FDD's mission is not in any way compromised nor its liability resulting from damages or personally injury claims be increased.



Amenities

Hike and Bike Trails in Fairfax

Short-Term, \$

Funding Sources: UG

Challenges to a Hike and Bike Trail on Fairfax Levee (continued)

Uniqueness of the Fairfax Levee System

The Fairfax District, unlike the other levee districts in the region, has a very thin to non-existent upper clay blanket throughout its entire system which is not conducive to withstanding hydrostatic pressures from rising ground water during periods of elevated river stages.

This unique geologic phenomenon requires an extremely complex system of underseepage pressure relief, collection, delivery and pumping along the levee to prohibit groundwater from breaking through the landward toe and creating uncontrollable sand boils that would otherwise undermine the levee to failure. Specifically, the FDD's underseepage system consists of 127 pressure relief wells; over 12 miles of transmission, header, collector and toe drain lines; 12 high capacity pumping stations; 32 high voltage transformers; 130 valves & gates; and PLC automation with a radio modem monitoring and communication system.

Failure of most any of these flood control features could be catastrophic for Fairfax.

Amenities

Challenges to a Hike and bike Trail on Fairfax Levee (continued)

Increased Measures Required for a Levee Trail

As a result of the complex nature of the Fairfax flood control system and heightened risk of vulnerability when considering the possibility of allowing public access onto its levee for recreational hiking and biking, it follows that the FDD would require increased measures be taken to: safeguard its infrastructure; enact a number of safety provisions for trail users and permitted work crews; avert added liability; and avert increased insurance premiums (assuming that insurance coverage can still be maintained). Similarly, businesses that border the Fairfax levee have expressed their own set of concerns if public access is allowed onto the Fairfax levee necessitating certain requirements that would need to be in place to reduce the risk of exposure of their facilities, equipment & products - including added precautions to ensure public safety and liability protection.

The Fairfax Drainage District has indicated that it is willing to discuss the possibility of allowing public access onto the levee for recreational hiking and biking with the understanding that particular requirements to the general concerns mentioned above for both the FDD and adjacent businesses to the levee are integrated.

Amenities

Challenges to a Hike and bike Trail on Fairfax Levee (continued)

Increased Measures Required for a Levee Trail

Conclusion:

Because a trail connecting the downtown KCK area through Fairfax (via 7th Street and Brinkerhoff Road) accomplishes the goal of extending the trail system to the Riverside levee (via the new US 69 Bridge), it seems unnecessary to further consider opening up the Fairfax levee to the general public which would expose Fairfax's flood protection system and adjacent property owners to increased levels of risk.

By extending the trail from the downtown KCK area to Riverside, via 7th Street and Brinkerhoff Rd., trail users can still experience and enjoy a levee trail on the Riverside levee while not imposing the same level of risk to their flood protection system due to the fact that the Riverside levee does not incorporate underseepage infrastructure in their system as is the case in Fairfax.

Amenities

B25 Bomber/Landing Craft Tank Memorials or Museum

Long-Term, \$\$

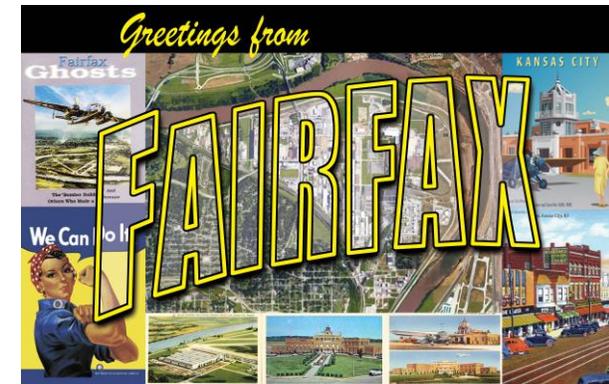
Funding Sources: Grants, UG, Fairfax Businesses, Other

B25 bombers were built during World War II in Fairfax. We had are own “Rosie the Riveters”. The Landing Craft Tank was also built in Fairfax during this time.

Fairfax had its own airport that was located on the old General Motors property which is now the new development of Central Industrial Park on Kindleberger Rd. Charles Lindbergh called Fairfax Airport “The best airport in the nation”. Dwight Eisenhower frequently flew into the Fairfax Airport.

FIA would like to have a memorial built honoring this history.

Possible ideas being discussed are: A **museum** that would attract visitors from around the world. This could also be used as an education center for boy scouts, girls scouts and other programs. **Or an outdoor memorial with audio.** This is just the beginning discussion and ideas and plans are being developed.



Amenities

Kaw Point Park

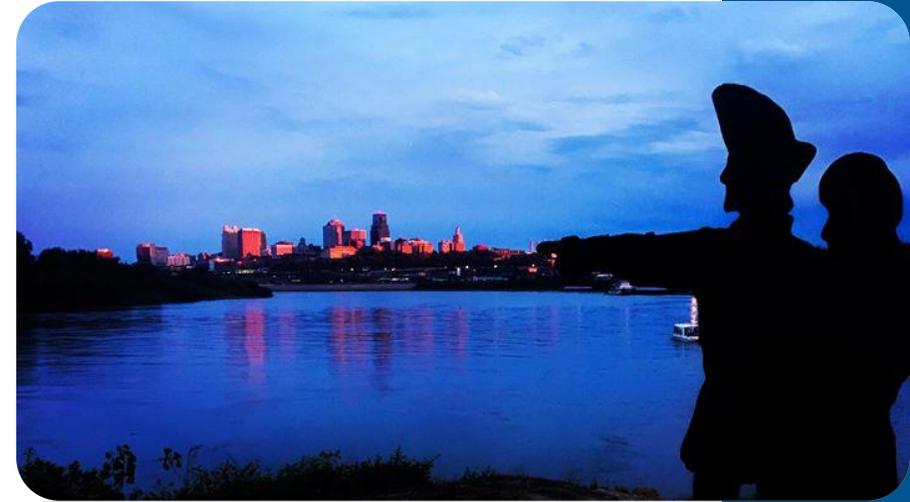
Short-Term & Long-Term Maintenance and Improvements, \$ Funding Sources: UG, Fairfax Businesses, Grants, Other

The Lewis and Clark Expedition camped at Kaw Point, the confluence of the Kansas and Missouri rivers, on June 26, 1804.

Today, Kaw Point Park is located in the Fairfax District and has a great view of downtown Kansas City, but the Point itself remains in a natural state with beautiful wooded trails, wildflowers, and wildlife.

The Fairfax Festival is held annually at Kaw Point Park in the fall.

For 2018, we recommend stone steps be installed at the point from where the Lewis & Clark sculpture down to the river edge. Visitors can then have access to the water from this point and boat tours can be boarded at this location. The estimated cost of this is \$15,000.



Zoning

Zoned for Commercial and Industrial Use Only

na, na

Funding Sources: na

Fairfax District should be zoned for commercial and industrial use only. Any type of residential use will not be permitted.

The Fairfax District is an industrial manufacturing park and most all of it is zoned as M3 (heavy industrial). There is heavy rail, truck traffic and manufacturing which does not mix with residential use.



Property Taxes

n/a, n/a

Funding Sources: na

FIA supports the mill levy being at a level that is competitive with other industrial parks and counties in surrounding areas.

FIA supports legislation be written in a way to protect property owners from incurring a valuation increase in no more than 15% in a given year.

Workforce Connection

Workforce Connection

Short-Term and Long-Term

Funding Sources: Federal, State, Local, UG, Schools

FIA would like to establish a Workforce Connection Committee. This committee would be formed of various workforce organization leaders and Fairfax businesses. The purpose would be to connect job seekers with job openings in the Fairfax District. Part of this could include establishing training programs specific to Fairfax business needs.

