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Adoption

As required in Kansas Statute 19-2958 a public meeting was held before the Planning Commission on May 28, 2008 and proper notice was published in the Leavenworth Times, the official county newspaper. The Leavenworth County Board of Commissioners accepted the recommendation of the Planning Commission to adopt this Comprehensive Plan in open session on June 12, 2008. This Comprehensive Plan is hereby adopted the by the Board of County Commissioners of Leavenworth, County, Kansas.

Steven Rosenthal,
Chair, Planning Commission

Clyde Graeber, Chairman
Board of County Commissioners

Lynn McClure,
Chair, Comprehensive Plan Committee

Gerald D. Oroke, Member
Board of County Commissioners

Christopher W. Dunn, AICP
Secretary, Planning Commission

James C. Tellefson, Member
Board of County Commissioners

Attest:

Linda Scheer, County Clerk

Preface

We plan our communities for a variety of reasons. Mostly we plan because no complex system can function efficiently without some level of pre-planning. Be it a space mission or the spring time planting of a simple backyard, garden some level of planning is necessary for any dynamic system to work. Our county is just such a system involving the interplay of law, the free market, consumers, developers and residents. Some communities plan and regulate to a level that our residents would find economically stifling and personally oppressive. Other communities let nature and the free market take their chosen courses. Our community contains people with views from both ends of that spectrum. However, over the course of creating this plan we have heard the majority of people ask for a plan which finds center of gravity regarding how much planning is appropriate.

A community is always changing, growing, contracting, adapting and reacting to internal and external forces. This comprehensive land use plan is a recipe for the adjustment of one portion of that complex system. Our desire is that the changes this plan proposes will have exclusively beneficial effects. But the reality is that any course of action, even doing nothing, will upset some members of our community. Leavenworth County has tens of thousands of residents and thousands of businesses and institutional stakeholders and there is not a plan that could be presented that will not have its detractors. To account for the desires of all the residents and other stakeholders, the changes proposed here have come about as a result of a very transparent, well-documented and well-reasoned approach to a complex set of problems. Those problems can be summarized as, “What is the County Government’s appropriate role in directing land use?”

County governments have a variety of missions and foremost among them is the wise application of the taxpayer’s hard earned dollar. Elected officials and their support staffs have an obligation to the public to fund only projects which have been debated

under the public's eye and given considerable forethought before their implementation. This plan represents the documented opinions of our local populace and their ideas on *when, how, where and what kind of development should occur in Leavenworth County*. This plan recognizes that striking a balance between growth and a level of selectiveness about what sort of development is desirable is crucial. It recognizes that not all growth is necessarily good, and that we will be continually confronted with real choices between development proposals that just need a small variance from the comprehensive plan to make their development feasible. Saying no to some of those proposals that are not quite good enough will be difficult. But, like any form of delayed gratification we need to understand as a community that upholding the Principles of the plan will outweigh the short term gains of allowing the development community to exclusively control *when, how, where and what kind of development should occur in Leavenworth County*..

This comprehensive land use plan is a powerful tool for the elected officials of our community. It recognizes the opportunities we have as a community and makes sensible recommendations -which if followed- will result in an improved quality of life for our current and future residents and efficient expenditure of taxpayer dollars. This plan also gives elected officials a defensible position from which to deny poor development proposals. This plan informs our citizens that we are ready for business if someone has a quality development proposal.

This plan is a candid self examination of our current state and we recognize, for example, just a few areas where we could do better:

- Current land use policies have resulted in areas of low-density development bordering, and almost surrounding our municipalities. Those areas are a result of a current policy expressed in the Zoning and Subdivision Regulations of Leavenworth County.
- Current land use policies have resulted in an excessive amount of taxpayer dollars chasing new developments when we improve county roads in areas that support a few instead of spending that money where it can do the most good. We have 500 miles of gravel roads in Leavenworth County. No

community could afford the taxes necessary to let anyone, anywhere, develop anywhere they desire. We need to recognize that all land is not equal.

This document was produced by a highly-transparent process that took an honest and critical look at our past practices, policies, and challenges. After much consideration the comprehensive plan committee recommends actions that have been proven to be effective in other communities. None of these recommendations are the exclusive opinion of the professional staff or the consultants. They are recommended after a considerable amount of public discussion and a pro-active public engagement program.

Not only does this document look at ways to adjust poor past policies, it looks into our opportunities to make this community an incredible place to live, work, play and grow our economy. This plan makes recommendations for programs that, if implemented, could result in a Leavenworth County that will look better and function more efficiently than any other place in the Kansas City Metro region. As such, this plan makes some bold recommendations:

- This plan asks you to imagine a future Leavenworth County with the vast majority of our floodplain free of residential and commercial encroachment, but still being fully utilized by our citizens for farming, scenic vistas and recreation.
- This plan asks you to imagine our cities free to grow efficiently as their fortunes allow, and while they grow our cities are able to offer sewer, water, police, fire and road maintenance services to those who are annexed immediately because we have preplanned in a partnership with our municipalities.
- This plan asks you to plan ahead for economic development and plan to provide the myriad of infrastructure that future economic development opportunities might need.

These items are just a few of the recommendations presented to the people and leadership of Leavenworth County. One argument against such a plan that is frequently offered is that it would be fiscally irresponsible to implement such a bold vision and that such a plan could possibly harm economic development opportunities. There are some merits to that form of reasoning.

However, having no land use plan because you may want to keep all development options open implies that you cannot, or should not, be selective in the type of development you will accept into your community. Instead of being viewed as hindrance to economic development or a hindrance to personal choice this plan should be viewed as setting the community standard. **This plan declares that in Leavenworth County we value our quality of life and welcome those that can help us improve it.**

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Clyde Graeber - 2nd District and Chair
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Chapter 1: Introduction

Communities and Planning

This comprehensive plan for Leavenworth County, Kansas, will serve as the official policy document to guide present and future growth, development, and redevelopment in the County. The comprehensive plan (hereafter referred to as the plan) establishes the long term vision and goals for the county and will guide land use patterns and infrastructure improvements over the course of the next 20 years.

By establishing a long-term community vision and goals, the plan helps to ensure community well-being and orderly growth and development. This is especially important as the population expands and the county continues to grow. These pressures can have a profound effect on the infrastructural capacity, physical land use patterns, community well-being, natural resources and aesthetics of the county. It can also affect the planning coordination among local municipalities and the county. For this reason, the plan addresses the following:

- Physical development
- Our established guidelines for future land development, public infrastructure and provision of essential services
- Long term land use and infrastructure needs (2008-2028)
- Coordination among local planning institutions
- Plan adaptation and revision to meet ongoing societal and community changes

Whether on a neighborhood scale or a regional scale, high quality communities enrich the lives of the people living there. In a highly mobile society, and especially in Leavenworth County, which has a high influx of residents who were born and raised elsewhere, people often choose their place of residence based on a variety of criteria, such as the proximity of family, amenities and occupation, but also based on a general sense of the available quality of life. In this way, a good quality of life often translates to

a sense of community, economic expansion, prosperity and long-term community sustainability.

Planning to Continually Improve Community Quality of Life

Communities known for their quality of life and stimulating quality community environments don't just happen. Careful planning, consideration and consensus-building must occur in order to pursue and attain the type of environment that promotes desirable high-quality lifestyles. This can be accomplished by setting goals as a community and developing policies to achieve these goals. The overall vision and goals for the Leavenworth County community are expressed in detail in this plan.

Preparation of the plan comes at a timely and critical point in the life of

Leavenworth County. The Kansas City Metropolitan Area has been expanding its footprint steadily. As the dense urban population decentralizes to the suburbs, rising significant issues include:

- **Economic Development, Jobs and Revenue** – Including economic stability, job creation, increased revenue and adequate and well-placed industrial uses.
- **Transportation Connectivity** – Additional North/South connection routes within the county as well as South/East oriented road improvements which will increase access to the Metro.
- **Transportation Accessibility** – Improved and additional highway access to major regional transportation networks, including air travel.
- **Rural Population Density** – Maintaining a low population density in the rural sections of the county as large-lot (2.5, 5 and 10-acre lots) subdivisions

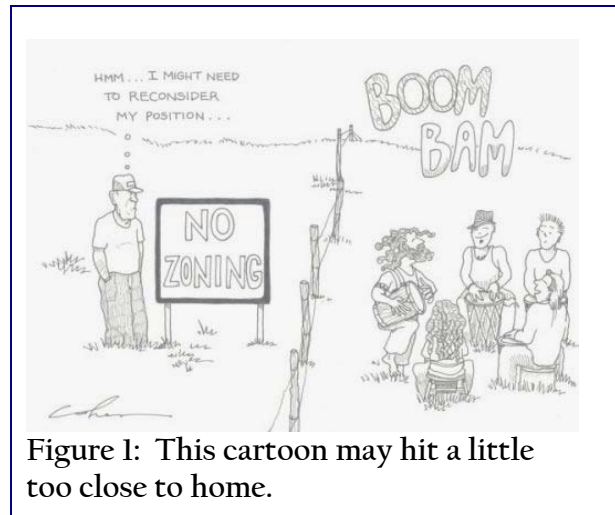


Figure 1: This cartoon may hit a little too close to home.

begin to develop throughout the county. Some of these subdivisions are inappropriately close to the cities.

- **Preservation of Agricultural Resources** – Maintaining the county’s agricultural viability and “rural flavor.”
- **Flood Mitigation and Stream Preservation** – Improving safety, recreational amenities and aesthetics along Stranger Creek.
- **Housing Choices** – Providing a variety of housing choices and home prices.
- **Historic Preservation** – Conservation of historic sites and structures.

In order to achieve an overall unified vision for the future, coordinating the plan with other municipal and regional jurisdictions is very important. Periodic document revision can also be just as important a step in the comprehensive planning process as drafting the original document. In this way, the document itself can become a “living” and adaptable document, coordinated with other municipal and regional planning institutions, and up to date with the current situation within the county. Periodic revisions and amendments should take place as needed along with a consistent revenue flow via government budget to help ensure yearly review.

Background to the Planning Process

The revision to the comprehensive plan was initiated by the Board of County Commissioners in response to those issues previously identified. The process for county staff began in January 2007. In May 2007 the firm of Ochsner, Hare and Hare was selected and placed under contract to begin the plan. The plan was completed in May 2008 and presented to the Board of County Commissioners in June 2008.

Vision Statement

The following vision statement provides a guiding philosophy and underlying direction for the plan as it directly relates to impacts, current issues and the future of Leavenworth County.

Leavenworth County will marshal our abundant human and natural resources to improve the quality of life of all our citizens. We will maximize our distinctive location and attributes, promote orderly development, maintain the rural character, develop greater spatial connectivity¹ and encourage responsible and sustainable economic growth.

The basis of the vision statement was formed with input from residents across the county, the comprehensive plan Committee, as well as county officials. It is a combination of individual visions, hopes and concerns for the present and future prosperity of the county. Together these individual visions and goals are incorporated into a unified, guiding Vision Statement.

Legal Basis for Planning

The purpose and content of this comprehensive plan was prepared in accordance with Kansas Statute, which authorizes counties and county officers:

“...to prepare and adopt plans and land use regulations with multiple advisory bodies so as to bring unity, consistency and efficiency to the county’s planning efforts. Such plans and regulation shall be designed, in accordance with the present and future needs of the county and shall promote the public health, safety, morals, comfort, convenience, prosperity and general welfare and protect the land, air, water, natural resources and environment and encourage their use in a desirable manner and insure efficient expenditure of public funds and conserve and protect the values of property under jurisdiction of the county” (K.S.A. 19-2956).

Drafting and revising a comprehensive plan is one of the main ways in which county officials accomplish the aforementioned statute goals:

“The planning commission, with the approval of the Board of County Commissioners, may make or cause to be made a comprehensive plan for coordinated development of the county in the manner, and for the purposes, provided by this act” (K.S.A. 19-2958).

This plan addresses each of the following subjects mentioned in the excerpt of K.S.A. 19-2958 below. This plan is the Board of County Commissioners recommendations regarding:

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

Once this document and the accompanying map, entitled **Future Land Use Map: 2008**, are signed by the Chair of the Planning Commission, attested by the County Clerk and placed on file in the County Clerk's office, the requirements of K.S.A. 19-2958 are fulfilled.

Relation to Zoning Regulations

The comprehensive plan utilizes the following land use classifications as a general policy guide for future development in the county. The Land Use Classification Table lists the land use classifications in the right-hand column. Current zoning districts are listed in the left-hand column and correspond to the land use classifications.

Table 1: Comparison of Leavenworth County Zoning and Land Use Classifications		
R	Rural- Residential	Rural Density Residential Low Density Residential
	RR-2.5 Acre	
	RR-5 Acre	
	RR-38 Acre	
R-1	Single Family Residential	Low Density Residential
	R-1(10 Acre)	
	R-1(15 Acre)	
	R-1(43 Acre)	
R-2	Single Family Residential	Low Density Residential
R-3	Two Family Residential	
R-4	Apartment Residential	High Density Residential, Mixed Use/Office/Warehouse/Commercial
B-1	Neighborhood Business	Commercial, Mixed Use/Office/Commercial
B-2	Limited Business	Commercial, Mixed Use
B-3	General Business	
I-1	Limited Industrial	Industrial
I-2	Light Industrial	
I-3	Heavy Industrial	Industrial
PUD	Planned Unit Development	Low Density Res./Medium Density Res./Mixed Use/Office/Commercial
Source: Leavenworth County Zoning and Subdivision Regulations 2006		

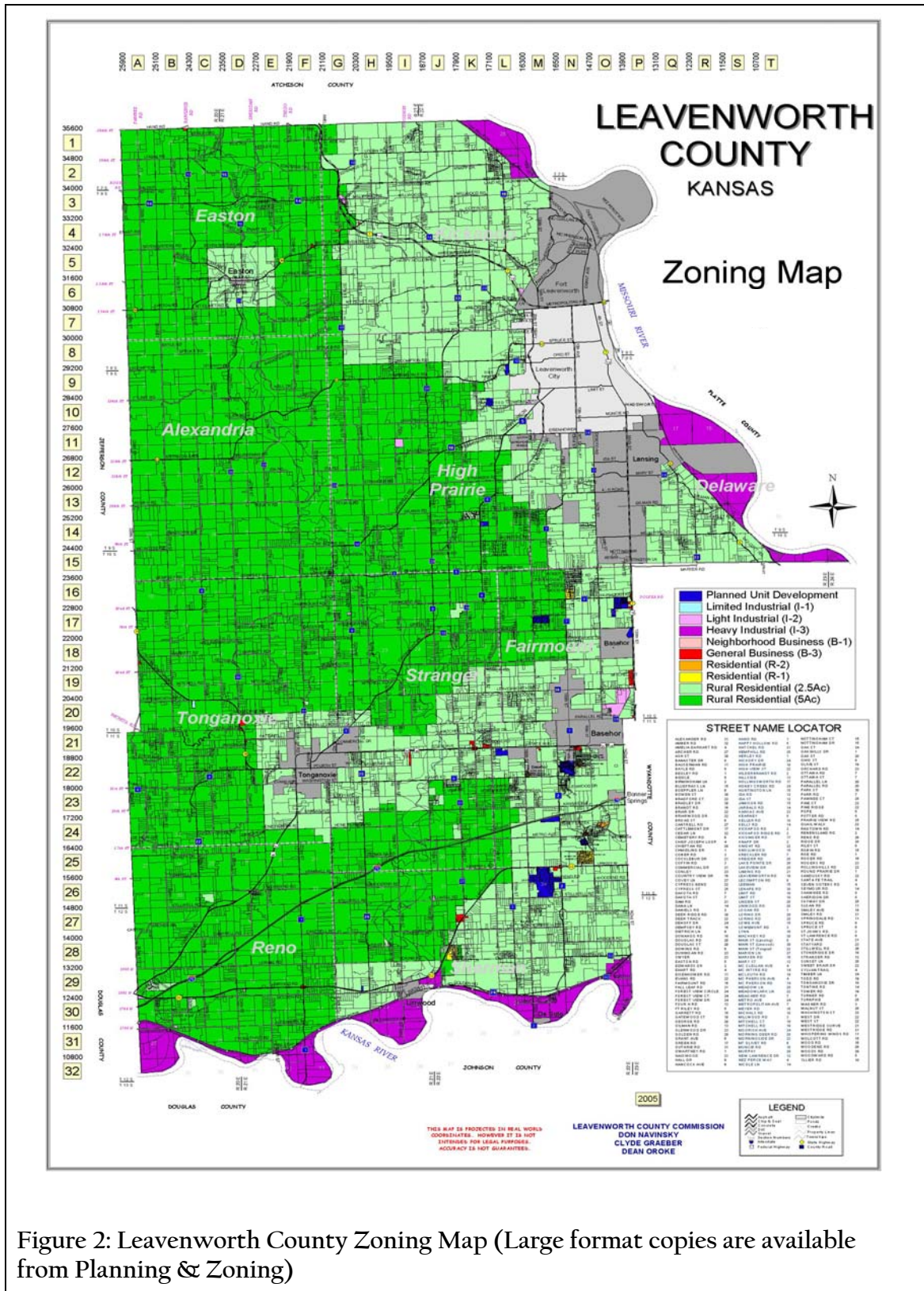


Figure 2: Leavenworth County Zoning Map (Large format copies are available from Planning & Zoning)

While the land use categories are similar to zoning districts, they are not the same. Land use classifications describe recommended future land uses, whereas zoning districts describe current land uses and are reinforced by resolution. The importance of this difference becomes clear during the rezoning process. If an area is to be rezoned, the requested zoning changes should generally be in accordance with the plan. If necessary, the plan should be amended to reflect changes in zoning. Changes in zoning can occur without amending the plan: However, in order to ensure orderly and proper planning, both the land use classifications and zoning districts should be congruent.

Comprehensive Planning Process

The comprehensive plan process began with a call for volunteers from across the community. Effort was made to gather citizens from all walks of life and areas of the county. The plan was scheduled to be a 12 month process from May 1, 2007 (start date) to May 14, 2008 (completion date); the project schedule was as follows:

- Call for volunteers
 - Call for volunteers
 - Media contact/electronic newsletters
- Outline project strategy
 - Establish project schedule
 - Project kick-off meetings:
 - Staff and consultant meeting
 - Comprehensive plan committee meeting
 - Initiate survey
 - Identify task forces
- Existing conditions analysis
 - Background data and existing conditions
 - Conduct stakeholder interviews (one-on-one interviews)
- Develop draft county goals and vision
 - Develop draft vision statement for the county



Figure 3: The “Sharpies vs. the big map” meeting, October 2007.

- Develop draft goals for the county
- Present goals to comprehensive plan committee
- Visioning and public input
 - Community engagement
 - Open house #1 (City of Leavenworth)
 - Media contact/newsletters
- Draft report #1 – project strategy and existing conditions report
 - Comprehensive plan update
 - The plan
 - Cover page
 - Introduction
 - Background and supporting data
- Develop land use map and other maps
- Draft report #2 – policies, goals and objectives
 - Comprehensive plan update (scope)
 - The plan
 - Future land use
 - Planning goals
 - Specific plan areas
 - Open house #2 (City of Basehor)
 - Present draft plan to the public
 - Survey participants
- Final report and deliverables
 - Incorporate draft reports 1 and 2, implementation plan and land use/other maps
 - Place all documents in the public domain for review.
 - Publish the Planning Commission adoption meeting.
- Implementation plan
 - Planning commission meeting #1 (plan adoption)
 - County commission meeting #1 (plan adoption)

Public Involvement Process

Leavenworth County interactions with area residents about the plan update yielded a strong base of interested citizens and a high level of awareness of local issues and options. After a considerable outreach effort the Board of County Commissioners selected 15 citizen volunteers to serve on the Comprehensive Plan Committee. The committee is diverse in geographic representation, employment, expertise, age, gender and interests. An internal visioning and strengths and weaknesses assessment was held to assist the committee in establishing goals for the plan.

Stakeholder Interviews

More than a dozen follow up interviews with city leaders and other stakeholders further identified the focus of the plan. Task Forces were organized around goals to enable in-depth surveying and information exchange.

Public Surveys

The first survey was developed by the committee to gauge citizen priorities. Surveys were delivered to the public and within city and county offices by e-mail, US mail and by the committee itself. The Planning and Zoning Department staffed a booth on each day of the Leavenworth County Fair in August 2007.

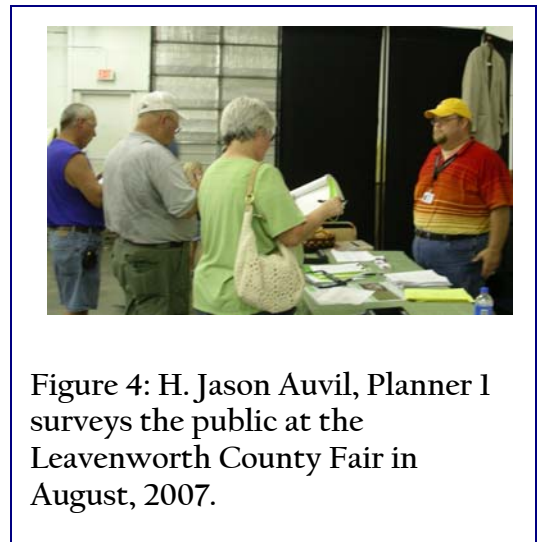


Figure 4: H. Jason Auvil, Planner 1 surveys the public at the Leavenworth County Fair in August, 2007.



Figure 5: The Leavenworth County Board of Commissioners at the first open house August 21, 2007.

First Open House

The initial work of the committee, consultants and county staff was presented at an open house at the Riverfront Community Center, Leavenworth, on August 21, 2007. Information gathered at the open house formed the basis for additional surveys and refinement of the original proposals.

Second Open House

A second open house was held at Community National Bank, in Basehor on February 19, 2008 to present the draft plan to the citizens and to gather citizen input on the draft plan. Final revisions were made and presented to the Leavenworth County Planning Commission and Leavenworth County Commission.

Throughout the process, media relations were managed by county staff, with good coverage by area newspapers. Open houses were advertised in area newspapers, sent via email listing and other publications in the county.



Figure 6: The presentation at the second open house February 19, 2008.

Key Planning Principles

Key planning principles were utilized in the development of this comprehensive plan. Throughout the history of the United States, there have been national planning movements that influence the decisions local planners made. These general movements include the City Beautiful² movement, dating back to the turn of the 20th Century, Euclidean Zoning³ and master-planning⁴ for large-scale, automobile-oriented

communities. These movements have shaped much of the nation's development over the past century.

The widespread development practices used in America have a tendency to aggravate the decline of many urban communities and older suburbs, increase street and highway congestion, accelerate the loss of natural resources and the deterioration of the natural environment, and limit opportunities for the retention and creation of affordable housing. Collectively, these characteristics are often termed "sprawl." In response to concerns related to the social, environmental and economic quality of our communities, a new direction in planning has emerged. Instead of rigidly separating land uses, a return to the "traditional" mixed-use⁵ neighborhood is gaining popularity among elected officials, planners, homeowners and developers alike.

Emerging in the 1990s, two new planning principles considered are the Smart Growth Movement and New Urbanism. Smart Growth values long-range, regional considerations of sustainability, including:

- A unique sense of community and place
- Expanded transportation range and options
- Employment and housing choices
- Appropriate linkage between a development's infrastructure impacts and its contribution to the tax base.
- Preserving and enhancing natural and cultural resources
- Promoting public safety, health and wellness

Often administered on a regional scale, the Urban Growth Boundary is an example of a Smart Growth initiative already being utilized in Leavenworth County. With an appropriate growth boundary, counties and municipalities can control sprawling development on the periphery and mitigate additional infrastructure demands. The following list, which is slightly modified, comes from the publication *Getting to Smart Growth II; Smart Growth Network*. It contains other general Smart Growth Principles and recommendations:

- Foster distinctive, attractive communities with a strong sense of place
- Strengthen and direct development toward existing communities
- Create walkable communities
- Mix of land uses
- Create a range of housing opportunities and choices
- Preserve open space, farmland, natural beauty and critical environmental areas
- Value long-range, regionally sustainable considerations instead of short-term incremental actions
- Take advantage of compact building design

The following policy considerations should also be taken to ensure successful implementation of this plan:

- Support state and national legislation that provides transportation benefits, and other incentives for the adoption of a clearly defined comprehensive plan and an associated capital improvements plan.
- Encouraging state transportation funding considerations to be proportionately rewarding to local governments that are following their comprehensive land use plans.

Land use decisions made without reference to a well-articulated comprehensive plan contribute excessive regulation, requests for special treatment and public disdain for the planning process. A good plan will seek to encourage policies that support a holistic comprehensive planning process. As the American Planning Association notes, effective comprehensive planning is central to implementing key planning principles. Land use regulation should enhance the predictability for residents, investors and builders. Impromptu decisions by communities, made outside of effective comprehensive planning processes, can potentially undermine that predictability and the overall effectiveness of the plan.

Chapter 2: Land Use Plan

Introduction

As noted in Chapter 1 of this report, the plan's vision statement is as follows:

Leavenworth County will marshal our abundant human and natural resources to improve the quality of life of all our citizens. We will maximize our distinctive location and attributes, promote orderly development, maintain the rural character, develop greater spatial connectivity and encourage responsible and sustainable economic growth.

This statement should serve as a benchmark for analyzing, evaluating and implementing the effects of new development within the county. The recommendations of this chapter will build upon the information from Chapter 1 and the supporting documentation within the Appendices. Further basis for the development of implementation tools and recommendations shall also be provided.

The land use plan's goals and policies call for coordinating and balancing growth, rural conservation and agriculture production based on the land's capabilities, including the availability of adequate infrastructure. When a property within the unincorporated area is annexed, the county plan is superseded by the city's plan and regulations. Generally, until annexation occurs, property within the unincorporated area is subject to the county's zoning regulations and to the recommendations and policies contained in this plan.

This chapter will describe guiding principles for the comprehensive plan, and provide recommendations for land use, housing, transportation, economic development, growth management and parks and recreation, based on goals outlined by the community.

Guiding Principles

This section of the comprehensive plan sets forth a specific map and vision, goals and recommendations to guide future land use within Leavenworth County.

Community planning principles are advocated throughout this plan to serve as the basic framework for developing a high quality of life that allows residents to live, work, shop and play.

Some key principles identified through the process by the committee, staff and residents include:

- Efficient use of land and infrastructure
- Protecting the distinctive rural character of Leavenworth County while promoting quality development near the cities within the County
- Supporting cities as they grow and prosper
- Encouraging economic investment
- Providing amenities that ensure quality of life for future generations
- Conservation and enhancement of environmental resources
- A greater mix of uses and housing choices focused on mixed-use centers accessible by multiple transportation modes
- Preservation and management of historic sites

Land Use Plan

The specific geography of an area, as well as various social, economic and political forces that impact the community over time, will dictate land use and growth patterns.

Key factors that will dictate the county's land use plan include:

- The need for road, sewer and water infrastructure improvements allowing for development in appropriate areas in managed and orderly patterns
- Maintaining continued strong county leadership commitment to responsible land use
- Planned transportation impacts from the new highway interchange at I-70 and County Road 1
- Identifying and maintaining sufficient financial resources for new initiatives

- Implementation of building and property maintenance codes where appropriate
- Development of a parks and recreation department to manage proposed park land
- The success of future economic development efforts

Land Use Classifications

Land use classifications provide a means for describing the preferred Land Use Plan within Leavenworth County. Classifications, rather than specific zoning districts, are designated in the plan to allow flexibility in implementing the recommendations over time. When development, redevelopment or revitalization occurs, then zoning changes should be made to reflect the intent of the Plan. Until that time, existing zones appropriate for existing uses should be maintained. Areas that are currently zoned inappropriately for the existing use should be rezoned. Land use classifications used for this plan include:

- Agriculture Preserve
- Rural Density Residential
- Low Density Residential
- High Density Residential
- Office District
- Mixed Use Retail District
- Special Plan District
- Industrial District
- Park District
- Military Installation Buffer

The classifications on the future land use map, page following, reflect recommended future use of land in the county for the purpose of zoning the properties. Table 1 in

Chapter I identifies the relationship of the land use categories to the zoning categories.

Other items identified on the map include:

- Special Use
- Open View Corridor
- Urban Growth Management Areas (UGMA)
- US Highways 24-40 (24-40) Corridor Management Study
- Kansas Highway 7 (K-7) Corridor Management Study
- Military Installation Buffer
- Special Plan District and Watershed.

The proposed Special Use identifies a possible location of a wastewater treatment facility in the event the county chooses to develop a single wastewater facility for the majority of the Stranger Creek drainage basin. This location was chosen based on the elevation respectful to the remainder of the county and the average distance from the communities.

Another item identified in the legend is an Open View Corridor which recognizes the I-70 corridor as an area which should develop free of visual clutter, especially the proliferation of signs and unsightly land uses. The county desires to maintain an attractive appearance along its section of I-70, while still allowing for appropriate use, density and the existing advertising signage.

Also identified on the map are Urban Growth Management Areas (UGMAs) and their respective watersheds. Watersheds are the entire area draining into a stream, river, river system, or other body of water. These watersheds dictate the areas most easily serviced by wastewater improvements. The UGMAs have been closely based on the watersheds, relating to wastewater management, land within proximity to incorporated communities, and relationships to improved infrastructure, allowing for managed growth. UGMAs have been provided to identify specific land areas to potentially be incorporated by each city within the county, as well as to manage growth within these areas. Urban growth management is an effective way to direct

growth in a manner consistent with the goal of sustainability and balanced growth, and to anticipate, accommodate and balance development needs with regional interests. Although each community needs to develop its own, localized strategy for sustainable urban development, urban growth management should contain some generic key elements, such as conservation of non-renewable resources, control and treatment of waste emissions, and management of non-recyclable waste. It should be noted that the areas identified within urban growth areas are estimates in excess by a factor of 3 or more of the calculated area the cities are capable of developing judging from historical growth rates. These areas should not be considered a pre-approval of annexation by the county. Additional direction and agreement regarding the key elements of the UGMAs will be determined in a future inter-local agreement.

In-depth discussion surrounded the I-70 / County Road 1 interchange and the potential development north and south of the interchange. To highlight this part of the county, the term Special Plan District has been used. Special Plan District indicates this area should be reviewed and studied, including the development of infrastructure design and financing, land use and master planning for development. The Special Plan District has been highlighted as a potential growth area for the future.

Another area which was examined in-depth by consultants and the planning committee is property adjacent to Fort Leavenworth on the west. This area has been identified as a Military Installation Buffer. The intent of this designation is to allow for the future coordination of plans, within the identified area, by Fort Leavenworth and the county. This collaboration will ensure the fort is aware of proposed uses in the area and the proposed user understands the special needs of the fort. This area is not to be considered a non-development area. Additionally, the area is just a proposal. To become a functional agreement between Fort Leavenworth and Leavenworth County a similar area within the Fort would have to be delineated and a written contract describing each party's obligations to the other must first be concluded.

The 24-40 Corridor Management Study 2007 was completed in April 2008 and adopted by the Board of County Commissioners by resolution. This study included the area from the Leavenworth County line on the east to Tonganoxie on the west and

approximately 1 mile north and south of the highway. The study information included on the land use plan includes proposed supporting roads and land use. Intersection signalization and all trails have not been shown. For more detailed information, the 24/40 study should be consulted.

Another study included in the land use plan is the K-7 Corridor Study. This study was completed in February 2006 and adopted by the Board of County Commissioners by resolution. The study included areas in Johnson County, Wyandotte County and Leavenworth County. The

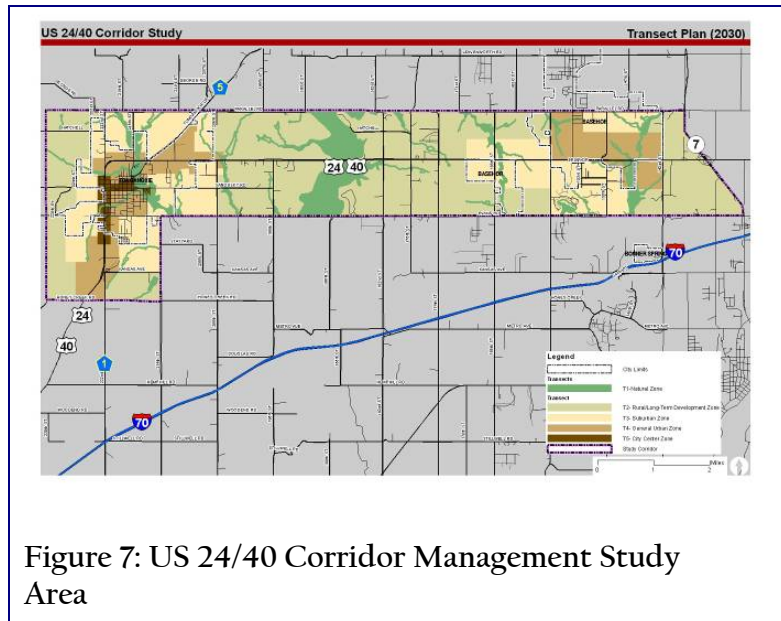


Figure 7: US 24/40 Corridor Management Study Area

recommendations from the study have been included in the land use plan, including proposed streets and land use. For additional detail regarding this portion of the plan, the K-7 Corridor Study should be consulted.

Land Use Goal:

To achieve compatible physical and economic coexistence of rural residences, agriculture and cities, through preservation of resources, clustering of development contiguous to cities, buffering uses, and providing adequate infrastructure.

Recommendations:

- Ensure, through proper planning and land use controls, that future land development within Leavenworth County follows a pattern that enhances the overall image of the community and the quality of life.

- Establish a single inter-local agreement with all Leavenworth County cities to ensure development in the county meets future city requirements.
- Develop area plans near or adjacent to city boundaries as well as along key corridors and intersections. The objective is to ensure that future growth is orderly so that the extension of future municipal infrastructure and services will be unencumbered and the development will be well designed and coordinated with all necessary jurisdictions.
- Develop appropriate restrictions for development location, size and infrastructure improvements.
- Include new codes to allow for the use of Transfer of Development Rights (TDR) providing for preservation of open space.
- Review and update the Zoning and Subdivision Regulations to conform to new land use standards.
- Limit the minimum acreage for property division in the Agriculture land use category.
- Continue civic pride and sense of community through active land use planning, public engagement and the promotion of quality development.
 - The comprehensive plan should be reviewed annually by the comprehensive plan committee, with major updates every five years.
 - Education of the community should continue to promote quality planning and development.
 - Review and evaluation of land use decisions should include key stakeholders, e.g. school districts.
- Promote compatible land use patterns that minimize negative impacts on adjacent uses.
 - Strengthen the plan review process to ensure that all aspects of a proposed development are thoroughly examined to avoid possible negative effects on the adjacent uses.

- Preserve and enhance the uniqueness of the area.
 - Protect the natural beauty of the area – floodplain, farm land, woodlands, natural habitats and our existing scenic vistas.
 - Encourage development styles that take advantage of the county’s natural beauty to enhance the quality of the development and the natural environment.

Housing and Neighborhoods

The housing choices in unincorporated Leavenworth County are primarily large lot single family and large-acreage single family. Leavenworth County has seen a significant amount of land divisions in the last 10 years, creating a lessening of farming and an increase of residential dwellings. This pattern creates a widely dispersed community with increased auto dependency and unnecessarily expensive infrastructure demands. The subdividing of land into 2.5 and 5 acre lots limits the future of our municipalities while creating a burden for the county and cities to make expensive infrastructure improvements for a small number of residents. This pattern known as “sprawl” creates an increase in the demand for public services, spread over an unsupportable geographic area without the needed increase in the tax base to pay for these services.

Preservation of historic structures and neighborhoods is vital to the continued quality growth of a community. Taking care of existing housing stock and historic sites promotes value in a community. The following goal highlights the communities’ desire to maintain the agricultural heritage and promote sustainable development.

Housing / Neighborhood Goal:

To provide high quality housing and neighborhood choices with appropriate density, while preserving land resources and promoting connectivity of spaces.

To protect and preserve the character of historic structures and neighborhoods.

Recommendations:

- Promote quality housing and neighborhood choices.
 - Evaluate and amend development codes to meet new planning standards as they are developed.
 - Connect neighborhoods to services and amenities with multimodal forms of transportation.
 - Ensure uniformity of quality in all housing units in unincorporated Leavenworth County by establishing building standards for the county.
 - Develop policies that encourage developers to consider housing options for seniors and young families.
- Ensure housing choice, particularly entry level and seniors.
 - Cluster higher density mixed use housing, retail and office developments at commercial nodes along arterial roadways.
- Balance housing choice with economic development efforts.
- Ensure safety and health of residential development, i.e. adequate and well maintained infrastructure and city services as well as building standards and codes enforcement.
- Preserve housing that contributes to city or county history.
 - Work with cultural and historic preservation groups to develop an inventory and evaluation of historic structures and historic sites.
 - Revitalize deteriorating neighborhoods and infill and redevelop dilapidated sites as appropriate.
- Ensure future housing development is appropriate for its context and environmentally friendly.

Transportation and Infrastructure

A community's transportation system controls the dynamic movement of goods and people through that community. A properly planned and executed transportation plan is essential for providing efficient, convenient and safe circulation throughout the

county. This plan seeks to identify important corridors and connections to create a transportation system that is an economic growth catalyst for the entire county.

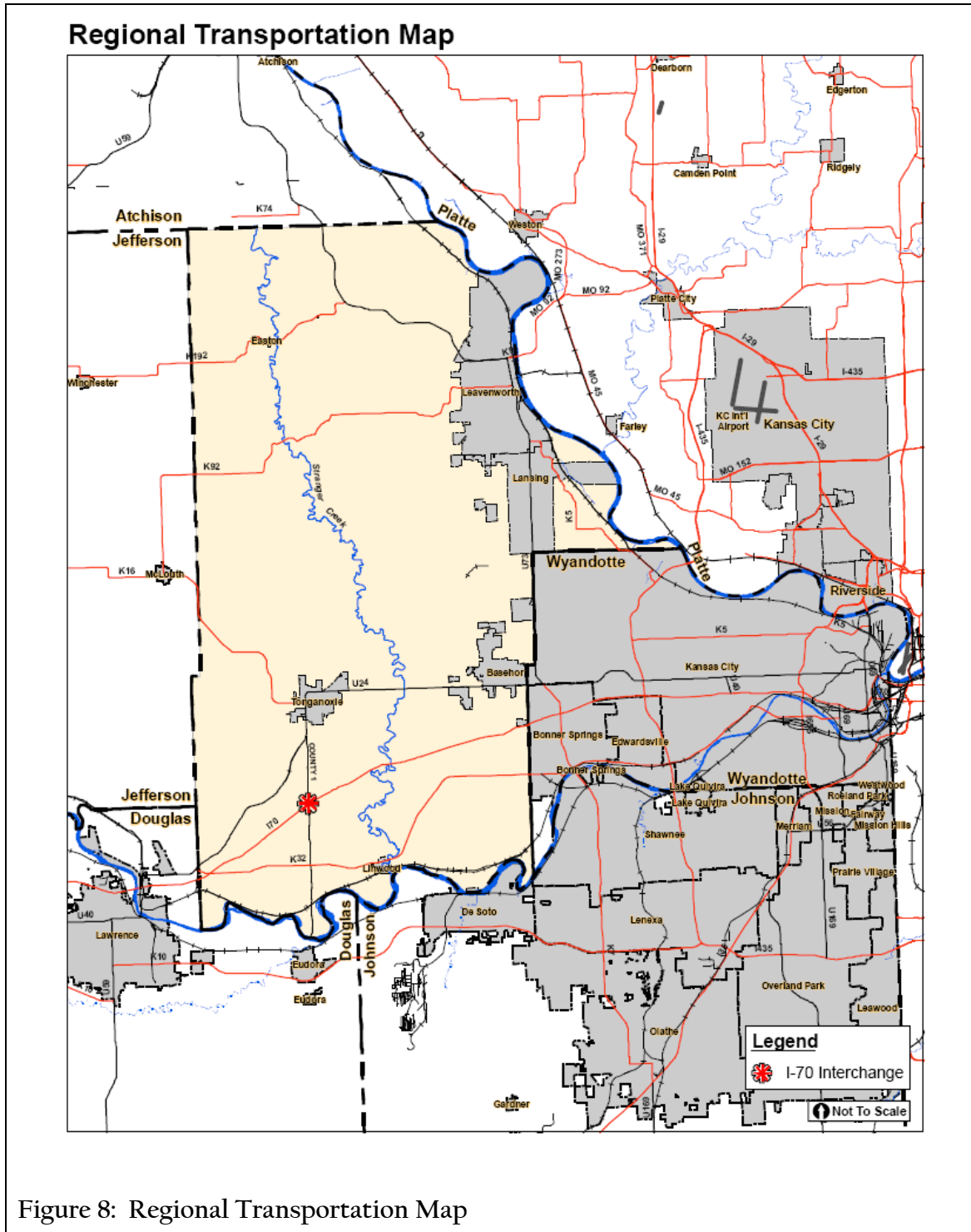


Figure 8: Regional Transportation Map

The system currently includes I-70, 24/40, K-7 and County Road 1. Each of these routes carries traffic to and from the county and connects with other major thoroughfares. The 24/40 Corridor and the K-7 corridor have been studied within the last two years. The County Road 1 corridor is set to become the next major roadway in Leavenworth County based on the I-70 interchange. This corridor is identified on the map to connect into Johnson County to the south allowing for an ultimate connection to New Century Airport and other intermodal hubs.

Dynamic development in a community is dependent upon efficiently placing infrastructure. Providing a well-planned infrastructure scheme allows for development to grow in a deliberate manner. The purpose of this Transportation Plan and Infrastructure Plan is to define a network to be developed to meet the county's transportation and infrastructure goal listed below.

Transportation and Infrastructure Goal:

To develop appropriate infrastructure for existing and new development which provides for an efficient and effective use of the land.

Recommendations

- Promote efficient connections to Interstate Highways within close proximity or within Leavenworth County.
 - Establish a method to work with adjacent governmental agencies and the federal government to create a connection to I-435 via an improved Kansas Highway 5 route to allow for ease of access to and from the cities of Leavenworth and Lansing.
 - Continue to work with the Kansas Department of Transportation regarding the development of the County Road 1 interchange and other potential interchange locations.
- Develop connections throughout the county providing for easier access north and south.

- Define and create a parkway system throughout the county providing for a uniquely Leavenworth County experience, including County Road 5 and 20th Street from Leavenworth to Lansing.
 - Improve County Road 30 from Tonganoxie to Easton allowing for connections to the future I-70 Interchange.
- Create a comprehensive transportation system that incorporates high quality design, accessibility and service standards.
 - Establish an inter-local agreement with all Leavenworth cities to ensure transportation improvements in the county meet the minimum future city requirements.
 - Develop standards for multiple modes of transportation, including public transportation, pedestrian, bicycle and potentially even light rail.
 - Continue review of existing roadways and the impact of new development on the adjacent land use and their needs of the roadway, i.e. agriculture equipment on arterial streets.
 - Establish codes to protect the view corridor along Interstate 70.
 - Work with the Union Pacific railroad to provide railroad spur and stops for future development along the Kansas River.
- Establish priority routes for shared use lanes and paths.
 - Evaluate the use of abandoned rail line easements for potential trail locations.
 - Work with Mid-America Regional Council and MetroGreen to identify priority trail connections.
- Promote the development of a consolidated water district.
 - Work with the Mid America Regional Council to identify funding sources to assist interested water districts to map and upgrade fire protection flows.
 - Work with the rural water districts within the county to develop a consolidated water district providing a unified infrastructure improvement plan based on development trends.

- Promote the development of a consolidated wastewater district.
 - Work with the Cities within the county to develop a consolidated wastewater district providing a unified infrastructure improvement plan based on development trends.
 - Continue to monitor water pressure levels in the county to ensure adequate fire protection flow levels for the safety of the community.

Economic Development

Leavenworth County is in an enviable position for economic development. The continued development to the east in Wyandotte County and to the south in Johnson County has placed Leavenworth County in line for significant new development. Based on the tourism development that is occurring in Wyandotte County, Leavenworth County has the potential to capture tourist dollars as well, whether through overnight stays, pass through traffic, or other tourist activities, such as retail destinations, historic sites and scenery. The past few years have also brought a noteworthy housing increase to the county, positioning the county for commercial and industrial development. With this change on the horizon, the following goal and recommendations are designed to help guide these needs.

Economic Development Goal:

To develop a broad tax base for economic stability through retention, expansion and recruitment of commerce and industry, providing stable employment opportunities in the county.

Recommendations:

- Develop an all-jurisdictions unified economic development plan.
 - Promote county leadership of economic development planning.
 - Develop “ready area” industrial facilities, allowing for quick development.
 - Provide infrastructure, access roads and utilities.
- Create incentives to promote economic development.

- Approve incentive programs in preparation of quality developments bringing jobs and other quality users to Leavenworth County.
- Investigate the need for a regional airport.
- Provide desirable locations and opportunities for commercial, industrial and mixed use developments.
 - Preserve sufficient depth along major traffic ways and at major interchanges/intersection for future commercial, office and mixed use developments.
 - Encourage commercial and mixed use at key locations, such as County Road 1.
 - Formulate and identify potential economic development sites for future development or mixed use projects.
 - Work to attract general services, i.e. grocery stores, pharmacies and medical clinics to under-served areas.
- Ensure that commercial development is of high quality.
 - Require that new commercial developments use attractive architectural styles, high quality materials for exterior finishes and innovative designs that are in keeping with the Leavenworth County character.
 - Ensure pedestrian- friendly commercial design and development by integrating outdoor public open space and walkways.
- Achieve a proper balance between commercial uses and other uses.
 - Encourage commercial and office development that diversifies the local economic base.
- Retain and attract high-quality industries that provide high-paying jobs and quality working environment.
 - Protect the development potential of the industrial zones by restricting conflicting uses on the abutting properties.
 - Encourage expansion of existing industrial operations within the designated industrial zones.

- Utilize the strengths of Fort Leavenworth to engage new jobs in the county.
- Develop a tourism plan to capitalize on the tourism development in adjacent communities.
 - Promote development that is complimentary to tourism development within and outside the county.
 - Utilize the historic committee's evaluation of existing historic sites, historic structures and scenic drives to develop a cohesive historic tour.
 - Work with the Kansas Travel and Tourism division to promote tourism in Leavenworth County.

Growth Management

The rural character of the county is an important part of the quality of life and its maintenance is an essential principle of the county's vision. The protection of this rural character falls into two main categories. The first is to protect the low-density agricultural areas from development. The second is to provide for managed growth within areas that meet certain criteria indicating an environment that has the infrastructure capable of supporting the proposed development and is ready for urbanization. Even in the urbanizing areas, the rural character should be protected by providing for open space and designing the development to avoid the look of urban sprawl and haphazard development.

The areas designated for urban growth are determined by analyzing the existing development, infrastructure in those areas and potential for infrastructure in the area. Areas with significant urban uses should be targeted for infrastructure improvements and growth should be encouraged to occur in these areas. Commercial and industrial development should also be encouraged in these areas to provide for a strong economic base and jobs for county residents. It is assumed that an underlying balance between jobs and maintaining a rural character can be achieved by clustering intensive uses in areas of the county that currently have intensive uses and in areas where major transportation links already exist.

To help develop these aspirations, the following goal and recommendations have been formed.

Growth Management Goal:

To protect and preserve the rural character and natural resources while ensuring that the development of public services and facilities is orderly and responsible.

Recommendations:

- Promote the protection and preservation of the rural character.
 - Adopt codes and standards that limit the division of acreage in designated agriculture areas.
 - Require that subdivisions of land within the growth management areas are compatible with local growth plans.
 - Allow the extension of building codes into the rural areas that are within the UGMAS.
 - Ensure commercial building codes adopted by the county are generally consistent with those of adjacent counties and the cities within the county. This will encourage quality development in the county.
- Protect environmentally sensitive land and maintain open space.
 - Employ best practice stormwater management plans.
 - Investigate government grants and loans to purchase environmentally sensitive land.
 - Promote the use of environmentally sensitive farming techniques to help limit the amount of soil erosion and animal waste that enters the floodplain and stream system.
 - Adopt a stream setback policy for all new developments.
- Annexation of county land.

- Develop a system to evaluate the impact of annexations by communities located outside of Leavenworth County.

Parks and Recreation

Leavenworth County currently does not have a parks and recreation department, but does have park land and historic structures. The majority of park land in the county is owned and operated by the State of Kansas or by the municipalities within the county. To ensure future quality of life for Leavenworth County residents, preservation of open space is important for active and passive uses. This open space also preserves flood prone areas from inappropriate development and allows for the protection of our beautiful scenic vistas and the conservation of the open space feel of the county.

Parks and Recreation Goal:

To conserve the land and provide open space for future recreational opportunities.

Recommendations:

- Develop a land conservation plan.
 - Create a process that uses the best aspects of the floodplain and stream corridors through Leavenworth for farming, recreational purposes and habitat preservation.
 - Identify and preserve trail connections throughout the county that connect people and places.

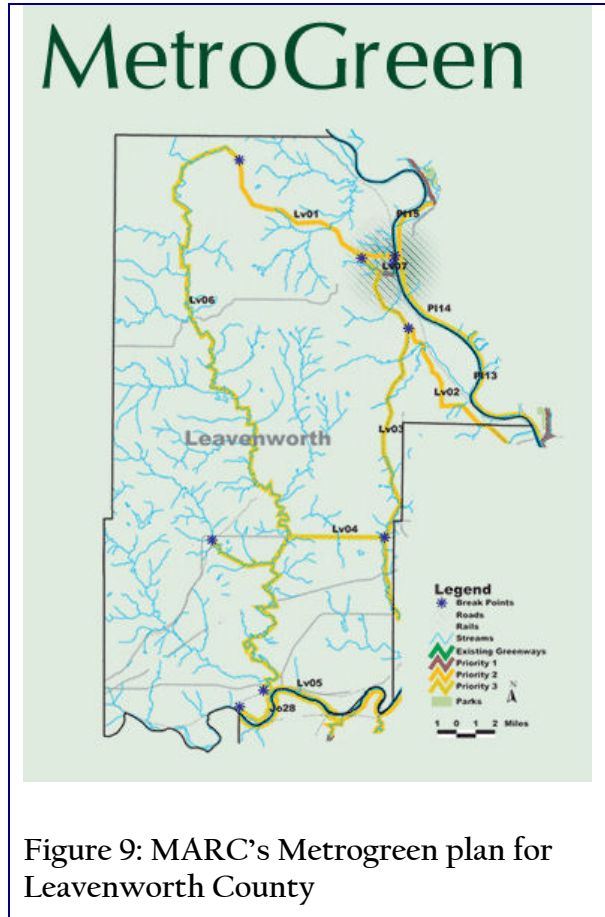


Figure 9: MARC’s Metrogreen plan for Leavenworth County

- Create a parks and recreation department.
 - Develop a parks department to work in concert with the county planning and public works department to identify land for acquisition.
 - Develop a recreation department to create activity programs for the residents of the county, contributing to the resident's quality of life.
- Develop a process for acquisition of park land.

Chapter 3: Implementation Plan

Introduction

Transforming plans into public policy is primarily the responsibility of local government. Some policy decisions are put into effect by numerous legal and administrative procedures, as well as require action on the part of county government; other decisions depend upon the actions of individuals within the county and are guided by county regulations. While the responsibility for transforming plans into policy rests with the county, a truly effective program of plan implementation must include motivated citizens across the county. We have to recognize that we alone are responsible for our future.

In order to make the various elements of this plan a meaningful guide to development, an overall program for their implementation has been developed. To this end, the implementation recommendations of the various comprehensive plan components are highlighted in this chapter Table 2 – Implementation Program. The table identifies the various recommendations from Chapter 2 as well as identifying the responsible entities to implement the proposed action.

Many of the recommendations outlined in Chapter 2 will occur on a continuing basis, some of which will be addressed with planned updates to various sections of the county's codes. Other recommendations require further study or additional actions for implementation.

Adoption of the Comprehensive Plan

Plan implementation begins by transforming the plans, recommendations, goals, standards and principles of the comprehensive plan into public policy. Many actions are necessary to finally implement a plan: Citizen participation, direct governmental action and appropriate regulations. Transformation of a comprehensive plan into the official policy of Leavenworth County is accomplished by formal adoption in accordance with Kansas Statute.

Notice, Hearing, Adoption by Planning Commission

Before adoption or amendment to the comprehensive plan, or part thereof, the Planning Commission must hold a public hearing, notice of which shall be published once in the official county newspaper at least 20 days prior to the date fixed for the hearing. Such hearing may be adjourned from time to time. The adoption of the plan requires a simple majority vote of the full membership of the Planning Commission.

Approval by the Board of County Commissioners

Following approval by the Planning Commission, the comprehensive plan shall then be presented to the Board of County Commissioners for their review and formal approval. Following the Board's approval, a signed copy of the plan shall be filed in the office of the Clerk of Leavenworth County, Kansas and it shall be a public record.

Implementation Program Priorities - 2008

Following adoption of the plan, the county should consider the following activities in order to begin implementation of the comprehensive plan recommendations.

1. Develop an inter-local agreement between the county and the municipalities within the county.
 - Develop guidelines for residential and commercial development within the UGMAs.
 - Develop mechanisms for the extension of a city's building codes for residential and commercial uses into their UGMAs.
 - Provide guidelines for "ghost platting" within UGMAs.

2. Form a Public Utilities Commission (PUC) to work with the communities to provide water and wastewater management appropriate to the development of municipalities within the county.

- Develop a committee with representatives from all communities to review prior studies and to evaluate alternatives for stormwater, wastewater and water management.
- Develop a short term and long term stormwater, wastewater and water program.
- Identify funding mechanism for the development and operation of the PUC.

3. Develop a master plan for the new I-70 interchange area at CR-1.

4. Amend the zoning codes to meet the recommendations of the comprehensive plan.

- Establish an agricultural use zone and minimum acreage associated (2.5 acres, 10 acres, 20 acres)
- Amend the zoning category for the Rural District (2.5 acre minimum)
- Develop guidelines for family farmstead exceptions
- Develop guidelines for the open view corridor (I-70 corridor)
- Develop Subdivision / Development design guidelines and procedures.

Administrative Organization

An adopted comprehensive plan is implemented on a day-to-day basis by the administrative organization. The plan serves as a guiding mechanism that allows the operating departments of government to coordinate and implement their daily decisions in accordance with the plan's policies and recommendations. To be effective, the plan should be referred to on an ongoing basis and used consistently in the county-governing decision-making process.

Resolutions

To accomplish the objectives of the comprehensive plan, relatively few of the decisions concerning building, construction and the growth are of a public nature; the overwhelming majority is private. These include private individuals acting to open a business, to subdivide land, to build a house or to pave a parking lot. Because these private decisions have such an impact upon the development of the community, it becomes necessary to establish guidelines which will ensure that these private decisions facilitate the plan's accomplishment.

Resolutions are used to implement the comprehensive plan by guiding the type and manner of development; these include zoning and setback controls. Currently, land use is regulated by the county's zoning regulations which are adopted by resolution. However, given that these regulations will need some revisions in light of this comprehensive plan, it is recommended that a thorough study be undertaken to update and modernize the zoning regulations to reflect current zoning practices and methods. In particular, the revised zoning regulations should consider incorporating the following elements:

- Provide for Agricultural use and minimum acreage associated (2.5 acres, 10 acres, 20 acres)
- Amend the zoning category for the Rural District (2.5 acre minimum)
- Develop guidelines for family farmstead exceptions
- Develop guidelines for the open view corridor (I-70 corridor), including possible amendments to the sign resolution addressing new technologies and development of a mixed use zoning.

Intergovernmental Cooperation

Through the process of preparing this plan, several areas have been identified in which the goals, policies and recommendations of this plan are consistent with those of other governmental agencies. Within these overlapping areas, intergovernmental cooperation should be nurtured by Leavenworth County in order to promote and

enhance strong working partnerships with these entities. These areas include the following:

- All Cities within the county – Leavenworth County should continue to communicate with the cities within the county regarding changes to the plan and new direction policies. For example, development of an inter-local agreement will help to guide development in the county in the course agreed upon between both entities.
- Johnson County, Kansas – Continue cooperation in furthering the development of County Road 1 south of I-70. Also, ensure in the future that other potential connections are beneficial to both communities and serve a greater good to the area.
- State of Missouri and Platte County – Continue cooperation in exploring, considering, and promoting road improvements from Leavenworth County into Missouri allowing for easier connections from and into the county.

On-Going Community Involvement

On-going community involvement enables this comprehensive plan to continually remain at the forefront of planning issues, and therefore relevant and visible in the consideration of planning decisions and development opportunities. Such involvement would include having the Planning Commission monitor, enforce and implement recommendations from the plan; ensure that county staff consult the plan on an ongoing basis while performing day-to-day county operations; provide periodic news releases describing the plan's impact on various development projects within the county; and actively engage the citizens to become involved in a volunteer capacity to implement comprehensive plan recommendations.

Annual Review and Amendment Procedure

Completing a community plan for the next 20 years does not mean that planning is completed for the next two decades. Comprehensive plans require regular ongoing review and revision for two reasons: First, new circumstances may dictate changes in the plan and its recommendations; second, the community's goals may change over

time. Although the comprehensive plan is long-term, it should be formally reviewed annually and updated at least every five years.

Consideration of amendments to the plan may be initiated by the Board of County Commissioners, the Planning Commission, county staff, civic groups, or interested individuals. By keeping the plan amendable, it is intended over a period of time to constantly broaden the area of community agreement on basic development policy.

Table 2 – Inter-local Agreement Implementation Plan						
Develop an inter-local agreement between the county and the municipalities within the county. <ul style="list-style-type: none"> • Develop guidelines for residential and commercial development within the UGMAs. • Establish formal procedure for regular data and information sharing among cities, county and school districts. • Develop building codes for residential and commercial uses within the UGMAs. Provide guidelines for “ghost platting” or build out plan within UGMAs 						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (3 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓	✓			✓

Table 3 – Public Utilities Commission - Implementation Plan

Form a Public Utilities Commission (PUC) to work with the communities to provide stormwater, water and wastewater management appropriate to development municipalities within the county (collection and treatment).

- Develop a committee with representatives from all communities to review prior studies and to evaluate alternatives for stormwater, wastewater and water management.
- Start the legal process to form management districts.
- Identify funding mechanism for the development and operation of the PUC.
- Develop a short term and long term wastewater and water program.
- Develop requirements for public facilities within the county to have services prior to development.

Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (3 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓	✓	✓		

Table 4 – County Road I Interchange - Implementation Plan

Develop a master plan for the new I-70 interchange area at CR-1.

Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (3 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓	✓			

Table 5 – Regulations Update - Implementation Plan

<p>Amend the zoning codes to meet the recommendations of the comprehensive plan.</p> <ul style="list-style-type: none"> • Establish an agricultural use zone and minimum acreage associated (2.5 acres, 10 acres, 20 acres) • Amend the zoning category for the Rural District (2.5 acre minimum) • Develop guidelines for family farmstead exceptions • Develop guidelines for the open view corridor (I-70 corridor) • Develop Subdivision / Development design guidelines and requirements 						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓	✓	✓		

Table 6 – Rezoning - Implementation Plan

<p>Conduct a county-wide rezoning to meet the recommendations of the comprehensive plan and amendments to the zoning code</p>						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓		✓	✓		

Table 7 –Parks and Recreation - Implementation Plan

<p>Develop a parks and recreation department.</p> <ul style="list-style-type: none"> • Develop a park plan for the county • Create a parks board to oversee the park plan • Identify funding mechanism for the development and operation of the parks and recreation department. 						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓			✓		

Table 8 – Road Standards - Implementation Plan

<p>Coordinate with the Public Works Department to meet the recommendations of the comprehensive plan.</p> <ul style="list-style-type: none"> • Develop standards for scenic parkways. • Coordinate ROW purchases with cities before purchase. • Develop trail standards. • Coordinate the public works infrastructure design requirements with the local municipalities. 						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓	✓			

Table 9 – Floodplain Management - Implementation Plan

Review the Stranger Creek floodplain / floodway and implications of the future development of the county.

- Conduct a study regarding ways to minimize the future flooding issue related to Stranger Creek and preserve environmentally sensitive areas.
- Develop a process for land acquisition and donation, including Transfer of Development Rights
- Develop stream setback criteria to minimize the effect of development
- Develop multi-use buffers to take advantage of the stream benefits and to minimize the effect of development.

Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓		✓	✓	✓

Table 10 – Solid Waste - Implementation Plan

Support the county solid waste program, recycling program and the identification of new landfill locations.

Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓	✓	✓	✓	✓

Table II – Multi-Modal Transportation - Implementation Plan

Develop standards for multi-modal, pedestrian, bike and light rail • Conduct a study or work with MARC to ensure property is transit ready.						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓		✓		✓

Table 12 – Community Identity - Implementation Plan

Cause to have designed and constructed gateway identifiers for Leavenworth County along major entrance points into the county including the I-70 corridor.						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓			✓		

Table 13 – Ongoing Comp Plan Review

Review the comprehensive plan annually with an expanded Planning Commission, which includes stakeholders from all parts of the county and report progress.						
Implementation Responsibility	County	Government, Organizations, Agencies	Near Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (6-20 yrs.)	Ongoing
	✓	✓	✓	✓	✓	✓

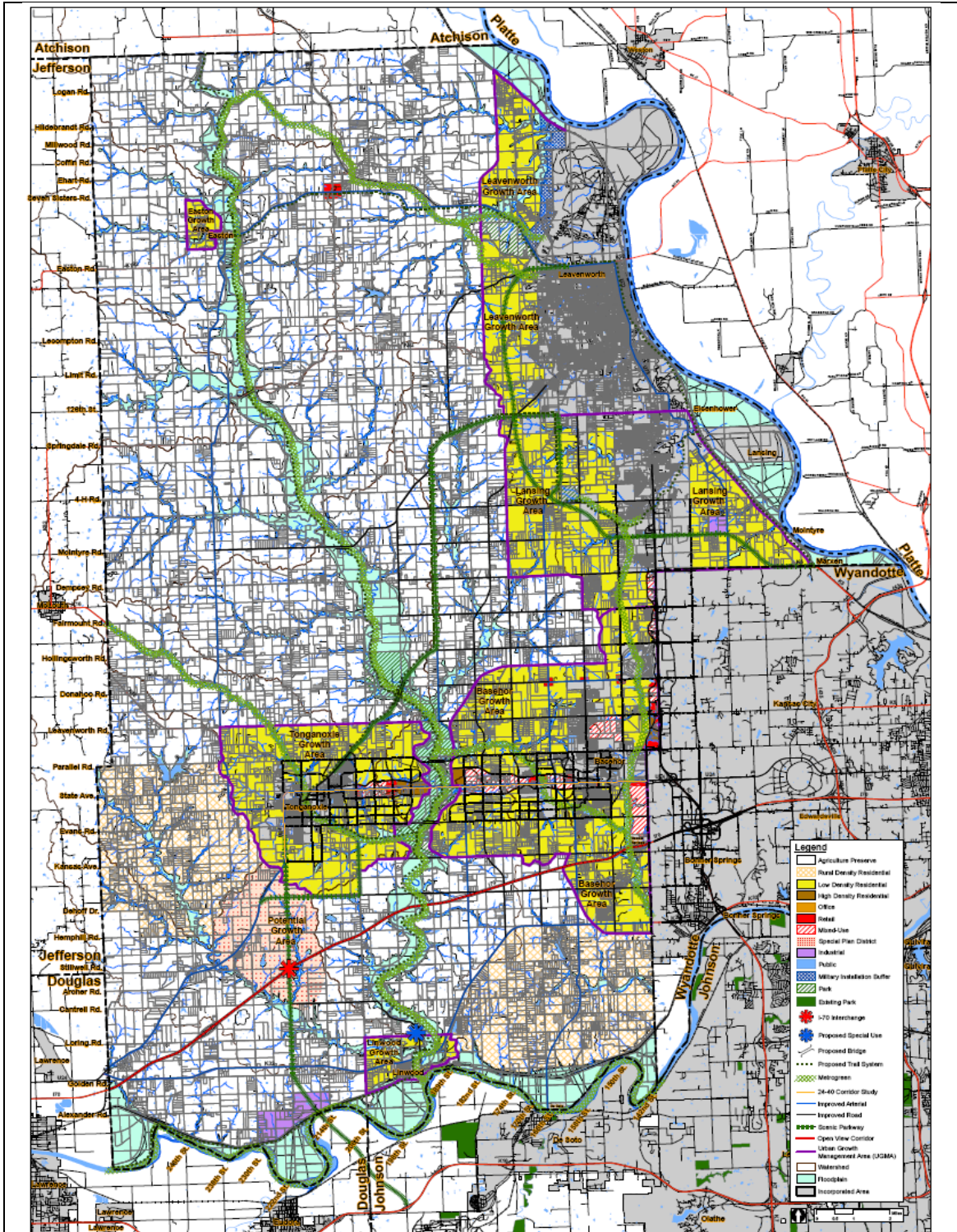


Figure 10: Future Land Use Map (A large format paper map is available from Planning & Zoning)

Appendices: Background and Supporting Data

These documents are included to provide appropriate recommendations, analysis of the environment and existing uses. This portion of the document provides significant background and supporting data with regard to the environment, statistics outlining the existing population, description and categorization of infrastructure, and an inventory of existing land use.

Appendix A: Location and Regional Setting

Leavenworth County is located in the northeast section of Kansas and is bounded on the east by the Missouri River and Wyandotte County. It is bounded on the west by Jefferson and Douglas Counties, on the south by the Kansas River and Johnson County, and on the north by Atchison County. The

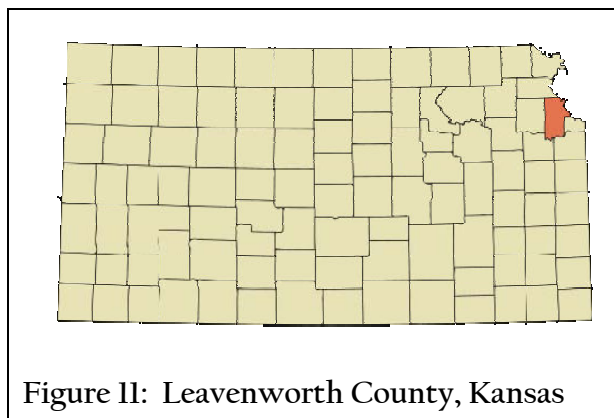


Figure II: Leavenworth County, Kansas

The primary urban center is located in the northeast part of the county and includes the cities of Leavenworth and Lansing. Basehor, Tonganoxie, Linwood and Easton comprise the remainder of incorporated municipalities located in Leavenworth County. Basehor lies south of Lansing along Highway 7. Tonganoxie is located in southwest-central Leavenworth County. Linwood lies in the south central portion of the county, while Easton lies in the northwest corner of the county.

Leavenworth County's population was estimated to be 73,628 in the year 2006, an increase of 4658, or +6.8%, over the previous six years; it has the fourth fastest growing and sixth largest population in the state.

As of the U.S. Census in 2000, there were 68,691 people, 23,071 households, and 17,210 families residing in the county. The population density was 148 people per square mile (57/km²). There were 24,401 housing units at an average density of 53 per square mile (20/km²). The racial makeup of the county was 84.18% White, 10.42% Black or African American, 0.74% Native American, 1.06% Asian, 0.13% Pacific Islander, 1.24% from other races, and 2.22% from two or more races. Hispanic or Latino of any race were 3.81% of the population.

There were 23,071 households out of which 38.90% had children under the age of 18 living with them, 61.40% were married couples living together, 9.50% had a female householder with no husband present, and 25.40% were non-families. 21.70% of all households were made up of individuals and 8.10% had someone living alone who was 65 years of age or older. The average household size was 2.69 and the average family size was 3.15.

In the county the population was spread out with 26.70% under the age of 18, 8.20% from 18 to 24, 33.00% from 25 to 44, 22.20% from 45 to 64, and 9.80% who were 65 years of age or older. The median age was 36 years. For every 100 females there were 113.50 males. For every 100 females age 18 and over, there were 116.90 males.

The median income for a household in the county was \$48,114, and the median income for a family was \$55,805. Males had a median income of \$40,047 versus \$26,029 for females. The per capita income for the county was \$20,292. About 4.80% of families and 6.70% of the population were below the poverty line, including 8.80% of those under age 18 and 7.50% of those age 65 or over.

MARC Counties and Cities

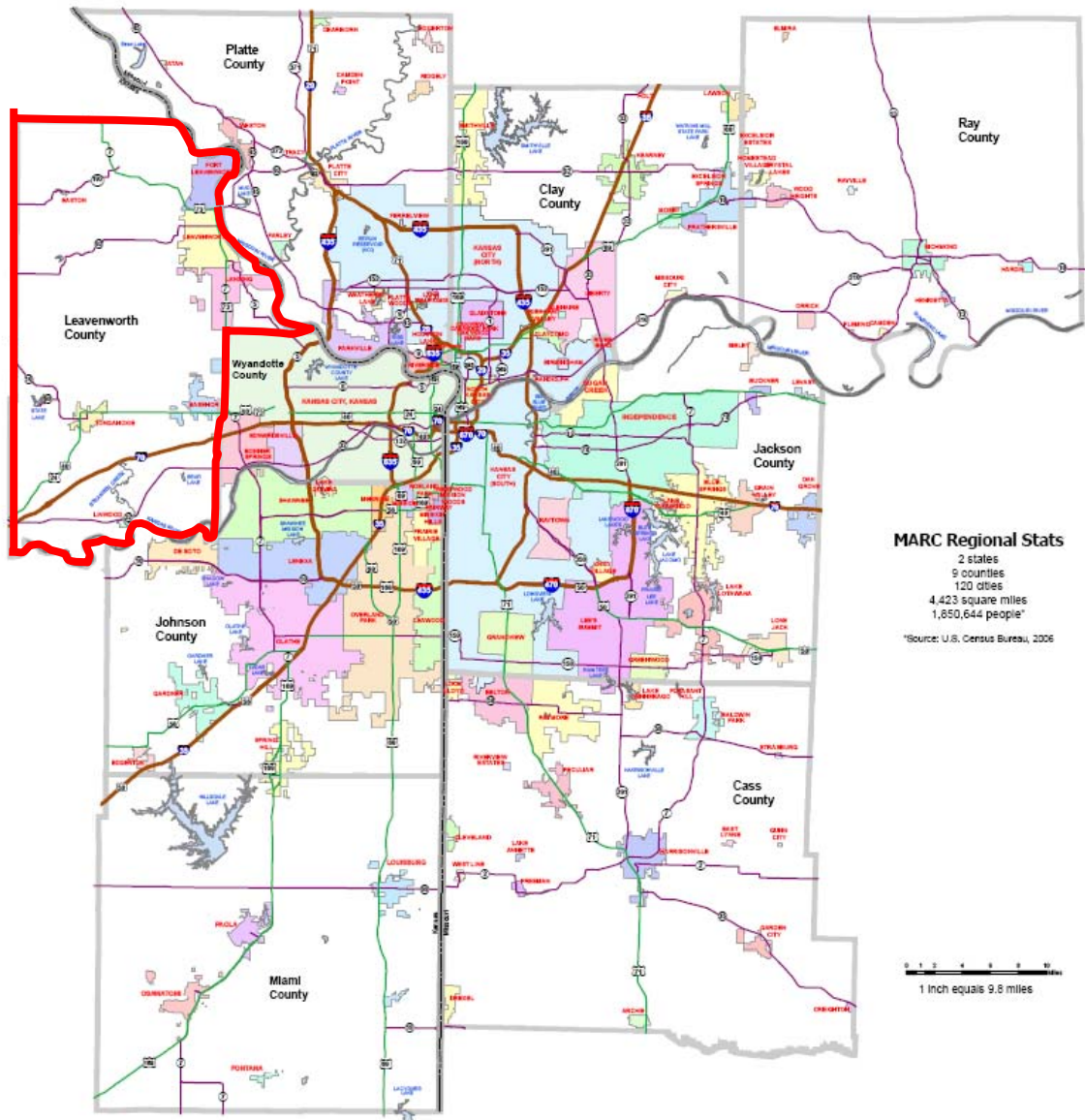
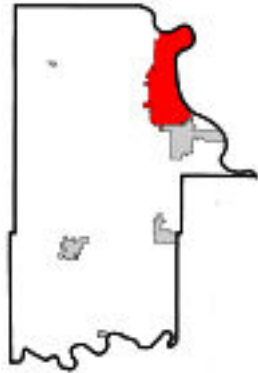


Figure 12: The Mid America Regional Council (MARC). Leavenworth County outlined in red.

Appendix B: Introduction to our Cities



The City of Leavenworth

100 N 5th Street
Leavenworth, KS 66048
(913) 682-9201
www.lvks.org

The City of Leavenworth, which has completely annexed Fort Leavenworth, is located in the northeast portion of the county. Leavenworth is the largest city and county seat of Leavenworth

County, and is situated on the west bank of the Missouri River. The population was 35,420 at the 2000 census. Leavenworth, founded in 1854, was the first incorporated city in Kansas. The city, located south of Fort Leavenworth, the oldest active Army post west of the Mississippi, which was established in 1827 by Colonel Henry Leavenworth. Leavenworth is the host of many prisons, including the federal prison and several smaller prisons, including the military's primary prison, the United States Disciplinary Barracks. The city is also home to University of Saint Mary (Kansas), operated by the Sisters of Charity. Leavenworth is sister city to the city of Wagga Wagga in the Australian state of New South Wales as well as the city of Omi Hachiman, Japan.

As of the census of 2000, there were 35,420 people, 12,035 households, and 8,219 families residing in the city. The population density was 1,506.8 people per square mile (581.7/km²). There were 12,936 housing units at an average density of 550.3/sq mi (212.4/km²). The racial makeup of the city was 76.77% White, 16.32% African American, 0.76% Native American, 1.48% Asian, 0.17% Pacific Islander, 1.72% from other races, and 2.78% from two or more races. Hispanic or Latino of any race were 5.08% of the population.

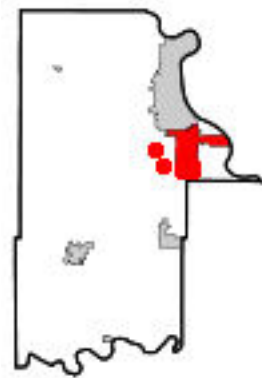
There were 12,035 households out of which 39.1% had children under the age of 18 living with them, 53.0% were married couples living together, 11.6% had a female

householder with no husband present, and 31.7% were non-families. 27.1% of all households were made up of individuals and 9.5% had someone living alone who was 65 years of age or older. The average household size was 2.60 and the average family size was 3.19.

In the city the population was spread out with 27.7% under the age of 18, 8.8% from 18 to 24, 34.8% from 25 to 44, 19.0% from 45 to 64, and 9.7% who were 65 years of age or older. The median age was 34 years. For every 100 females there were 112.4 males. For every 100 females age 18 and over, there were 116.2 males.

The median income for a household in the city was \$40,681, and the median income for a family was \$48,836. Males had a median income of \$36,953 versus \$24,235 for females. The per capita income for the city was \$18,785. About 6.8% of families and 9.1% of the population were below the poverty line, including 12.1% of those under age 18 and 10.3% of those age 65 or over.

Leavenworth is the home of a Consolidated Mail Outpatient Pharmacy (CMOP). It is part of an initiative by the Department of Veterans Affairs to provide mail order prescriptions to veterans using computerization at strategic locations throughout the United States.



The City of Lansing

800 First Terrace
Lansing, KS 66043
(913) 727-3233
www.lansing.ks.us

The City of Lansing is located at the junction of Leavenworth County and northwest Wyandotte County and situated along the Missouri River in the eastern part of Leavenworth County. The population was 9,199 at the 2000 census, and it was estimated to be 10,705 in the year 2006. It is the second most populous city of Leavenworth County and is a part of the Kansas City metropolitan area. The Lansing Correctional Facility (formerly the Kansas State Penitentiary), which includes the state's main maximum-

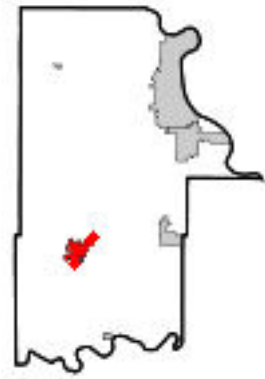
security prison, is located in Lansing. Most recently, Lansing was ranked 88 in the top 100 of Money Magazine's 2007 list of best places to live.

Lansing's population was estimated to be 10,705 in the year 2006, an increase of 1,036, or +10.7%, over the previous six years. As of the U.S. Census in 2000, there were 9,199 people, 2,435 households, and 1,913 families residing in the city. The population density was 1,080.1 people per square mile (416.9/km²). There were 2,548 housing units at an average density of 299.2/sq mi (115.5/km²). The racial makeup of the city was 80.95% White, 12.46% Black or African American, 1.22% Native American, 1.33% Asian, 0.15% Pacific Islander, 1.34% from other races, and 2.55% from two or more races. Hispanic or Latino of any race were 3.85% of the population.

There were 2,435 households out of which 42.2% had children under the age of 18 living with them, 65.0% were married couples living together, 9.4% had a female householder with no husband present, and 21.4% were non-families. 18.4% of all households were made up of individuals and 7.1% had someone living alone who was 65 years of age or older. The average household size was 2.79 and the average family size was 3.17.

In the city the population was spread out with 22.0% under the age of 18, 8.8% from 18 to 24, 38.5% from 25 to 44, 23.1% from 45 to 64, and 7.5% who were 65 years of age or older. The median age was 36 years. For every 100 females there were 164.8 males. For every 100 females age 18 and over, there were 184.9 males.

The median income for a household in the city was \$60,994, and the median income for a family was \$65,639. Males had a median income of \$36,326 versus \$28,315 for females. The per capita income for the city was \$21,655. About 1.9% of families and 2.4% of the population were below the poverty line, including 1.5% of those under age 18 and 3.5% of those age 65 or over



The City of Tonganoxie

321 S. Delaware
Tonganoxie, KS 66086
(913) 845-2620
www.tonganoxie.org

Tonganoxie is located in the center-west area of the county, located in Leavenworth County, between Kansas City and Lawrence, Kansas. The population was 2,728 at the 2000 census.

Tonganoxie was named after a Delaware Indian, Chief

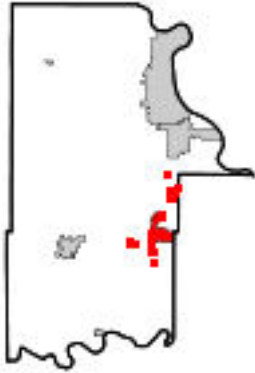
Tonganoxie. The Tonganoxie area is located along the route from Lawrence to Fort Leavenworth. According to the County Courthouse records, Tonganoxie was established officially on July 26, 1866. As of the census of 2000, there were 2,728 people, 999 households, and 737 families residing in the city. The population density was 869.8 people per square mile (335.4/km²). There were 1,032 housing units at an average density of 329.0/sq mi (126.9/km²). The racial makeup of the city was 95.23% White, 1.17% African American, 0.88% Native American, 0.37% Asian, 0.26% Pacific Islander, 0.66% from other races, and 1.43% from two or more races. Hispanic or Latino of any race were 2.27% of the population.

There were 999 households out of which 42.0% had children under the age of 18 living with them, 57.6% were married couples living together, 11.8% had a female householder with no husband present, and 26.2% were non-families. 22.9% of all households were made up of individuals and 11.6% had someone living alone who was 65 years of age or older. The average household size was 2.65 and the average family size was 3.13.

In the city the population was spread out with 30.0% under the age of 18, 9.5% from 18 to 24, 30.0% from 25 to 44, 17.1% from 45 to 64, and 13.4% who were 65 years of age or older. The median age was 32 years. For every 100 females there were 91.8 males. For every 100 females age 18 and over, there were 87.9 males.

The median income for a household in the city was \$44,278, and the median income for a family was \$49,960. Males had a median income of \$37,301 versus \$24,028 for

females. The per capita income for the city was \$18,026. About 4.5% of families and 6.0% of the population were below the poverty line, including 5.5% of those under age 18 and 9.9% of those age 65 or over.



The City of Basehor

2620 N. 155th Street
P. O. Box 406
Basehor, KS 66007
(913) 724-1370
www.cityofbasehor.org

The City of Basehor is located in the eastern central part of the county along Wolf Creek. Basehor is a city in Leavenworth County, Kansas, United States and is a suburb of the Kansas City Metropolitan Area. The population was 2,238 at the 2000 census. Basehor was founded in 1889 by Reuben Basehor and his brother Ephraim. They both were of Pennsylvania Dutch descent and came to Kansas in 1854. After living in Lawrence for a time, Ephraim began working as a hired hand for an area farmer. He eventually bought the farm and other land holdings in the area.

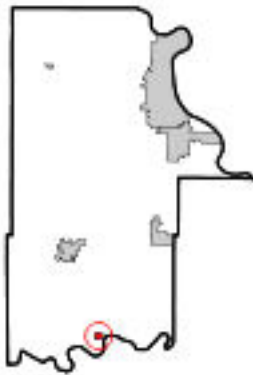
As of the census of 2000, there were 2,238 people, 830 households, and 650 families residing in the city. The population density was 712.3 people per square mile (275.2/km²). There were 848 housing units at an average density of 269.9/sq mi (104.3/km²). The racial makeup of the city was 97.14% White, 0.36% African American, 0.31% Native American, 0.71% Asian, 0.04% Pacific Islander, 0.49% from other races, and 0.94% from two or more races. Hispanic or Latino of any race were 1.61% of the population.

There were 830 households out of which 36.3% had children under the age of 18 living with them, 64.5% were married couples living together, 11.1% had a female householder with no husband present, and 21.6% were non-families. 19.3% of all households were made up of individuals and 9.0% had someone living alone who was

65 years of age or older. The average household size was 2.70 and the average family size was 3.09.

In the city the population was spread out with 27.2% under the age of 18, 8.4% from 18 to 24, 28.1% from 25 to 44, 23.8% from 45 to 64, and 12.6% who were 65 years of age or older. The median age was 37 years. For every 100 females there were 90.8 males. For every 100 females age 18 and over, there were 87.4 males.

The median income for a household in the city was \$52,831, and the median income for a family was \$60,000. Males had a median income of \$40,540 versus \$27,708 for females. The per capita income for the city was \$20,731. About 2.8% of families and 4.1% of the population were below the poverty line, including 4.7% of those under age 18 and 6.4% of those age 65 or over.



The City of Linwood

306 Main
P.O. Box 146
Linwood, KS 66052
(913) 301-3024
cityoflinwood@earthlink.net

Linwood is located in the extreme southern part of the county near the confluence of Stranger Creek and the Kansas River.

Linwood was founded as "Journeycake," being named after Charles Journeycake, the last Delaware chief. The town was platted on both sides of Stranger Creek, near its mouth at the Kansas River. In May 1860, a treaty was signed at Sarcoxieville, 3 miles (4.8 km) northeast of Linwood, by Chief Sarcoxie of the Delaware and by the United States. After the treaty's signature, each member of the tribe was assigned a parcel of land, and the balance of the tribe's territories were sold to the predecessor of the Union Pacific Railroad. Meanwhile, the U.S. government established a trading post near Stranger Creek until the tribe was moved to the Indian Territory in 1867. Located beside the Union Pacific Railroad tracks, the store became the town's first school.

As of the census of 2000, there were 374 people, 129 households, and 87 families residing in the city. The population density was 902.0 people per square mile

(352.2/km²). There were 146 housing units at an average density of 352.1/sq mi (137.5/km²). The racial makeup of the city was 90.11% White, 0.53% African American, 4.01% from other races, and 5.35% from two or more races. Hispanic or Latino of any race were 7.75% of the population.

There were 129 households out of which 45.0% had children under the age of 18 living with them, 47.3% were married couples living together, 14.0% had a female householder with no husband present, and 31.8% were non-families. 25.6% of all households were made up of individuals and 8.5% had someone living alone who was 65 years of age or older. The average household size was 2.90 and the average family size was 3.50.

In the city the population was spread out with 35.3% under the age of 18, 12.6% from 18 to 24, 29.9% from 25 to 44, 16.8% from 45 to 64, and 5.3% who were 65 years of age or older. The median age was 27 years. For every 100 females there were 92.8 males. For every 100 females age 18 and over, there were 93.6 males.

The median income for a household in the city was \$35,313, and the median income for a family was \$39,125. Males had a median income of \$26,875 versus \$24,896 for females. The per capita income for the city was \$13,008. About 6.1% of families and 7.2% of the population were below the poverty line, including 9.5% of those under age 18 and none of those age 65 or over.



The City of Easton

300 W Riley St
Easton, KS 66020
(913) 773-8146

Easton is located in the northwest part of the county on Stranger Creek. The population was 362 at the 2000 census. The community was named for Lucian J. Eastin, founder. The community suffered severe flooding in 2001, when heavy rain caused Stranger Creek to overrun its banks.

As of the census of 2000, there were 362 people, 117 households, and 87 families residing in the city. The population density was 2,523.5 people per square mile (998.3/km²). There were 138 housing units at an average density of 962.0/sq mi (380.6/km²). The racial makeup of the city was 94.48% White, 1.10% African American, 0.83% Native American, 0.28% Asian, 0.83% from other races, and 2.49% from two or more races. Hispanic or Latino of any race were 1.93% of the population.

There were 117 households out of which 44.4% had children under the age of 18 living with them, 54.7% were married couples living together, 12.0% had a female householder with no husband present, and 24.8% were non-families. 22.2% of all households were made up of individuals and 6.0% had someone living alone who was 65 years of age or older. The average household size was 2.72 and the average family size was 3.16.

In the city the population was spread out with 31.5% under the age of 18, 8.8% from 18 to 24, 25.4% from 25 to 44, 12.7% from 45 to 64, and 21.5% who were 65 years of age or older. The median age was 32 years. For every 100 females there were 97.8 males. For every 100 females age 18 and over, there were 90.8 males.

The median income for a household in the city was \$26,818, and the median income for a family was \$29,000. Males had a median income of \$26,625 versus \$19,375 for females. The per capita income for the city was \$12,751. About 22.1% of families and 18.1% of the population were below the poverty line, including 24.2% of those under age 18 and 4.9% of those age 65 or over.

Appendix C: History

Most residents are familiar with the history of how Leavenworth and Leavenworth County experienced their boom years during and immediately after the Civil War. In 1867, it was estimated that Leavenworth's population reached 22,000. The boom slowed while other Kansas cities began to grow rapidly, though in 1880, Leavenworth was still the largest city in Kansas. Since then, the county has continued to develop agriculturally and Fort Leavenworth has grown in national importance as the home of the U.S. Military Officer Education and Training Center. However, the richness in historical organizations and documents sets Leavenworth County apart from much of the rest of the state.

Leavenworth County was officially founded in 1855, a year after Leavenworth City was established, and several years following the establishment of Fort Leavenworth in 1827. The act organizing Leavenworth County was passed at the first session of the Territorial Legislature which convened July 22, 1855, at the Shawnee Manual Labor School. Its boundaries were defined as follows:

"Beginning at a point on the southern boundary of Atchison County, due north of a point four miles west of Dawson's crossing of the Fort Riley road in Stranger Creek; thence due south to the main channel of the Kansas River; thence down said channel to where it crosses the channel of the Missouri River; thence along the southern boundary of Atchison County to the place of beginning." History of the State of Kansas by William G. Cutler, A. T. Andreas, Chicago, IL 1883.



"As will be observed by reference to the map of the State of Kansas, the boundaries of the county have been considerably changed by acts of the Legislature, since its first incorporation. By act of the Territorial Legislature, approved February 28, 1859, Wyandotte County was cut out of the southeast corner of the county and included what was originally embraced in the Wyandot Indian Reserve. The original county of Leavenworth embraced all of the Delaware trust lands that were ceded to the United States by the treaty of 1854; also the Delaware Indian Reserve and the diminished Reserve, the Muncie lands, a small part of the Wyandot lands. A portion of the Delaware Reserve was ceded to the United States for the benefit of the L., P. and W. R. R., afterwards changed to the U. P. R. R. and then to the K. P. The townships of Tonganoxie (April 1, 1867) and of Stranger (February 28, 1859) were added to the townships of the county out of that tract of land. The Delaware Diminished Reserve was ceded to the M. R. R. R. by treaty in 1865, and the townships of Reno, Sherman and Fairmount were created as hereinafter stated. The Muncie lands consisted of seven sections of land on the Missouri River, now in Delaware Township. They belonged to the Muncie or Christian Indians-protégés of the Delaware Indians-and were ceded to the United States by them about the time of the Delaware treaty." Early History of Leavenworth City and County, by H. Miles Moore, Samuel Dodsworth Book Co., Leavenworth, Kansas 1906.

The first Board of Commissioners met, September 7, 1855. They were John A. Halderman as Probate Judge and President of the Board; Joseph M. Hall, member, Leavenworth, and Matthew R. Walker, of Wyandotte, third member of the Board. They had been appointed by Daniel Woodson, Acting Governor. They met at the warehouse of Lewis N. Rees at the corner of Delaware and Front streets. James M. Lyle was appointed clerk of the Board and recorder and clerk of the Probate Court. At the same meeting the county was divided into Kickapoo, Leavenworth, Delaware,

Wyandotte and Alexandria townships, and the temporary seat of justice was fixed the next month at Leavenworth. Subsequently the following county officers were appointed: M. P. Rively, County Treasurer; Bennett Burnham, County Surveyor; James B. Blake, Coroner; Green D. Todd, Sheriff; L. T. Moore, Assessor.

The constables and justices of the peace for the several townships were appointed and the county was permanently organized as a body politic. But, no county seat had been designated. In September the Board of Commissioners appointed A. Dawson, Martin Hefferlin and Samuel H. Burgess as judges of the election to be held on the second Monday of October for the purpose of deciding the county seat. Three towns were in the running; Kickapoo City, eight miles above Fort Leavenworth, controlled by Gen. Atchison and the Pro-slavery party; Delaware City, six miles below, also on the river; and Leavenworth City. Election Day, October 8, 1855, witnessed a hot triangular fight. Two steam ferries, crowded with voters from Weston and other pro-slavery localities in Missouri poured in for the election. Platte County, Mo., Gen. Atchison's home, turned out over a thousand voters and on that day Kickapoo triumphed. Kickapoo 892 votes, to Delaware's 860, and Leavenworth's 753.

A great celebration was had by the Missourians. But Delaware City then claimed that some of its "citizens" had been barred from the privilege of voting, so it reopened its polls the following day, and the result was, Delaware, 928; Kickapoo, 878; Leavenworth City, 726. A legal contest then ensued. On October 16 the corporation of Leavenworth appeared before the Board to protest against the reception of the Kickapoo and Delaware poll books. When the returns had been canvassed and the result declared on November 6, Judges Hall and Walker proclaimed Delaware City the county seat; Judge Halderman refused to take any action in the matter. Four days later the formal petition of Leavenworth City against the reception of the Kickapoo and Delaware returns was ruled on by the Board that "the Board had no authority to go behind the returns." Leavenworth City applied to Judge Lecompte for a writ of injunction against the location of the county seat at either Delaware or Kickapoo. In January, 1856, Judge Lecompte decided for Delaware.

A county building 30 x 20 feet (two rooms) was in Delaware City and the county seat was removed there February 20, 1857. Delaware's triumph, however, was of short duration, for the 1857 Legislature passed an act providing for another election to decide the location of the county seat. On October 23, 1858 Kickapoo City accomplished another remarkable feat: Kickapoo city, 1,004; Leavenworth city, 968; Center, 21; Wyandotte, 1.

Leavenworth City petitioned that the Kickapoo returns be thrown out, on the grounds[sic] that voting was not confined to the county; that the returns were not filed in the office of the County Clerk within two days after the election; and that neither the judges nor the clerks of the election were sworn according to the law - the latter not at all. Joseph W. Hall, commissioner from Kickapoo, had died during the preceding June, or it may have been that Leavenworth City would again have been slighted. But her claims were no

longer overlooked, and it was finally decided that she had received the majority of the legal votes cast, and was entitled to the county seat. That decision has never been reversed. This history section is a



Figure 14: Tragic Prelude, a mural by John Steuart Curry located in the Kansas State Capitol Building, Topeka.

summary of facts contained in William G. Cutler's History of the State of Kansas was first published in 1883 by A. T. Andreas, Chicago, IL.

<http://www.kancoll.org/books/cutler/leavenworth/leavenworth-co-pl.html>

Appendix D: Environmental Factors

Climate

The climate found in Leavenworth County is a modified continental climate. Temperatures are generally moderate with average moisture and precipitation. It is a transition area between the moist severe winter climate to the north and the warmer climates to the south. Day to day weather changes can be rapid and frequent in the area. Particularly, the general weather patterns during the early spring can be somewhat volatile, with strong, sudden thunderstorms and variations in temperature. These patterns generally wane as summer temperatures reach their peak; although, in Kansas, the potential for severe weather always exists.

Summer is characterized by warm days, high humidity and cooler nights. The average summer monthly temperature is 85.5 degrees and rainfall is 4.67 inches. May has the highest average rainfall totals. Fall is normally mild and pleasant with colder temperatures at night. Rainfall decreases evenly through the season as does the mean temperature. First frost usually occurs in late October or early November.

Winters are not severely cold. December and January are the only months which have mean temperatures below freezing. Mean average precipitation also drops to a little over an inch in January and February. The total snowfall for the season averaged only 10.1 inches over the last 35 years. Rarely is there in excess of 3 inches of snow at any one time.

Physical Characteristics

The physical characteristics of an area play an important role in determining how land will be used in that area. Soil types, slope, mineral resources, water resources and vegetation are all factors that must be considered when looking at land use development. Some of these factors, such as slope and soil type, will place limits on the ability to develop land for certain uses. Topography also plays a significant role in determining the type and cost of new development.

Leavenworth County lies adjacent to the Missouri River on the east and the Kansas River on the south. The total area of the county is 472 square miles or 403,840 acres. The county is located within the Glaciated Region Physiographic unit. In the northeast portion of the county, the land surface slopes downward to the east towards the Missouri River. The rest of the county slopes toward the southeast to the Kansas River. The landscape is rolling plains and hills. The northeast and southwest parts of the county both contain parcels with steep slopes (15% or greater). Plum

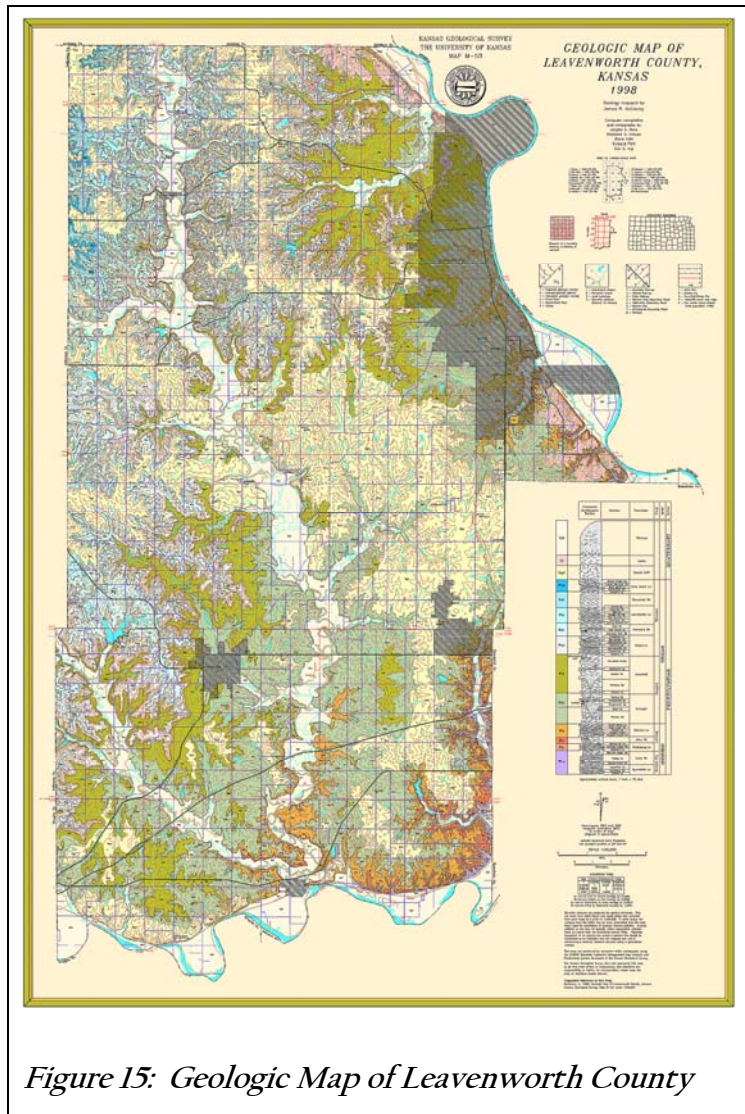


Figure 15: Geologic Map of Leavenworth County

Creek, Salt Creek, Three Mile, Five Mile, Seven Mile and Nine Mile Creeks drain the northeast part of the county to the Missouri River. Stranger Creek, Tonganoxie Creek and Wolf Creek drain the majority of the county to the Kansas River.

Soils

The nature and characteristics of soils have a significant relationship to the types of land uses that are possible for an area. Soil characteristics can provide significant constraints to development by making it more expensive to build or undertake certain

kinds of agriculture production on the land. Therefore, soil identification and analysis are important first steps in evaluating the utilization of resources for development.

Soil properties can be rated and mapped as to their development suitability. The United States Department of Agriculture (USDA) has provided a detailed study of the soils in Leavenworth County. An understanding of the soils' properties can lead to their application for different types of development. Three factors have been identified as important engineering constraints to development: The shrink-swell potential, depth-to-bedrock and depth-to-water-table.

Shrink-swell potential is the characteristic that determines a soil's volume change with changes in moisture content. Soils with high shrink-swell potential require extra construction costs to prevent cracked walls, foundations and roadways. Depth-to-bedrock measures the relative thickness of the soil from the surface to the bedrock below. Shallow depths-to-bedrock can increase excavation costs for basements, streets and underground utilities. Depth-to-water-table is the vertical distance from the soil surface to soil that is completely saturated with water. The depth of the water table is affected by soil permeability, infiltration of the surface layer, slope and drainage. It impacts excavations for basements, foundations for buildings and roads and underground utilities. Depth-to-bedrock and depth-to-water-table also impact the use of private septic wastewater disposal systems.

The county is composed of a variety of soils, each with its own set of characteristics. There are ten soil associations located in the county. Each association is a unique landscape consisting of one or more major soils and some minor soils. The general soils map provides a basis for comparing the potential of large areas for general kinds of land use. Areas with soils suited to certain types of farming or unfavorable for certain land uses can be identified on the map; however, site planning for an individual farm or development should not be done with a generalized soil map. A detailed description of the soil types can be obtained from the USDA.

Geology and Mineral Resources

“The geology of Leavenworth County consists largely of limestone and shale deposits. The bedrock in much of the county is composed of limestone and shale that were deposited in the Pennsylvanian Period of geologic history, about 300 million years ago. Smaller amounts of sandstone and a few layers of coal are also found in the county.

Hills in much of the western half of Leavenworth County, for example, are capped by rocks that geologists have labeled the Oread Limestone, the Kanwaka Shale and the Lecompton Limestone. One of the common rock layers in central and eastern Leavenworth County is the Stranger Formation, named after Stranger Creek. The Tonganoxie sandstone, a rock layer in the Stranger Formation, was deposited in the valley of a river that drained the area during the Pennsylvanian Period.

Rocks in much of the rest of the county were deposited more recently, about 600,000 years ago, when glaciers moved into the northeastern tip of the state. In Leavenworth County, the glaciers left behind boulders, cobbles and other rock debris that is commonly referred to as "glacial drift." Along the Missouri River, in the northeastern part of the county, the map shows thick deposits of loess, a silty soil that also resulted from glacial activity.”

Mineral resources have played an important role in this area in the past. Some sand and gravel deposits can be found in the Shelby soils. Limestone has been quarried within the county and used as building stone or for road building purposes. There were significant coal deposits within the county that have been mined in the past. Oil and gas deposits have also been located within the county. Currently, there are active limestone mines in the county operated by county Public Works, the county Road Department, Loring Quarry, Inc., Martin Marietta Aggregates, Metro Stone Co and N.R. Hamm Quarries, Inc. Sand and gravel operations include the Builder’s Sand Company, which operates a surface quarry. Builder’s Sand, Inc. and Penny’s Sand are active river dredgers.

Slope

Slope, a land feature with major implications for development, can significantly influence the types of developments appropriate for a particular site or parcel. It is

measured as the change in land elevation over the change in linear distance: Rise/run. Slope places limits on urbanization and farming and can significantly impact drainage and erosion. Unchecked development can aggravate runoff, erosion and flooding concerns by decreasing water infiltration and absorption and increasing runoff and erosion, sometimes leading to potential slope failure. This is especially true during the initial development stages of clear-cutting and grading.

Slopes of zero (0) to eight (8) percent offer only slight limitations to development. Moderate slopes, of between 8 to 15 percent and severe slopes, those greater than 15 percent, create greater restraints on development. These soil types associated with steep slopes are the Knox Complex (KN), Knox Silt Loam (KK) and Konawa Fine Sand Loam (KW).

Slope and topographic relief creates visual amenities, scenic views and can become prime real estate. It also affects the grading costs of development and can increase the need for runoff mitigation, and can increase the cut and fill costs when locating and constructing roads and utility infrastructure.

Flood Plains

The flood hazard areas of the county are subject to periodic inundation, resulting in loss of life and/or property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief and impairment of the tax base. Flooding is aggravated by debris obstructing the flood way such as excess sediment,

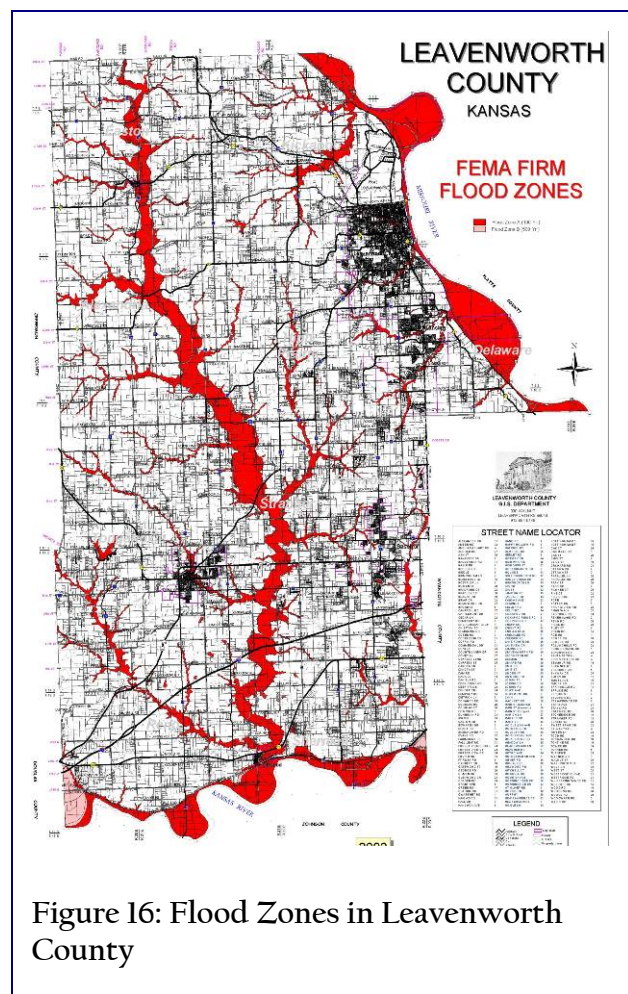


Figure 16: Flood Zones in Leavenworth County

fallen trees and other pollution. The negative effects of a flood stage event are also made worse by the simple fact that the risk of life or property loss is greater when people live in flood-prone areas.

Stranger Creek and Wolf Creek pose the greatest and most frequent flooding threat to Leavenworth County. Both the Kansas and Missouri Rivers flooded as recently as 1993. Significant rain events have been reported to cause floodwaters from Stranger Creek to spill over Interstate 70 as well as County Road 5, making the latter route impassable during high water. The Board of County Commissioners adopted a Flood Plain Management Code in April of 1989, amended in 2004. The main stated purpose(s) of the Resolution is to:

- Restrict or prohibit uses that are dangerous to health, safety, or property in times of flooding or cause undue increases in flood heights or velocities;
- Require uses vulnerable to floods, including public facilities that serve such uses, be provided with flood protection at the time of initial construction; and
- Protect individuals from buying lands that are unsuited for the intended development purposes due to the flood hazard.

Vegetation and Wildlife

Vegetation within the county consists of a combination of cultivated crops, native and tame grasses and woodlands. Cultivated crops include corn, soybeans, milo and wheat. The dominant grasses are brome grass, fescue, little bluestem and big bluestem. The rest are a mixture of Indian grass, switch grass, orchard grass, sedges, panicums and a variety of other species.

Woodlands are primarily located along the creeks, drainage ways, as windbreaks and in some upland locations. Woodlands on the bottom land consist of elm, ash, black walnut, hackberry trees and a variety of other trees. Upland woodlands contain hickory, oak, elm, ash, Osage orange and some smaller woody plants.

A variety of wildlife inhabits the woodlands and grasslands of the county. Deer, quail, pheasant and wild turkey are hunted within the county. A wide variety of wild mammals, such as squirrels and rabbits abound, as well as numerous kinds of birds.

Woodlands

Woodlands provide a number of environmental, aesthetic and economic benefits to a community. Woodlands provide a significant benefit in the control and filtration of storm water runoff. This can help mitigate flooding and improve water quality. Woodlands provide cover and habitat for wildlife. They translate into increased property values.

Open space is one of the important natural assets in Leavenworth County and the amount of woodlands directly influences the rural character of Leavenworth County. Careful consideration and planning need to be given to the future of open space woodlands, as well as agricultural resources, and the place these land uses will have in the county. As development in the county intensifies, conserving the open space resources will become more difficult as population and land values increase. Achieving a balance between open space, agricultural production and future residential and commercial uses should be an important goal for preserving Leavenworth County's most critical woodlands and aesthetic open spaces.

Riparian Areas

Riparian areas serve many important environmental purposes and provide several benefits. Among these benefits are improved water quality, economic benefits and biological benefits. Riparian areas improve water quality by serving as filters for silt, chemicals and other pollutants. The vegetation in riparian areas slows water run-off, allowing suspended sediment to settle out. Extensive root systems help to stabilize stream banks and thus prevent soil erosion. Vegetation also slows flood waters when streams overflow during periodic flooding events. Oxbows and wetlands located in the riparian areas store flood waters and slowly release them. This reduces flooding and helps to maintain a consistent stream flow during dry periods. The benefits of riparian areas can only be achieved when the riparian corridor is in good condition. Without

some form of corridor management, development within the watershed and riparian areas can have a significant negative impact on overall stream health.

Rural Areas

The preservation of agricultural land is critical. Land for crops, hay and pasture must be protected in adequate quantity to allow for the sustainability of future generations. Conservation practices must be undertaken to prevent the erosion of the soil and protect the continued productivity of the land.

The intrusion of non-farm uses into agricultural areas has a negative impact on the business of farming. Land speculation, increased traffic and opposition to farm smells and practices often make it difficult for farmers to carry on their business. To keep agriculture as a viable economic resource, the county must protect these areas from large-lot development, typified by 2.5, 5 and 10 acre lot subdivisions. This can be accomplished by directing this type of development to areas with the appropriate infrastructure. This will help protect the quality of life and property values within the agricultural communities.

Appendix E: Population

One of the most important considerations for local government and the comprehensive planning process is the anticipated future size and composition of the population in the county⁶. Residential growth trends are fundamentally important to the planning process and have future implications related to provision of infrastructure, revenue and schools. Analysis of the current and anticipated population is crucial to understanding residential growth and expansion.

This section analyzes the following population trends:

1. Population Growth, 1990-2006
2. 2000 population by Gender and Age
3. 2000 population by Race
4. 2000 population Educational Attainment, 25 Years and Over
5. 2005 Population and Income
6. Estimated Population Forecast, 2005-2025
7. Implications for Development

Population Growth

According to the U.S. Census Bureau, as shown in **Table 14**, Leavenworth County's total population has grown from 64,371 in 1990 to 73,113 in 2005. This is an increase of approximately 1% (874 persons) annually over the fifteen year time period.

Table 14 - Total County Population	
1990	64,371
2000	68,691
2005	73,113
2006	74,052*
Source: US Census *Estimated	

From 1990 to 2000, the population increased annually by 0.7% (433 persons). From 2000-2005, the annual rate of population growth increased to approximately 1.3% (884 persons), nearly doubling the growth rate. The Leavenworth County Population is estimated (at an annual rate of 1.3%) to have grown by 941 people between 2005 and 2006. The county grew almost twice as fast during the 2000-2005 period as it did during the 1990's decade. Based on this data, the county population appears to be growing at an increasing rate.

Table 15 below, shows the total Leavenworth County Population and annual rates of growth broken down by community. Growth rates identified from 1990 to 2000 are percent increase/decrease annually. Between 2005 and 2006, Basehor and Tonganoxie both grew by an annual rate greater than 5%. Lansing grew at approximately 5% a year. Linwood, a city that was formerly losing population, grew by approximately 2% a year. Leavenworth declined in population by approximately 1.5% between 2005 and 2006, while Easton maintained its population.

Table 15 - City Populations						
	Basehor	Easton	Lansing	Leavenworth	Linwood	Tonganoxie
1990	1,591	405	7,120	38,495	409	2,347
2000	2,238	362	9,199	35,420	374	2,728
2005	3,287	357	10,214	35,450	382	3,774
2006	3,523	354	10,705	34,933	391	4,101
Growth Rate (1990-2000)	4.1%	-1.1%	2.9%	-0.8%	-0.9%	1.6%
Growth Rate (2000-2005)	9.4%	0.0%	2.2%	0.0%	0.4%	7.7%
Growth Rate (2005-2006)	7.2%	0.0%	4.8%	-1.5%	2.4%	8.7%
Source: US Census						

Table 16 shows residents of Unincorporated Leavenworth County, or those people residing in the areas outside the incorporated cities. Between 1990 and 2000, the

population of the unincorporated county grew annually by approximately 8%, or 802 persons a year over a ten year period. The population increased by approximately 1.5% a year between 2000 and 2005. Over a five year period, the unincorporated county population grew by almost 128 people a year. The population in 2006 is estimated to be approximately 20,047 persons. This is an annual increase in population of approximately 2%.

Table 16 - Unincorporated Leavenworth County	
1990	10,351
2000	18,370
2005	19,649
2006	20,047*
Source: US Census	
*Estimated	

Table 17 shows the military and institutionalized male populations of Leavenworth Federal Prison (2207), Lansing State Prison (2489) and the Correction Corporation of America (CCA-650 inmates), which is a U.S. Marshal holding facility. The Fort Leavenworth Military Prison houses an additional 1056 male inmates. A total of 9866 personnel and family members constitute the Fort Leavenworth population. The University of Saint Mary houses approximately 110 students on campus.

Table 17 - Institutional Populations	
Leavenworth Federal Prison	2,207
Lansing State Prison	2,489
Correction Corporation of America (CCA)	650
U.S.D.B - Fort Leavenworth Military Prison	1,056
Total Institutionalized Persons	6,402

Fort Leavenworth Personnel	5,253
For Leavenworth Families	4,613
Total Fort Leavenworth	9,866
University of Saint Mary	110
Total	16,378
Source: Leavenworth County Planning and Zoning and OHH	

While inmates are counted in the official U.S. Census, the Fort Leavenworth military and Saint Mary student populations are registered in their home communities and are not considered permanent residents of Leavenworth County unless, of course, the individual identifies Leavenworth County as the home county. With the added military personnel, military prisoners and college students (11,032 total persons), the total population of Leavenworth County increases to approximately 84,185 persons. This number assumes that none of the identified residents claims Leavenworth County as the home county. As a percentage, this group comprises approximately 13.2% of the total counted and uncounted population that resides within the county.

Population by Gender and Age

Table 18, Population by Gender and Age, shows the total population of Leavenworth County in 2000 by age and gender. Highlights from the table include:

- 22.4% of Leavenworth County children/teens (ages 5-19).
- The largest single adult age group is the 35-44 year age bracket (19.3%).
- 18% of the county residents are over 55.
- 9.9% of the population is 65 or above.

Table 18 - Population Cohorts		
	Number of Persons	Percent
Total population (2000)	68,691	100.0%
Male	36,521	53.2%
Female	32,170	46.8%
Under 5 years	4,775	7.0%
5 to 9 years	5,148	7.5%
10 to 14 years	5,303	7.7%
15 to 19 years	4,914	7.2%
20 to 24 years	3,856	5.6%
25 to 34 years	9,467	13.8%
35 to 44 years	13,235	19.3%
45 to 54 years	9,659	14.1%
55 to 59 years	3,152	4.6%
60 to 64 years	2,416	3.5%
65 to 74 years	3,643	5.3%
75 to 84 years	2,313	3.4%
85 years and over	810	1.2%
Median Age (years)	35.6	(x)

Table 19, shown below, depicts the same information from 1990. Analysis indicates that the 65 and over population increased by approximately 3000 persons between 1990 and 2000. This indicates that, as the population ages, people are staying in Leavenworth County.

Table 19 - Age Cohorts		
	Number of Persons	Percent
Total population (1990)	68,691	100.0%
Gender and Age		
Male	36,521	53.2%
Female	32,170	46.8%

Under 5 years	4,775	7.0%
5 to 9 years	5,148	7.5%
10 to 14 years	5,303	7.7%
15 to 19 years	4,914	7.2%
20 to 24 years	3,856	5.6%
25 to 34 years	9,467	13.8%
35 to 44 years	13,235	19.3%
45 to 54 years	9,659	14.1%
55 to 59 years	3,152	4.6%
60 to 64 years	2,416	3.5%
65 to 74 years	3,643	5.3%
75 to 84 years	2,313	3.4%
85 years and over	810	1.2%
Source: US Census		

Population by Race

The following table, Table 20, depicts Leavenworth County population in terms of racial composition.

Table 20 – Population by Race		
RACE	NUMBER	PERCENT
One race	67,168	100.0%
White	57,824	86.1%
Black or African American	7,160	10.7%
American Indian and Alaska Native	510	0.8%
Asian	730	1.1%
Asian Indian	56	0.1%
Chinese	67	0.1%
Filipino	101	0.2%
Japanese	74	0.1%
Korean	285	0.4%
Vietnamese	39	0.1%
Other Asian (1)	108	0.2%
Native Hawaiian and Other Pacific Islander	91	0.1%
Native Hawaiian	38	0.1%
Guamanian or Chamorro	19	0.0%
Samoan	10	0.0%
Other Pacific Islander (2)	24	0.0%

Some other race	853	1.3%
Two or more races	1,523	2.3%
HISPANIC OR LATINO AND RACE		
Total population	68,691	100.0%
Hispanic or Latino (of any race)	2,620	3.8%
Mexican	1,410	2.1%
Puerto Rican	440	0.6%
Cuban	114	0.2%
Other Hispanic or Latino	656	1.0%
(1) Other Asian alone, or two or more Asian categories. (2) Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.		
Source: US Census		

As illustrated in the table above, the White population comprises the major racial group in Leavenworth County. Blacks or African Americans are the second largest racial group, with 10.7% of the total population in the county. Hispanics were a new category for the 2000 census and therefore it is difficult to determine a change in population for this demographic. Hispanics make up 7.7% of the total county population, followed by the Asian population at 1.0% and American Indian or Alaskan Natives comprise 0.8%.

Educational Attainment

Table 21 illustrates the level of high school and college achievement in Leavenworth County.

Table 21 – Educational Attainment County		
	Number	Percent
Population 25 Years and Over	44,792	100.0%
Less than 9th grade	1,788	4.0%
9th to 12th grade, no diploma	4,253	9.5%
High school graduate (includes equivalency)	15,188	33.9%
Some college, no degree	10,397	23.2%

Associate degree	2,828	6.3%
Bachelor's degree	5,892	13.2%
Graduate or professional degree	4,446	9.9%
High school graduate or higher	38751	86.5%
Bachelor's degree or higher	10338	23.1%
Source: US Census		

Leavenworth County's percentage(s) of high school graduates and persons with bachelor degrees is compared to the incorporated municipalities within the county in Table 22, shown below.

Table 22 – Educational Attainment By Jurisdiction		
	High School or Higher	Bachelor's or Higher
Leavenworth County	87%	23%
Basehor	91%	15%
Easton	79%	5%
Lansing	88%	22%
City of Leavenworth	85%	27%
Linwood	81%	11%
Tonganoxie	89%	16%
Source: US Census		

The county's educational attainment is very much in line with the incorporated cities. Easton has a lower number of persons with bachelor's degrees (5%) when compared to the county average of 23%, which is slightly higher than Basehor (15%), Tonganoxie (16%) and Linwood (11%). The City of Leavenworth and Lansing are nearly identical to the county in terms of both high school graduation rates and bachelor's degrees.

Population and Income

The following Table 23 contains Leavenworth County demographic information based on level of income in the county.

Table 23 – Income Cohorts		
Income and Benefits (adjusted for 2005 inflation)	Number	Percent
Less than \$10,000	1317	5%
\$10,000 to \$14,999	1128	5%
\$15,000 to \$24,999	2356	10%
\$25,000 to \$34,999	2517	10%
\$35,000 to \$49,999	3820	16%
\$50,000 to \$74,999	5592	23%
\$75,000 to \$99,999	3923	16%
\$100,000 to \$149,999	2864	12%
\$150,000 to \$199,999	579	2%
\$200,000 or more	417	2%
Total	24,513	100%
Median household income	\$55,127	(na)
Average household income	\$64,120	(na)
Source: US Census		

Approximately one-quarter (23%) of the working population earns between \$50,000 and \$75,000 in annual income. Of the county population, 32% earn \$75,000 or more annually. The median household income in Leavenworth County is approximately \$55,000 dollars. A household, as identified by the U.S. Census, includes all the people who occupy a housing unit as their usual place of residence.

Estimated Population Forecast

To plan for the future, an estimate of population must be evaluated. In the following Table II, a population projection has been provided that looks to the future based on

the history of population for the county. This estimate takes into account the annual percent rate of increase in population for the county and then projects the population estimates to 2030. These estimates are based on the county's current public infrastructure. In the event a major investment is made to allow for significant infrastructure improvements, this number would inflate at a much greater rate.

Table 24 – Population since 1900 and Projections	
Year	Population
1900	41318
1910	40162
1920	39888
1930	40496
1940	41986
1950	44357
1960	47611
1970	51746
1980	56763
1990	62662
2000	69943
2010	77105 projected
2020	85650 projected
2030	95076 projected
Source: Leavenworth County Planning	

Population Implications for Development

Based on the information discussed in the Populations section of the plan, the following implications for development related to population factors include:

- Leavenworth County is growing at a (unincorporated Leavenworth County - 2% increase annually, entire county – 3% increase annually) significant rate. To maintain the continued growth and to provide for a well developed county, the majority of the growth should be directed to the incorporated cities and the county land should be held in an undeveloped state.

- Leavenworth County residents are predominantly of working age individuals that are primarily working outside the county. Additional job opportunities need to be sought to allow for residents to work closer to home.
- The residents of Leavenworth County are well educated and therefore the jobs sought for the community should be primarily professional jobs, followed by manufacturing type jobs that coordinate well with the agricultural nature of Leavenworth County.

Appendix F: Existing Land Uses

When considering future development within Leavenworth County, perhaps the most significant factor to assess is the existing pattern of land use. The reason is that future uses of vacant and/or redeveloped land must be compatible with established land use patterns as much as possible. This is critical since planning for roads, utilities, public facilities and other essential public services depends in large part on effective planning of future land use.

Because local governments, including Leavenworth County, generally do not own most of the land for which they develop plans, future planning for land development within a multi-ownership/multi-use society becomes even more challenging to local government officials seeking to develop a cost-effective, compatible and predictable land use plan. A key factor in development is that due to the immense amount of land in the county, future development in the county will require an emphasis upon growth management areas, agriculture preservation and city / county coordination.

Currently, the land use in unincorporated Leavenworth County is primarily agriculture and residential. Residential subdivisions and large lots (10 acres or less) are primarily located in the eastern and southern portions of the county near the incorporated cities. The majority of the larger farmsteads are located in the north and west portions of the county. Few commercial land uses are found in the unincorporated portions of the county, but when found, again are typically adjacent to the incorporated cities.

Another significant land use is floodplain. Stranger Creek is the key contributor to the floodplain as it carves its way through Leavenworth County from the northwest to south central Leavenworth County and continues into the Kansas River.

Appendix G: Infrastructure

Introduction

Utility infrastructure is fundamentally important because it has a profound impact on a community's capacity for growth and tax base. The amount of people who can live in an area and still enjoy utility services associated with a high quality of life is directly limited by the quantity and quality of infrastructural and capital improvements. Planning for future infrastructural demands is one of the most important considerations a community must understand if continued growth and quality of life is to be preserved for all residents. This section will discuss the current infrastructural capacity of wastewater treatment facilities and sewers, potable water sources, electricity and gas in Leavenworth County.

Existing County Wastewater Treatment Facilities

The provision of sanitary sewers is essential for urban development. Each of the cities within the county provides sanitary sewer services for their jurisdiction. The county has a number of lagoons that provide wastewater treatment for small subdivisions. Leavenworth County currently operates the following sewer districts within the county, shown in the table below:

Existing Municipal Wastewater Treatment Systems

City of Leavenworth:

Located in the northeast portion of the county, the City of Leavenworth has operated a primary sewerage treatment facility (secondary/trickling) since the early 1960s. Currently, the treatment plant is designed for an average population of 55,000, approximately equal to 6,880,000 gallons per day treated flow. This facility serves both Three Mile Creek and Five Mile Creek watersheds, mostly by gravity flow. The City lacks sewer service along the western portion of Eisenhower Road corridor. Leavenworth has adequate treatment capacity to serve new development and should experience no significant limitation to growth.

Table 25 - Rural Wastewater Districts					
District	Communities Served	Location	Facility	Lots	Comments
1	Highcrest Subdivision	Gilman Rd. and 163rd St.	Three-cell discharging lagoon	82	
2	Timber Lakes	Metropolitan Ave, east of 142nd St.	Three-cell discharging lagoon	335	Adjacent to Floodplain, Can be expanded without seriously impacting the surrounding area
3	Glenwood Estates	158th St, south of Evans Rd.	Three-cell discharging lagoon	76	Located near watershed ridge; adequate but little possibility for expansion
4	Ginger Creek	One-half mile west of Ginger Creek watershed	Three-cell discharging lagoon	335	
5	Briarwood; Nottingham	located near subdivisions	Septic Alternative	na	Treatment alternative for failing septic systems
6	Cedar Lake	158th St., South of U.S. 24	none currently; wastewater pumped to Sewer District 3	29	

Source: Leavenworth County Public Works

City of Lansing

The City of Lansing’s wastewater treatment facility was constructed in 1982 and expanded in 2006. The plant is located near K-5 Highway. The plant with its expansion will serve expected expansions into 2026. Plant capacity is 3,200,000 gallons per day. It is located near the intersection of Nine Mile Creek and Seven Mile Creek. Therefore, it can provide service to both watersheds. An interceptor currently serves Seven Mile Creek to approximately 1,000 feet east of DeSoto Road. The Nine Mile Creek interceptor line extends to the west side of Main Street, at Gilman Road.

City of Tonganoxie

Tonganoxie has a multi phase wastewater treatment plant that is currently in its first phase. The current phase has a design capacity of 750,000 gallons per day (0.75 MGD). The hydraulic capacity of the plant is 2,250,000 gallons per day and is rated to serve a population of 7,500 people. According to BG Consultants, Inc., Tonganoxie’s

consulting engineer, the City owns enough land adjacent to the current facility to allow for future expansion to a potential design capacity of 3,000,000 gallons per day (3.0 MGD) or more with a hydraulic capacity of 9,000,000 gallons per day serving a future population of approximately 30,000 people.

City of Basehor

The City of Basehor recently upgraded their wastewater treatment system. The operation of this plant brings the City of Basehor into compliance with State requirements and provide for growth within the area through approximately 2029. This plant allows the City of Basehor to extend its boundaries and sewer service area.

City of Linwood

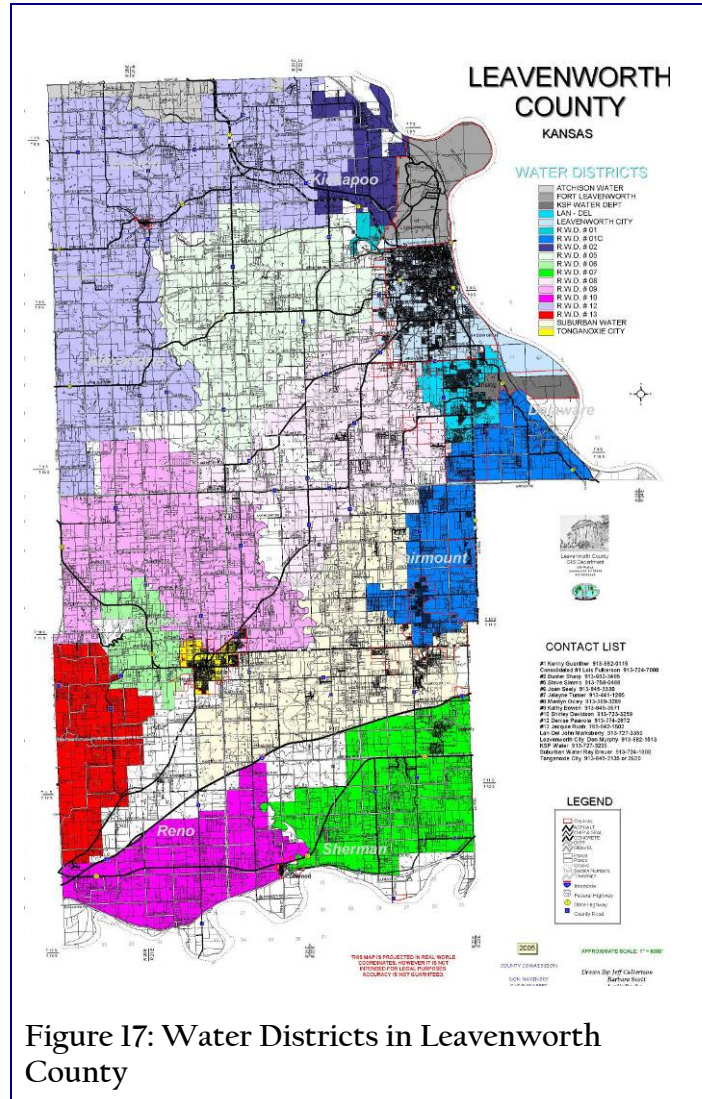
Linwood is located in the extreme southern part of the county near the confluence of Stranger Creek and the Kansas River. The City operates a two cell lagoon located to the north of the City near Nine Mile Creek. These cells have adequate capacity to meet existing needs.

City of Easton

Easton is located in the northwest part of the county on Stranger Creek. It operates a two cell lagoon located to the east of the City near Stranger Creek. These cells have adequate capacity to meet existing needs.

Public Water Supplies

Much of the county population has access to public water, although there are sizeable areas where farms and households rely on private wells and cisterns. Public water is provided to the unincorporated portion of Leavenworth County by 13 rural water districts (RWD's). Ten of these districts are organized as Leavenworth County districts and have their boundaries mainly within the county limits. These districts appear to be fragmented and non-contiguous, excluding numerous, small scattered areas away from coverage. Other sources of potable water in the county are provided by additional private water



districts: Atchison Water, Fort Leavenworth, Leavenworth Correctional Facility, Lansing-Delaware Township, Leavenworth City, Suburban Water and Tonganoxie City.

Electricity and Gas Utilities

There are currently no infrastructural limitations related to provision of electricity and gas utilities in Leavenworth County. The current regional electric and natural gas utilities are respectively Westar Energy, Leavenworth Jefferson Coop and Atmos.

Electric and gas infrastructure is not foreseen to be a limiting factor for future growth in Leavenworth County.

Appendix H- Transportation

Introduction

An efficient, accessible and well-maintained transportation network is one of the most important infrastructural elements for communities that promote a high quality of life. The dynamic movement of goods, people and services through that community is absolutely essential for long-term economic prosperity and growth in population. This section of the plan outlines the existing network of streets, highways and county roads. It ultimately seeks to change the system from growth and economic inhibitor to an asset for the county's economic and population expansion. The purpose of this Transportation Plan is to define how the street network should be developed to meet the county's transportation goal.

Street Classifications

Arterial Streets are designed to provide a high degree of mobility and are generally designed to facilitate longer vehicle trips to, from and within a community. Arterial streets benefit the entire community by providing access to jobs, shopping, entertainment and other public needs. Therefore, design and maintenance of arterial streets should favor traffic “mobility” and providing fewer access points for adjacent land uses such as neighborhoods, driveways and commercial areas. Traffic volume on arterial streets can vary with the number of lanes, turning lanes and traffic signals. Speeds generally range from 30-45 miles per hour, depending on the area served by the arterial street.

Collector streets connect local streets to arterial streets, funneling the traffic from many local streets to the nearest arterial street. In this capacity, collector streets attempt to balance mobility needs associated with high traffic volume with accessibility needs. Accessibility contrasts with a “mobility-oriented” street. Instead of

favoring the swift movement of a large volume of traffic, “accessibility-oriented” streets facilitate convenient access to adjacent land uses. Collector streets are a mix of both, providing greater access to neighboring businesses and homes, while at the same time providing an efficient commuter route to main arterial streets. Speeds on collector streets generally range from 25-40 miles per hour; therefore, their standard of construction needs to be superior to local streets but not as high as an arterial street.

Local Streets are designed to facilitate local access and community livability. Speeds on local streets are generally lower for a variety of reasons: greater pedestrian and bicycle traffic, the presence of children and a greater emphasis placed on accessibility. Accessibility, a high priority for local streets, provides local people with a variety of options for accessing various collector streets and, to a lesser degree, main arterial streets. Speeds on local streets generally range from 20 to 30 miles per hour, depending on the surrounding land uses. Pedestrian and bicycle traffic, along with aesthetics should be an important priority when designing local streets. As the streets most frequently used by residents of a community, the design, or “streetscape” of these local streets can dramatically influence quality of life in a community.

County Roads and Highways include a variety of road designs, funding, as well as upkeep and maintenance levels. When located in or near an urban area, rural roads and highways can resemble freeways or expressways. They link communities and are often indistinguishable from state highways and residential streets; however, in rural areas, many county roads carry very little traffic. The maintenance for these roads occurs much less frequently. In addition, the substrate and building materials for rural county roads can vary greatly from pavement and asphalt to gravel and graded earth. The speeds posted on county roads are different depending on the topography, materials used to build the road, road width and proximity to other land uses. In terms of street standards, county roads are divided into urban and rural categories. Urban standards are used for areas near the cities where rapid growth has increased traffic demands, for

State Highways and for new developments. Rural standards apply to the majority of the county for improvements to existing county roads.

State Maintained Arterial Streets The State of Kansas provides a good system of arterial streets that run in the east to west direction. The primary north to south highway is on the eastern edge of the county. An additional north-south arterial street is needed in the central and western part of the county to facilitate movement of traffic through the county and to accommodate the growth expected in these areas. The following are the existing and proposed State maintained arterial streets:

- I - 70 - This route crosses the county but currently there is no interchange to allow for access to the county from the highway. Obtaining an access to this important transportation link will be provided in approximately 2010.
- K-32 (Linwood Road) - This route provides access across the southern end of the county from Bonner Springs on the east, to Linwood in the central and Lawrence to the west.
- US 24 (State Avenue) - This route provides access across the southern end of the county, connecting the cities of Basehor and Tonganoxie to Kansas City and Lawrence.
- K-92 (Springdale Road) - This route provides access across the northern end of the county, connecting the City of Leavenworth to the western portion of the county and crossing the Missouri River to the east.
- K-192 (Easton Road) - This route provides access from Easton to the eastern part of the county via K-92 and K-7 / US73 and westward to Jefferson County.
- K-7 / US 73 (139th Street) - This route is the main north-south access on the east side of the county, which connects the cities of Leavenworth, Lansing and Basehor to Kansas City and to Johnson and Atchison County.
- K-5 (Wolcott Road) - This route allows for access on the east side of the county from Lansing to I-435. This is also a scenic route.

- K-16 (McLouth Road) - This route provides access from Tonganoxie to the western part of the county and Jefferson County.

Access Management Planning

Access management is “the planning, design and implementation of land use and transportation strategies that control the flow of traffic between the road and surrounding land.”⁷

Access management can postpone or prevent costly road improvements; improve safety conditions; reduce congestion and delays; provide for safer access to roads; promote desirable land use patterns; and provide for safer pedestrian and bicycle travel.⁸

Access management plans should be developed for the major transportation corridors within the county. Two of the major corridors, K-7 and 24/40 have been studied recently. The K-7 Corridor was evaluated from Johnson County on

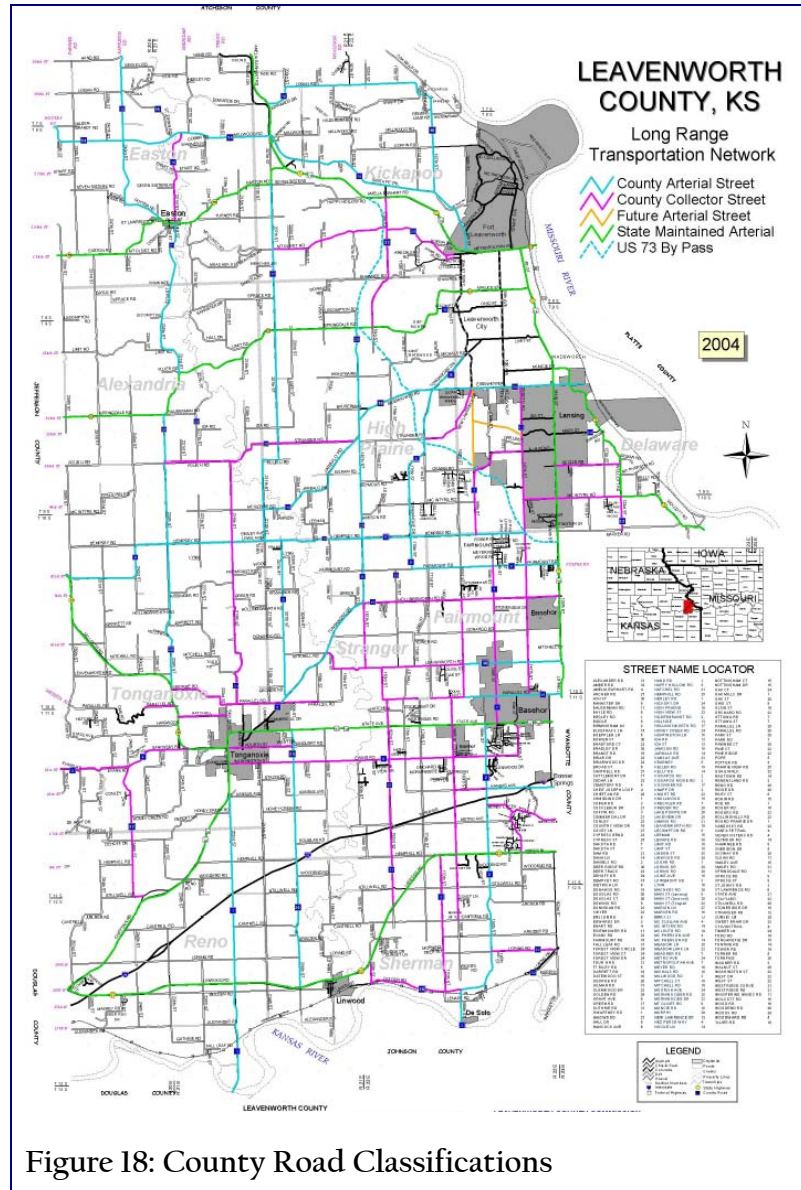


Figure 18: County Road Classifications

the south to the City of Leavenworth on the north. The 24/40 Corridor was studied from K-7 on the east to the City of Tonganoxie on the west. Each of these plans identified limited access, reverse frontage roads and land use recommendations.

These recommendations have been included on the land use map for inclusion in this document. The remaining major corridors to be studied are the K-32 Corridor from 142nd to Linwood, County Road 5 Corridor from Tonganoxie to Leavenworth, State Highway 5 from I-435 on the east to Leavenworth to the north and the Highway 92 Corridor connection from Leavenworth to Missouri. The evaluation of this corridor should include the examination of the traffic conditions, existing and future land uses and all historic, scenic and environmental features.

I-70 Interchange The first interchange in Leavenworth County has been identified at the intersection of I-70 and County Road 1. This is located on the western end of the county and will provide direct access to Tonganoxie on the north and easier access to Linwood to the south, as well as general access to the remainder of the county. The future development in the area will allow for additional tax base in the county. As the first highway interchange into the county, careful analysis of the area will need to be done to ensure quality and appropriate development. This will allow for optimum tax benefit and long term viability.

Appendix I: Community and Public Facilities

Introduction

Community and public facilities are the essential services provided by local government that safeguard public well-being. Included in these essential services are fire and police protection, community facilities, schools, parks and recreation, utilities (water, electric, sewers) and solid waste management. These services add elements to the community that contribute greatly to quality of life.

Understanding community facilities and their relationship to a growing population, especially in terms of water, sewers and roads, is of great importance to the comprehensive planning process. This section reviews facilities and utilities of a community nature in order to determine the way(s) in which development in the county is affected. The relationship of public facilities to the planning process lies largely in their location and adequacy of space. The goal of providing community services at a high level of efficiency and economy requires safe and convenient locations for governmental administration, law enforcement, fire protection and health and welfare services. The location of facilities also affects traffic, both amount and dispersion or concentration and the need for roads. In addition, the economy is affected because public services are sources of employment and thus bring a demand for housing and utilities, as well as general goods and services.

Efficiency and economy in public service require adequate work space. Some general evaluations are made concerning adequacy of facilities for present personnel and functions and for projected future needs.

Table 25: Public Facilities						
Entity	Type	Name	Address	City	State	Zip
Basehor	Admin	City Hall	2620 N. 155th St	Basehor	Kansas	66007
Basehor	Library	Community Library	14500 R Parallel	Basehor	Kansas	66007

Basehor	Police	Police Station	2620 N. 155th St	Basehor	Kansas	66007
Basehor	Waste Water	Wastewater Plant	2300 N. 158th St	Basehor	Kansas	66007
County	Admin	Courthouse	300 Walnut	Leavenworth	Kansas	66048
County	Admin	Courthouse Annex	425 Laming Rd	Tonganoxie	Kansas	66086
County	Services	County Shop	23690 187th	Leavenworth	Kansas	66048
County	Admin	Council on Aging	109 A Delaware St	Leavenworth	Kansas	66048
County	Health	Health Department	500 Eisenhower Rd	Leavenworth	Kansas	66048
County	Services	Transfer Station	136 Gilman Rd	Lansing	Kansas	66043
County	Police	Sheriff Department	601 S. 3rd St	Leavenworth	Kansas	66048
County	Jail	County Jail	601 S. 3rd St	Leavenworth	Kansas	66048
County	Court	District Court	601 S. 3rd St	Leavenworth	Kansas	66048
County	Museum	Carroll Mansion	1128 5th Ave	Leavenworth	Kansas	66048
County	Admin	LCDC	1294 Eisenhower Rd	Leavenworth	Kansas	66048
Easton	Water	Water Plant	114 Dawson	Easton	Kansas	66020
Easton	Admin	City Hall	300 W. Riley	Easton	Kansas	66020
Federal	Post Office	Post Office	330 Shawnee St	Leavenworth	Kansas	66048
Federal	Post Office	Post Office	617 Holiday Plaza	Lansing	Kansas	66043
Federal	Post Office	Post Office	220 W. Riley	Easton	Kansas	66020
Federal	Post Office	Post Office	526 E. 4th	Tonganoxie	Kansas	66086
Federal	Post Office	Post Office	2636 N. 155th	Basehor	Kansas	66007
Federal	Post Office	Post Office	113 E. 4th	Linwood	Kansas	66052
Federal	DOE	Fort Leavenworth	.	Fort Leavenworth	Kansas	66027
Federal	DOJ	Federal Prison	1300 Metropolitan St	Leavenworth	Kansas	66048
Federal	VA	Veterans Administration	4101 S. 4th St	Leavenworth	Kansas	66048
Federal	VA	Medical Center	.	Leavenworth	Kansas	66048
Federal	VA	VA Fire Department	.	Leavenworth	Kansas	66048
Federal	USDA	Farm Service Center	2050 Spruce	Leavenworth	Kansas	66048

Lansing	Admin	City Hall	800 1st Terrace	Lansing	Kansas	66043
Lansing	Civic	Community Center	800 1st Terrace	Lansing	Kansas	66043
Lansing	Police	Police Station	800 1st Terrace	Lansing	Kansas	66043
Lansing	Court	Municipal Court	800 1st Terrace	Lansing	Kansas	66043
Lansing	Library	Activity Center	108 S. 2nd St	Lansing	Kansas	66043
Lansing	Services	Public Works	108 S. 2nd St	Lansing	Kansas	66043
Lansing	Waste Water	Wastewater Plant	555 N. Highway 5	Lansing	Kansas	66043
Lansing	Services	Garage	400 Santa Fe	Lansing	Kansas	66043
Lansing	Museum	Lansing Historical Museum	115 E. Kansas	Lansing	Kansas	66043
Leavenworth	Admin	City Hall	100 N. 5th St	Leavenworth	Kansas	66048
Leavenworth	Library	Library	417 Spruce	Leavenworth	Kansas	66048
Leavenworth	Court	Municipal Court	601 S. 3rd St	Leavenworth	Kansas	66048
Leavenworth	Fire	Fire Station # 1	3600 S. 20th St	Leavenworth	Kansas	66048
Leavenworth	Fire	Fire Station # 2	714 Lawrence Ave	Leavenworth	Kansas	66048
Leavenworth	Fire	Fire Station # 3	2617 2nd Ave	Leavenworth	Kansas	66048
Leavenworth	Police	Police Station	601 S. 3rd St	Leavenworth	Kansas	66048
Leavenworth	Civic	Performing Art Center	5th and Delaware	Leavenworth	Kansas	66048
Leavenworth	Services	Service Center	790 Thornton	Leavenworth	Kansas	66048
Leavenworth	Waste Water	Water Pollution Control	1800 S. 2nd St	Leavenworth	Kansas	66048
Leavenworth	Civic	Riverfront Community Center	123 S. Esplanade	Leavenworth	Kansas	66048
Leavenworth	Water	Water Works Department	601 Cherokee	Leavenworth	Kansas	66048
Leavenworth	Water	North Water Plant	1220 N. 2nd	Leavenworth	Kansas	66048
Linwood	Admin	City Hall	306 Main St	Linwood	Kansas	66052
Linwood	Library	Community Library	302 Main St	Linwood	Kansas	66052
State	DOC	Correction Facility	301 E. Kansas	Lansing	Kansas	66043
State	KDHR	Employment Services	515 Limit	Leavenworth	Kansas	66048
State	SRS	Family Services	109-C Delaware	Leavenworth	Kansas	66048
State	SRS	SRS	109-A Delaware	Leavenworth	Kansas	66048
State	KDR	Drivers License	113 Delaware	Leavenworth	Kansas	66048

State	KDOT	District Office	650 N. K-7 Hwy	Bonner Springs	Kansas	66012
Tonganoxie	Admin	City Hall	321 S. Delaware	Tonganoxie	Kansas	66086
Tonganoxie	Waste Water	Water Treatment Plant	1536 E. 4th	Tonganoxie	Kansas	66086
Tonganoxie	Library	Public Library	303 S. Bury	Tonganoxie	Kansas	66086
Tonganoxie	Police	Police Station	603 E. 4th St	Tonganoxie	Kansas	66086
Tonganoxie	Fire	Fire Station	825 E. 4	Tonganoxie	Kansas	66086
TWSP	Fire	Fairmont TWSP Fire Dept 1	2624 155th	Basehor	Kansas	66007
TWSP	Fire	Alexandria TWSP Fire Dept	23449 Bauserman Rd.	Leavenworth	Kansas	66048
TWSP	Fire	Kickapoo TWSP Fire Dept	32498 Easton Rd.	Leavenworth	Kansas	66048
TWSP	Fire	Delaware TWSP Fire Dept	111 E. Kansas	Lansing	Kansas	66043
TWSP	Fire	Reno TWSP Fire Dept	12755 238th St	Linwood	Kansas	66052
TWSP	Fire	Sherman TWSP Fire Dept	400 Main St	Linwood	Kansas	66052
TWSP	Fire	Stranger TWSP Fire Dept	19501 State Ave	Tonganoxie	Kansas	66086
TWSP	Fire	Easton TWSP Fire Dept	108 E. Riley	Easton	Kansas	66020
TWSP	Fire	Fairmont TWSP Fire Dept 2	16376 158th	Basehor	Kansas	66007
TWSP	Fire	Tonganoxie TWSP Fire Dept	19009 McLouth Rd	Tonganoxie	Kansas	66086
USD 449	School	Pleasant Ridge High School	32500 Easton Rd	Easton	Kansas	66020
USD 449	School	Pleasant Ridge Middle School	32500 Easton Rd	Easton	Kansas	66020
USD 449	School	Pleasant Ridge Elementary School	32500 Easton Rd	Easton	Kansas	66020
USD 449	School	Salt Creek Valley School	32325 167th St	Leavenworth	Kansas	66048
USD 449	School	Administration	32502 Easton Rd	Easton	Kansas	66020
USD 453	School	Leavenworth High School	2012 10th Ave	Leavenworth	Kansas	66048
USD 453	School	Warren Middle School	3501 New Lawrence Rd	Leavenworth	Kansas	66048
USD 453	School	West Middle School	1901 Spruce	Leavenworth	Kansas	66048
USD 453	School	Anthony	570 Evergreen	Leavenworth	Kansas	66048

		Elementary				
USD 453	School	Ben Day Elementary	1100 3rd Ave	Leavenworth	Kansas	66048
USD 453	School	David Brewer Elementary	401 N 17th	Leavenworth	Kansas	66048
USD 453	School	Earl M Lawson Elementary	820 N. 5th St	Leavenworth	Kansas	66048
USD 453	School	Howard Wilson Elementary	616 Grand	Leavenworth	Kansas	66048
USD 453	School	Muncie Elementary	541 Muncie Rd	Leavenworth	Kansas	66048
USD 453	School	Nettie Hartnett Elementary	1000 3rd Ave	Leavenworth	Kansas	66048
USD 453	School	Education Center	801 N. Broadway	Leavenworth	Kansas	66048
USD 453	School	Administration	200 N. 4th	Leavenworth	Kansas	66048
USD 458	School	Basehor Linwood High School	2008 N. 155th St	Basehor	Kansas	66007
USD 458	School	Basehor Linwood Middle School	215 Park St	Linwood	Kansas	66052
USD 458	School	Linwood Elementary	215 Park St	Linwood	Kansas	66052
USD 464	School	Tonganoxie Elementary	304 Shawnee	Tonganoxie	Kansas	66086
USD 464	School	Administration	330 E. Highway 24-40	Tonganoxie	Kansas	66086
USD 464	School	Tonganoxie High School	404 E. Highway 24-40	Tonganoxie	Kansas	66086
USD 464	School	Tonganoxie Junior High School	300 E. Highway 24-40	Tonganoxie	Kansas	66086
USD 469	School	Administration	613 N. Main St	Lansing	Kansas	66043
USD 469	School	Lansing High School	220 Lion Lane	Lansing	Kansas	66043
USD 469	School	Lansing Intermediate School	220 Lion Lane	Lansing	Kansas	66043
USD 469	School	Lansing Elementary	220 Lion Lane	Lansing	Kansas	66043
USD 469	School	Lansing Middle School	613 Holiday Plaza	Lansing	Kansas	66043
Hospital	Hospital	Providence - Saint John	3500 S. 4th	Leavenworth	Kansas	66048
Hospital	Hospital	Cushing Memorial Hospital	711 Marshall	Leavenworth	Kansas	66048

County Buildings

Public buildings are needed for a variety of public services and functions. When public facilities are modern and well maintained, they are assets that help the community to grow. However, when public facilities are allowed to become old and outdated, they can inhibit growth and become a financial burden to taxpayers. This section presents an overview and general inventory of the public facilities and services provided by Leavenworth County.

County Courthouse

The Leavenworth County Courthouse, located in the City of Leavenworth at the corner of Walnut between Third and Fourth Streets, was originally built in 1873. In 1911, fire destroyed much of the original Courthouse. It was rebuilt in 1912 using the foundation and some of the walls of



Figure 19: Leavenworth County Courthouse

the original structure. It provides space for many county departments.

Remodeling of the old courthouse was carried out and some departmental reorganization has required some movement of walls and personnel since that time. The location is moderately accessible for both Leavenworth City and county residents. It is relatively near the downtown central business district (CBD) area but does not directly interfere with shopping traffic.

Justice Center

Leavenworth County opened a state-of-the-art Justice Center on Third Street, just east of the Courthouse in early 2000, replacing the old county Jail. It was funded by a 10-year countywide sales tax that raised approximately \$23 million. The Justice Center houses the Leavenworth County Sheriff Department, Leavenworth City Police Department, First District Court, Juvenile Detention Center and all City and county judicial offices. The Justice Center has capacity for 157 inmates with room for future expansion.

County Annex Building

Leavenworth County operates an Annex Building located on U.S. 24/40 in Tonganoxie. This facility contains an Emergency Medical Services unit, a Sheriff's Department substation and office staff that provide limited services to the public. The public can pay taxes and get license tags at the Annex. As development continues to increase in the south western portions of the county, this annex will need to increase to accommodate the demand.

Fire Services

Leavenworth County is currently served by 12 fire departments located throughout the county. They are listed below:

- Alexandria Township
- Leavenworth County Fire District #1
- Fairmount Township
- City of Leavenworth
- Sherman Township
- Kickapoo Township
- Tonganoxie Township
- City of Tonganoxie
- Easton Township
- Fort Leavenworth Fire and Emergency Services

- Reno Township
- Stranger Township

The sparse population density and large percentage of rural land in the county can negatively affect emergency response times. Not only must emergency responders cover a large area, but many of the roads in the county are unpaved, unfinished and isolated from utility infrastructure. Rural water districts (RWD) serve much of the county. The traditional plastic lines of the rural districts are often not as effective as water mains and fire hydrants. They are subject to failure, when, by pumping water with fire fighting apparatus, the capacity of a line is exceeded and a vacuum created. This causes a lack of water pressure and can be hazardous to people, property and the firefighters.

Public Safety and Police Services

Leavenworth County is served by the Leavenworth County Sheriff's Department, which has grown from 13 people in 1973 to over 100 employees today. Growth in the County and proximity to the Kansas City Metro Area has created a need for expansion in law enforcement services. Today, administration, detectives, jail operations and patrol divisions comprise a total of 108 personnel and a fleet of over 30 vehicles. Specialty areas include Tactical Assistance Group, Clandestine Response, DARE, Traffic Division and K-9. The main offices, jail and new Justice Center are located in the City of Leavenworth. The Patrol and Detective divisions work out of the Justice

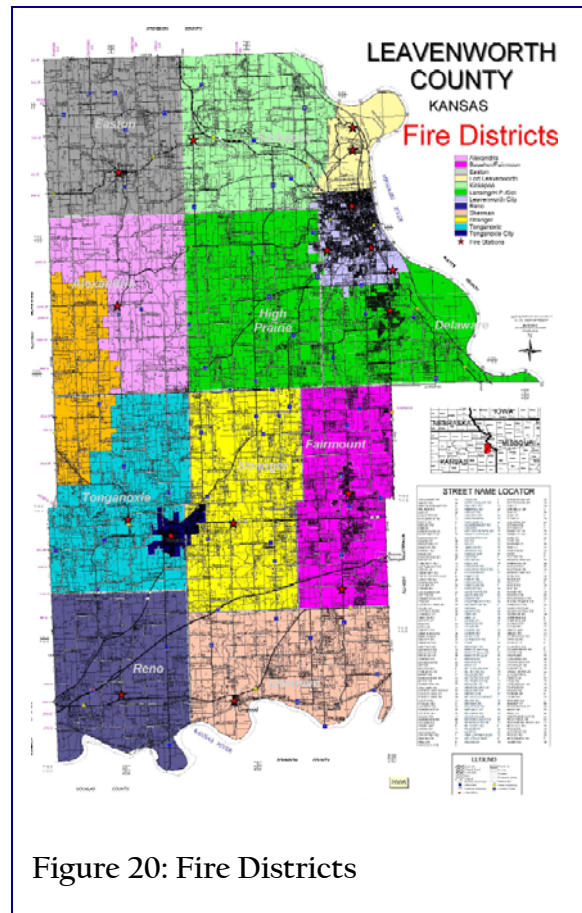


Figure 20: Fire Districts

Center, as well as a county annex building, located in the southern portion of the county.

Appendix J: Schools

Introduction

Schools are one of the most fundamental community facilities and services provided by government. They have a dramatic influence on quality of life and can significantly impact migration in and out of a community. Not only do schools provide invaluable educational opportunities for children, but the structures and grounds associated with schools host a variety of other community activities such as meetings, polling places, Boy and Girl Scouts, local sporting leagues, etc. Schools are the foundational cornerstone for many communities. Many times, economic depression, declining neighborhoods and declining populations go hand in hand with “bad schools.” For this reason, schools are a very important part of the comprehensive planning process.

Planning for school systems in a rural environment is considerably different from planning for urban densities. Although rural schools may serve some neighborhood functions, planning concepts that apply to a dispersed rural population, do not necessarily apply to urbanizing and suburban areas where rural and urban planning concepts may overlap.

Attendance boundaries may be similar for rural and urban high schools whereas those for junior high and elementary schools differ radically. Planning for pedestrian movement to schools by rural students is not possible even though desirable. Logically, then, a rural school will generate totally different types of traffic patterns, requiring attention to accessibility, circulation and off-street parking. In addition, a school facility is a major user of energy and water and produces a large quantity of sewage and solid waste. Finally, the development of a new school in a rural environment has traditionally attracted suburban growth.

A basic concept in this study is the ultimate functional role of public school buildings and facilities for use as community social and recreation centers for all age groups when not required for school use. The plan therefore attempts to establish the framework for achieving maximum cooperative development and use of school facilities

as recreation and community centers. Also of primary importance is the urbanizing influence of schools. Future location of school facilities should therefore consider the likely impact of the adjacent rural or agricultural environment.

Existing School Facilities

Eleven unified school districts encompass various amounts of land area in Leavenworth County. However, only six of those districts are listed under Leavenworth County in the State Public School Report, Selected School Statistics 2006-2007. The number of students attending schools outside the county has not been ascertained. The scope of this plan does not permit detailed analysis of the impact of the delivery of public educational services across county lines. The following six school districts have facilities in Leavenworth County:

- Basehor-Linwood – USD 458
- Easton – USD 449
- Fort Leavenworth – USD 207
- Lansing – USD 469

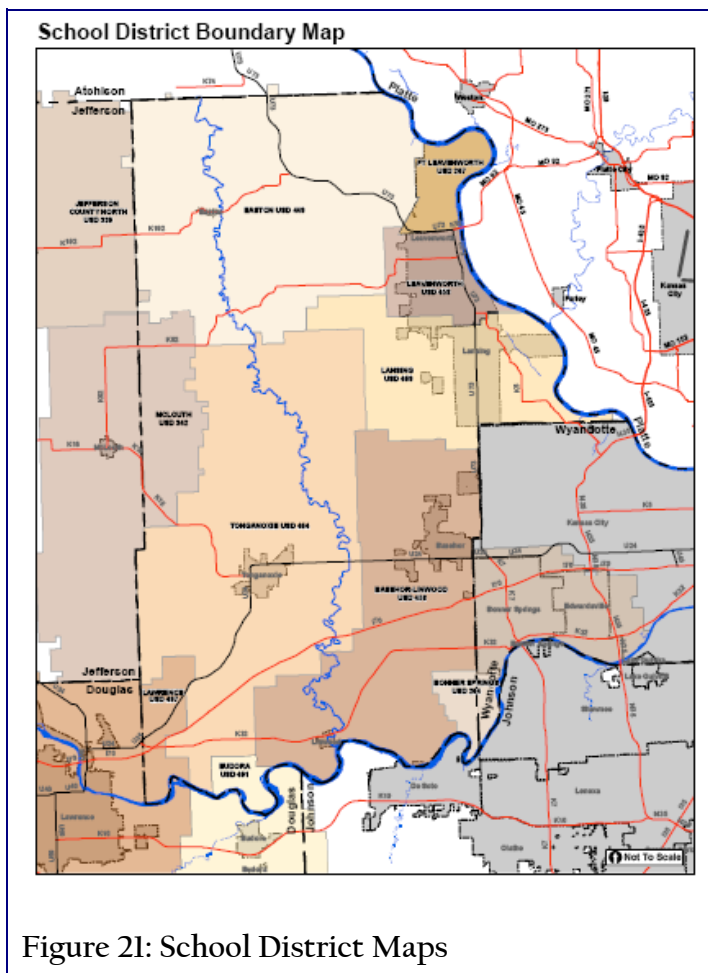


Figure 21: School District Maps

- Leavenworth – USD 453
- Tonganoxie – USD 464

Five of the school districts provide public school services to residents outside the county line. These students are generally bussed in from outlying areas. Fort Leavenworth – USD 207, serves only military personnel families housed on Fort Leavenworth.

Table 26 below depicts the history of Leavenworth County public school enrollment over the past 15 years.

Table 26 – County School Enrollment	
School Year	Total
1992-93	12,802
1993-94	13,127
1994-95	13,208
1995-96	13,069
1996-97	13,010
1997-98	13,052
1998-99	12,836
1999-00	12,794
2000-01	13,103
2001-02	13,147
2002-03	13,400
2003-04	13,181
2004-05	13,041
2005-06	12,917
2006-07	13,316
Source: US Census	

Based on a comparison between the 1990 and 2000 demographic data, the population of Leavenworth County appears to be aging and staying in Leavenworth

County. Their children have aged and left the school system, accounting for the gradual decline beginning in 2002. Leavenworth County has maintained a generally steady enrollment over the past 15 years. In between the 05-06 school year and the 06-07 school year, total enrollment rose by almost 400 students. Much of this population growth is occurring in Basehor and the Basehor-Linwood School District. The resident school age population is being replaced with by younger families moving into Leavenworth County.

Table 27 below contains 2006-2007 enrollment data for public schools throughout Leavenworth County.

Table 27 – County School Enrollment	
Grade	Enrollment
Kindergarten	994
1st Grade	1,018
2nd Grade	970
3rd Grade	970
4th Grade	952
5th Grade	920
6th Grade	998
7th Grade	985
8th Grade	1,001
9th Grade	1,073
10th Grade	977
11th Grade	1,008
12th Grade	939
Special Ed.	0
Special Ed. 3-4	150
Non-graded	230
4-year Old At-Risk	131
Total Enrollment	13,316

As mentioned, Leavenworth County population is on the rise. This is partially due to new housing bringing in younger families with school age children, allowing for the

school population and enrollment to remain steady. This is occurring despite the fact that older residents whose children have grown and moved are remaining in Leavenworth County

The following Table 28 contains a list of the school facilities located in Leavenworth County.

Table 28 – School Facilities	
Type	Number
Central Office	6
Post High School	2
High School	7
Junior High School	2
Middle School	5
Elementary	19
Special School	1
Day Care (Pre-Elem)	0
Kitchen Unit	1
Other	1
Infant Toddler Net	0
Total School Facilities	42
Source: Compiled by OHH from information provided by local school district officials.	

Appendix K: Parks and Recreation

Parks and Recreation are a very important part of community aesthetics and outdoor life. Whether for children or adults, parkland and open space can enrich a community. Sporting fields and courts, playgrounds, bike and walking trails, picnic benches and natural open space are all components of a vibrant and diverse park system that generate social amenities. In addition to the social amenities of parks and open space, these places also provide environmental amenities in terms of flood protection, runoff mitigation, higher air quality and increased shade. Altogether parks and their associated amenities can have a significantly positive impact upon quality of life within a community, becoming an economic amenity as well. This section presents an analysis of the parks, recreation and open space in Leavenworth County.

Relationship to the Planning Process

In urban and urbanizing areas, parks and open space are important land use considerations that can help foster a high quality of life. Parks and open space have the tendency to become the focal point of many neighborhoods: Calm, relaxing places fostering community bonds amidst the hustle and bustle of higher intensity urban uses. Parks are used by adults and children for a variety of leisure and lifestyle activities. Pedestrian and bicycle activities are important modes of transportation and park design needs to reflect multi-modal transit options in terms of accessibility. Larger urban parks can consume large tracts of land and include parking lots. There exists the potential for large urban parks to become generators of excess traffic and require additional traffic and transportation planning. Land values are also positively affected by proximity to park amenities.

In rural areas, planning for parks, recreation and open space takes on a different dimension. As the distance from urban population concentrations increases, the intensity of use and traffic decreases. In areas of less-intensive development and use, concern for pedestrian and bicycle access decreases. Despite less traffic, however,

maintaining rural parks, trails and open space is just as important as maintenance for urban parks with greater traffic and visitors.

Importance of Open Space

Preservation of the natural environment is the key to developing and retaining quality of life throughout the community. Therefore, open space must be regarded as an essential land use, equally as important as other uses. Open space can serve as a buffer between incompatible land uses. It can function as a greenbelt or urban growth boundary. It can also be used to revitalize older neighborhoods as well as encourage renewed investment in neighborhoods where development has stagnated.

One of the major opportunities for the use of open space is development of a network of trails linking points of interest, such as parks, schools, places of business and employment, as well as one urban sector to another. The Mid-America Regional Council (MARC) is a regional planning entity with the goal to coordinate planning efforts throughout the Kansas City Metro Area. MARC has prepared a comprehensive trail and open space plan for the KC Metro known as MetroGreen. MetroGreen is an interconnected system of public and private natural areas, greenways and trails linking together communities throughout the Kansas City Metropolitan Area.

At the heart of the plan, MetroGreen:

- Protects natural resources;
- Restores high-value natural areas; and
- Connects people to these resources and to each other.⁹

Originally developed in 1991 by the Prairie Gateway Chapter of the American Society of Landscape Architects, the MetroGreen vision was refined in 2001 by MARC. Today, MARC continues to coordinate implementation efforts within local communities, building upon previous successes to accelerate conservation and restoration of MetroGreen lands.

In some instances, open space needs may be met best by establishing natural preserves in areas that have unique topographic, historic, or other features related to vegetation, groundcover and streams. In these areas, little development and infrastructure may be needed other than trails, benches and access points.

Leavenworth County State Park

Leavenworth County State Park is

the major park amenity located in Leavenworth County, approximately 3 miles northwest of the City of Tonganoxie. The park comprises over 500 acres and includes a lake. This lake and camping area are owned and operated by the State of Kansas. Park amenities include fishing as well as overnight camping and boat launching facilities. The Park is an ideal setting for picnics and has two large shelter houses for large groups.

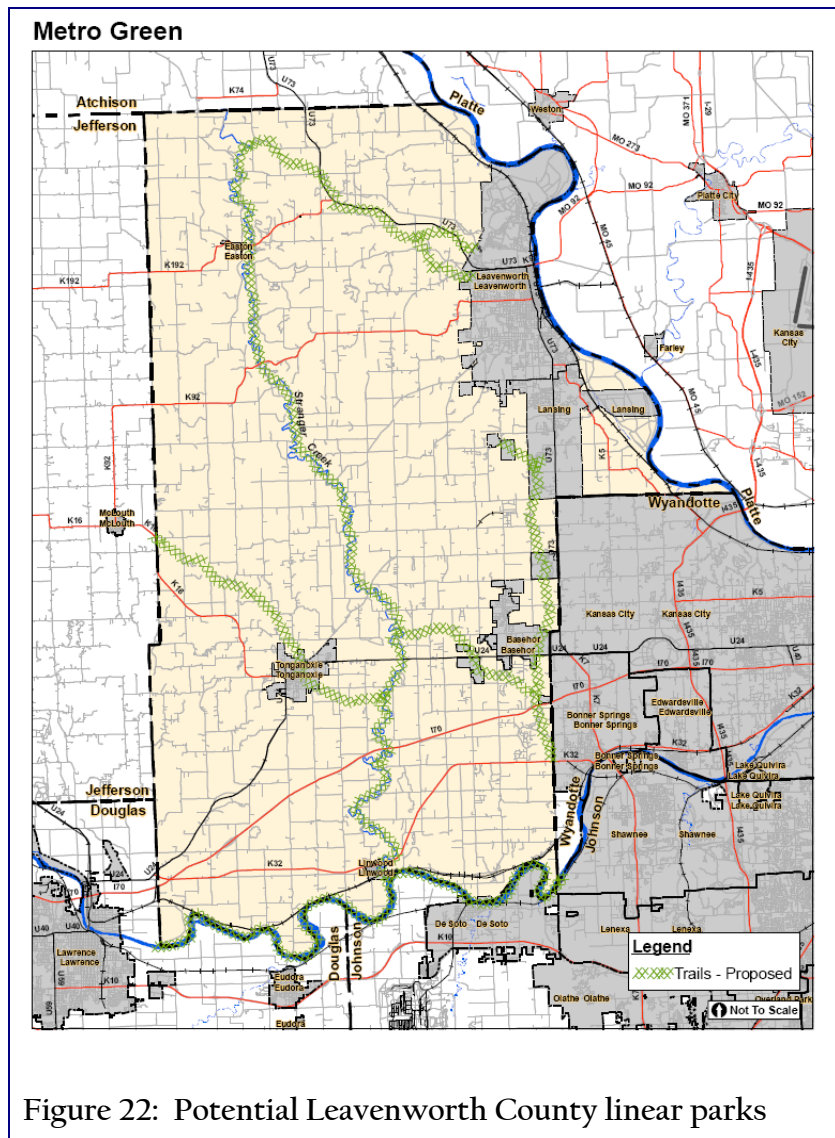


Figure 22: Potential Leavenworth County linear parks

Existing Metropolitan Parks

The municipalities located in Leavenworth County own and maintain their own municipal park systems, summarized in the following Table 29.

Table 29 - Leavenworth County Parks			
	Jurisdiction	Name	Facilities
1	State of Kansas	Leavenworth County State Park	Overnight camping, fishing, boating
2	State of Kansas	Lost 80 Park (leased to City of Lansing)	Fishing lake, playground, picnic area, volleyball pit
3	City of Leavenworth	Jefferson Park	Playfield, play equipment
4	City of Leavenworth	Bob Dougherty Park	Play equipment
5	City of Leavenworth	Buffalo Bill Cody Park	Benches, play equipment
6	City of Leavenworth	City Park	Ball field, play equipment, picnic tables
7	City of Leavenworth	City Park	Ball field, play equipment
8	City of Leavenworth	David Brewer	Tennis, play equipment, picnic table, shelter
9	City of Leavenworth	Havens Park	Ball field, wooded area
10	City of Leavenworth	Hawthorne Park	Benches, play equipment
11	City of Leavenworth	Jerry's Lake	Ball fields, play equipment, shelters, picnic tables
12	City of Leavenworth	Kane Park	Ball field
13	City of	Knights of	Multi-purpose playfield

	Leavenworth	Columbus Park	
14	City of Leavenworth	Landing Park	Picnic tables, walking path, train depot and river view.
15	City of Leavenworth	North Esplanade Park	Picnicking, sightseeing, driving/walking area, bicycle trails
16	City of Leavenworth	Pilot Knob Park	Creek, playground equipment, tennis courts, ball field, jogging trail, handball/racquetball courts
17	City of Leavenworth	Ray Miller Park	Tennis, shelter house, outdoor sports, picnicking
18	City of Leavenworth	Riverfront Park	Camping, shower house, boat ramp, picnic shelter
19	City of Leavenworth	South Esplanade Park	Fishing
20	City of Leavenworth	Southside Park	Historical commemoration, sculptures, benches, river walkway, benches, scenic overlook
21	City of Leavenworth	Sports Field	Ball field, play equipment, picnic shelter, basketball court, sand volleyball pit
22	City of Leavenworth	Stubby Park	Playground equipment
23	City of Leavenworth	Union Park	Woodlands, picnic shelter, state champion tree
24	City of Leavenworth	V.A. Park	Picnic shelter, passive use area, practice fields
25	City of Leavenworth	Wollman Park	Swimming pool, picnic shelters, benches
26	City of Lansing	City Park	Ball fields, playground equipment, skateboarding area
27	City of Lansing	Highland Playground	Soccer fields, playground equipment
28	City of Lansing	Kelly Grove Park	
29	City of Lansing	Willow Park	Historic park, nature trail, picnic area
30	City of Tonganoxie	City Park	Swimming pool, shelter, grills
31	City of	Centennial	Picnic facilities, flower gardens, trail, shelter,

	Tonganoxie	Park	memorial
32	City of Tonganoxie	Chieftain Park	Trails, fitness equipment, soccer fields, tennis, basketball, sand volleyball, horseshoes
33	Tonganoxie Private	Reusch VFW Memorial Park	Picnic facilities, flower gardens
34	County	Fairgrounds	Baseball and Soccer fields
35	City of Tonganoxie	Graveman/Magnatech Park	Gazebo, flower garden and walking trails
36	City of Basehor	Basehor City Park	Gazebo, playground facilities, open space
37	City of Easton	City Park	
38	City of Linwood	City Park	Playground, picnic area
Source: OHH			

The City of Leavenworth has the largest municipal parks and recreation system within the county. Their parkland is comprised of approximately 265 acres. Easton, Linwood and Basehor each own land devoted to municipal parks; however these small communities do not have a Parks and Recreation Department within their municipal government. Lansing and Tonganoxie each have Parks and Recreation Departments that administer and maintain their respective park systems.

Potential Countywide Parks

There exists the potential in Leavenworth County to develop a parks and open space system, tied together by a contiguous trail system, as outlined in the MetroGreen plan. Furthermore, these future parks and trails can be unified with the City park and trail systems to develop a contiguous network of greenways and parks throughout the urban and rural sections of Leavenworth County. Currently, the county does not have a Parks and Recreation department, which would be necessary to oversee a countywide system. Three possible park templates to be included in the future development of this system are discussed in the next few paragraphs.

Major Metropolitan Park

This major park is a large tract of land intended to serve people of all age groups living within the metropolitan area. The location of this facility shall make it readily accessible in less than one hour's driving time from the center of the metropolitan region. Recreational facilities found in the major park are related to the existing natural features to be conserved for public use and enjoyment. This would include preservation of wooded areas, streams, lakes, lawns, meadows, unusual topographic features and the development of scenic drives, picnic areas and trails for walking, riding and nature study. Other more highly developed forms of recreation commonly found in the major park are: Day camps, golf courses, summer sports center, swimming and boating facilities, winter sports center, botanic gardens, comfort stations, shelters; also provided with ample off-street parking and a minimum of interior roads.

Regional Park

This is a large reservation of land, preferably with unique scenic character. It serves all age groups and is relatively accessible to one or more urban centers, and can be reached from these areas in approximately one hour's driving time. The regional park may function to preserve the natural landscape, provide a buffer of open space between cities and to supplement recreation needs of the urban areas as well as the entire region. Types of activities generally provided are as follows: Scenic drives, boating, swimming, hiking, biking, camping, fishing, picnicking, shelter, comfort stations, ample parking and good access.

Special Use Area

These areas differ from other community and regional facilities in that the space provided usually contains a single activity or recreational function. However, the special use area may accommodate other closely related activities or supporting facilities. These areas serve various age groups depending on the type of activity and are located to provide recreation on a community-wide basis similar to that of the community park and the major park. The location with direct access to major thoroughfares is not as important since these areas will be used primarily by people

interested in a particular activity. Among the more unique uses and types of activities developed are: A golf course; swimming and sunbathing areas; marina and boat facilities, arboretum or botanical gardens; zoological gardens; major sports stadiums.

Appendix L: Housing

Introduction

Housing is one of the most predominant land uses in our communities and thus is very important to the planning process. It is a significant determining factor of quality of life, community health, safety and welfare. Inherent challenges exist in planning for housing due to the fact that the vast majority of housing is built by private developers rather than municipal governments. After construction, however, it is municipal government that takes on the responsibility for the success of a housing development and neighborhood. When analyzing the housing needs for a community, the primary question asked is whether or not the projected housing supply in a market will meet the anticipated residential demand. This section will analyze various housing criteria to help shed light on this question.

Existing Housing Conditions

The existing housing conditions in the county can be divided into two categories: Denser housing located near the municipalities and large-lot rural housing located in the unincorporated county or on municipal outskirts. The denser housing, comprised of single-family and multi-family dwellings, is primarily located in the City of Leavenworth, Lansing, Basehor and Tonganoxie, and to a lesser extent in Linwood and Easton. In general, the eastern/southeastern portion of the county has a higher population density, especially along Highway 7, which connects the City of Leavenworth, Lansing and Basehor with I-70. In contrast, the western and northern parts of the county are characterized by less dense rural housing. These sections of the county use septic wastewater treatment systems as opposed to sanitary sewer lines. The predominance of agricultural uses limits housing density.

Table 30, shown below, includes the number of housing units in Leavenworth County along with ownership information.

Table 30 - Leavenworth County Housing Units						
	Leavenworth County		State of Kansas		U.S.	
Total units	26,384	100.0%	1,196,211	100.0%	124,521,886	100.0%
Occupied	24,513	92.9%	1,070,938	89.5%	111,090,617	89.2%
Owner-occupied	18,490	75.4%	744,580	69.5%	74,318,982	66.9%
Renter-occupied	6,023	24.6%	327,358	30.6%	36,771,635	33.1%
Vacant units	1,871	7.1%	124,273	10.4%	13,431,269	10.8%
Source: US Census						

Leavenworth County, on average, has a higher percentage (75%) of owner-occupied units than both Kansas (70%) and the Nation (67%). The overall housing vacancy rate is 7%. This is approximately 3% lower than both the State and the National averages.

In Table 31, vacancy rates are listed in terms of ownership: Owner-occupied vacancy and renter-occupied.

Table 31: Housing Occupancy Rates			
	LV County	Kansas	U.S.
Homeowner vacancy rate	1.4%	2.1%	1.7%
Rental vacancy rate	8.3%	10.0%	7.7%
Source: US Census			

The rental vacancy in Leavenworth County is about 0.5% higher than the national average; however, it is less than the Kansas average rental vacancy rate. The homeowner vacancy rate is lower in the county than Kansas and slightly lower than the national average.

Table 32, below, lists housing units by the year in which the structure was constructed.

Table 32: Housing Stock Age						
	Leavenworth County		State of Kansas		U.S.	
Year Structure Built	Number Built	Percent	Number	Percent	Number	Percent
2005 or later	164	0.6%	3,302	0.3%	598,466	0.5%
2000 to 2004	2,685	10.2%	15,684	1.4%	9,859,146	7.9%
1990 to 1999	5,261	19.9%	158,647	14.0%	18,243,968	14.7%
1980 to 1989	2,661	10.1%	150,846	13.3%	18,519,236	14.9%
1970 to 1979	3,854	14.6%	193,064	17.0%	21,517,571	17.3%
1960 to 1969	2,849	10.8%	132,823	11.7%	14,949,947	12.0%
1950 to 1959	2,288	8.7%	166,690	14.7%	14,722,293	11.8%
1940 to 1949	1,929	7.3%	81,657	7.2%	7,788,773	6.3%
1939 or earlier	4,693	17.8%	233,498	20.6%	18,322,486	14.7%
Total	26,384	100%	1,136,211	100%	124,521,886	100%
Source: US Census						

Analysis of the table above reveals that over 30% of total housing structures in Leavenworth County have been constructed since 1990. Additionally, from 2000 to 2004, Leavenworth County built housing nearly 10 times as fast as the State of Kansas. Compared to the national average, however, the county's housing construction history is very similar to the rest of the Country.

Over three-quarters of housing in Leavenworth County can be classified as single-family, detached dwellings. Furthermore, less than 20% of the total housing stock in Leavenworth County is considered multi-family housing. The amount of available affordable housing could potentially limit options for low-income families and other first-time homebuyers, young professionals and college students.

Table 33, shown below, depicts owner-occupied housing in terms of home value. The total number of owner-occupied dwellings in the county is 18,490.

Table 33: Housing Stock Value		
Value	Estimate	Percent
Less than \$50,000	744	4.0%
\$50,000 to \$99,000	4,366	23.6%
\$100,000 to \$149,999	4,464	24.1%
\$150,000 to \$199,999	4,033	21.8%
\$200,000 to \$299,999	3,307	17.9%
\$300,000 to \$499,999	1,252	6.8%
\$500,000 and up	324	1.8%
Median home value (dollars)	\$146,900	
Source: US Census		

Over half of owner-occupied houses in Leavenworth County are valued at less than \$150,000. The median home value is approximately \$147,000. Approximately 40% of houses in the county are valued between \$150,000 and \$300,000 dollars.

Finally, Table 34 illustrates the county building permit applications from 2006. New development permits predominantly favor the construction of single-family homes in Leavenworth County.

Table 34: Rural Building Permits Since 2006			
Type of Housing	Buildings	Units	Construction Cost
Single Family	472	472	\$70,055,739
Two Family	0	0	\$0
Three and Four Family	2	7	\$911,235
Five or More Family	0	0	\$0
Total	474	479	\$70,966,974
Source: US Census			

Existing Municipal Housing Conditions and Concerns

This section provides a synopsis of existing housing conditions in the county and Municipalities, as well as a discussion of stakeholder concerns related to housing in these same areas. The subject of housing has become very important, especially in the southeast section of the county in the Basehor and Lansing communities. Tonganoxie is also experiencing residential expansion related to an increase in migration from the Kansas City Metropolitan Area (KCMA) into Leavenworth County. County and Municipal stakeholders have identified two major concerns in regards to residential housing: Large-lot developments in the county and the lack of county building codes. These conditions allow development to occur in an uncontrolled manner. While large lots and building codes are not the only concerns, there exists a general consensus throughout the county that the lack of lot-size restrictions and building codes undermines planning efforts.

City of Leavenworth

The City of Leavenworth has been experiencing residential growth in the northwest section of the City; however, as mentioned earlier, population has been declining. The basis for this decline are attributed to the decline in housing stock, the availability of driving to work at a location within proximity of the housing due to reduction in jobs, and the deployment of service members away from their family. The growth in the northwest could be attributed to off-base housing demands for Fort Leavenworth. Major concerns of the City include the proliferation of 2.5 acre residential lots that have become more prevalent in the unincorporated county surrounding the City.

Lansing

The City of Lansing currently has a predominantly single family housing stock, with 2,682 single family housing units and 60 multifamily housing units. The City is

continuing this direction for housing with approximately 200 preliminary platted lots and an additional 80 preliminary platted lots to be approved in the near future. Lansing, one of the rapidly growing population centers in the county, is concerned with the abundance of high-priced, single-family residential housing. There exists a need for more multi-family housing, duplexes and other affordable home types. In general, the City believes the county has too many expensive, high income homes, especially for the young families and professionals who have recently been migrating to the City from the KCMA. The City of Lansing has taken the appropriate steps to begin expanding infrastructure and housing as evidenced by infrastructural expansion along Highway 7 in Lansing, as well as newly developed commercial pads along the same corridor. Expanding commercial amenities and making appropriate capital improvements will ensure that young families and professionals can continue to migrate to the area.

Basehor

Basehor is another rapidly-growing City in Leavenworth County that is currently expanding in all directions. Falcon Lakes is a relatively new, successful development. Its presence has increased Basehor's revenue. In addition to Falcon Lakes, another 2500 homes were recently platted in Basehor. This will provide housing for more than 5000 people. Major concerns in Basehor, again, relate to the predominance of large-lot residential developments being developed in the county. Two-and-a-half acre lots are not supported by Basehor; five or ten acre lots are more acceptable.

Linwood

Linwood is a small city with primarily a working class population. Hence, the community would like to see more affordable housing. On the west side of Linwood, 77 lots were recently platted as Orchard Ridge Estates. The average price of one of these homes is approximately \$150,000, just slightly above the median home price in the county. There are also multifamily homes currently available in Linwood located on K-32, with access to K-32.

Tonganoxie

Tonganoxie has experienced strong residential growth over the last decade. Since 2000, the city has grown rapidly, issuing building permits for an average of 90 residential units per year; reaching an estimated 2006 population of 4,101. Tonganoxie projects growth by an additional 6,000 residents to a population of approximately 10,000 by 2030. The majority of growth is occurring on the Northeast and East sides of the City. To meet the housing needs of a growing and more diverse population, the community needs to expand the range of available housing choices, in addition to single-family dwellings. A newly constructed single family home in Tonganoxie generally offers the best value for the money in the county according to those in the construction and real estate trades. Major concerns in Tonganoxie, relate to the predominance of large-lot residential developments being developed in the unincorporated areas around the city. They would like to see minimum 10 acre lots within their growth area.

Easton

Easton is a small community that is declining in population. Prior to 2000, FEMA purchased 100 homes in the floodplain reducing the population by approximately 350 people. For residential expansion to occur in Easton, a predominantly rural community, safe and affordable housing located outside of the floodplain is a priority. The topography slopes uphill, northwest of the current City limits, making this area the most appropriate for future expansion in terms of flood mitigation and for sewer purposes.

Implications for Development

The housing in Leavenworth County is currently developing without building codes or restriction of lot sizes and infrastructural capacity. It is a major concern to the municipalities, who would like to see fewer land subdivisions and large-lot neighborhoods in exchange for maintaining the rural flavor and ability to expand the urban areas. There exists a need in Leavenworth County for affordable, higher-density housing for young families, young professionals and those who are surviving on limited incomes. As mentioned earlier in the population section, the population is aging.

Approximately 10% of Leavenworth County identifies themselves as 65 and over. As the population ages, income can become limited, making large single-family houses unaffordable and impractical for aging seniors. Based on this analysis, one conclusion to draw is that Leavenworth County is not meeting residential demand for affordable higher density housing. Instead, developers are building homes that are too large, expensive and ultimately detrimental to long-term county and municipal planning goals.

Appendix M: Economic Development

Introduction

Economic development within the context of the Leavenworth County comprehensive plan addresses the county's capacity to provide services, capital improvements, public facilities and amenities, sustain and expand the employment base, stimulate the housing market and support current and future needs of the labor force.

Economic vitality sustains the quality of life Leavenworth county residents' desire. Leavenworth County should



Figure 23: Lynn McClure leads the economic development discussion at the First Open House, August 2007

continue to integrate its economic development activities with those currently underway within local jurisdictions.

This section of the plan synthesizes information presented in the previous sections A-E, and develops a coherent model for how these various elements interact and shape the economic climate of Leavenworth County.

Sustaining employment

Currently, approximately 30 percent of the Leavenworth County work force is employed outside of the county or outside of Kansas. The percentage mirrors that of Johnson County; however, Douglas County employs all but 23 percent of its workforce and Wyandotte County employs less than 50 percent of its workforce, according to U.S. census data.

The following **Table 35** outlines the types of industry in Leavenworth County and indicates what types of employment and services are available in the county. Based on this information, the county has a high percentage of educational and social service, public administration and retail trade jobs. These three areas total nearly 44% of the total employment for the county, which directly relate to the prisons, veterans administration and number of cities in the county. The retail jobs correlate to the services needed for the community as a whole.

Table 35 - Leavenworth County Industry		
Industry	Number	Percent
Agriculture, forestry, fishing and hunting and mining	369	1.3%
Construction	2,530	8.7%
Manufacturing	2,486	8.5%
Wholesale trade	744	2.5%
Retail trade	3,296	11.3%
Transportation and warehousing and utilities	1,948	6.7%
Information	1,092	3.7%
Finance, insurance, real estate and rental and leasing	1,895	6.5%
Professional, scientific, management, administrative and waste management services	2,328	8.0%
Educational, health and social services	6,554	22.5%
Arts, entertainment, recreation, accommodation and food services	1,803	6.2%
Other services (except public administration)	1,242	4.3%
Public Administration	2,891	9.9%
TOTAL	29,178	100.0%
Source: 2000 U.S. Census		

Leavenworth County has the potential to be a net importer of jobs, provided the work force is skilled and responsive to the market. The county currently has the capacity to develop the potential of its work force and should work with jurisdictions and educational systems throughout the county to ensure that the skills level and educational attainment are in concert with desired economic growth.

Industrial Expansion

Although Leavenworth County has an active industrial recruitment program, there is no unified countywide or regional effort to recruit non-industrial development. The county should capitalize on the strong efforts of industrial recruitment entities to not only develop full occupancy of designated industrial parks but to actively recruit manufacturing to Leavenworth County. Currently, 8.5% of the county industry is manufacturing and 6.7% is warehousing, transportation and utility based.

The county should continue to integrate its economic development planning with existing city economic development plans.

Economic Growth Along Corridors

Non-industrial recruitment should assess the potential of improvement at the I-70 and County Road 1 interchange, along K-7, the impact of the Highway 24-40 plan, County Roads 1 and 5, the westward growth along Highway 92 from Platte City and Platte County and Highway 32 from Bonner Springs. These corridors have potential for commercial and mixed use development. Policies and guidelines for development in these areas have, in some cases, been introduced; however, new supportive land use and growth management recommendations will emerge through this comprehensive plan to be applied to corridors targeted for improvement and subsequent economic growth.

Unified Marketing Effort

To raise its profile as a viable center for new retail, commercial, office and mixed use location, the county should consider participating in a countywide or regional marketing effort which would not only include retail market studies, a plan for a targeted approach, an image campaign and use of varied media techniques throughout the county. Funding for such an effort should be a public-private effort. A corps of advocates and boosters from throughout the county should head the effort.

The Kansas City Area Development Council works throughout the Greater Kansas City area to promote the Missouri-Kansas metro area as a whole and is a resource organization that is available to the county and communities within the county.

Tourism as Economic Development

Leavenworth County has significant historical resources throughout the county that should be marketed as a tourist attraction. Historic downtowns have potential for Main Street programs, development of historic districts, selection of individual historic properties and attendant financial incentives to revitalize. The county should consider a unified approach to historic tourism. An increase in this economic development sector raises demand for additional lodging, restaurants and tourism-related retail.

Balance of Economic Development and Preservation

A significant amount of land in Leavenworth County is devoted to agriculture. The majority of the land is used as cropland followed by ranches. Agricultural use within Leavenworth County is similar to Johnson County (use percentage from census). Johnson County has successfully retained family farms while encouraging economic growth. This has been accomplished by applying land use policies that encourage higher density in the urban areas and not allowing development in areas that are not prepared to offer appropriate infrastructure for new development. Although it is not the goal of Leavenworth County to be as urbanized as Johnson County, there are good results in Johnson County, namely the successful balance of economic, residential and agricultural needs that should be emulated in the areas that choose to become urbanized.

Appendix N: Public Input Surveys

As a part of the public input process, the county at large was surveyed on two separate occasions. The first was to obtain general information and direction, followed by the second survey which asked more direct and difficult questions. The first survey was conducted through emails, general handouts and meeting with residences at the County Fair. Over 600 residents responded to the survey. Attending the County Fair in August of 2007 allowed the Planning Department to poll residents and non-residents and have numerous conversations on multiple topics.

Surveys provide a way of checking the pulse of the community. Surveys are powerful tools in gathering community information, attitudes and beliefs from a cross-section of residents. Commonly used survey methods include drop off and pick up questionnaires, person-to-person interviews and telephone interviews. While each approach differs, the format is very similar and the objectives are still the same.

Surveys play a vital role in giving residents access to and enhancing participation in the public policy-making process. They present decision-oriented information that informs local policymakers and provides community education on certain issues or programs. This allows an opportunity for communities to influence public decisions.

Survey Methodology

The first survey for the 2007 Leavenworth County comprehensive plan was of a 3-page questionnaire that was distributed at the Leavenworth County Fair, handed out to county residents at the Leavenworth County Court House, handed out to residents at various meetings and emailed to residents who requested the survey. The survey consisted of a resident and non-resident version, both consisting of 18 questions covering a range of background information, thoughts and general opinions towards various development in Leavenworth County. Individuals who filled out a survey were also given the opportunity to provide additional comments and their contact information.

This second survey was a 4-page questionnaire that was distributed to the comprehensive plan committee members, comprehensive plan taskforce members, county residents who had made inquiries about the comprehensive plan, and all those individuals who included their contact information on the first survey. The survey consisted of 30 detailed questions covering a range of specific development and growth issues facing Leavenworth County.

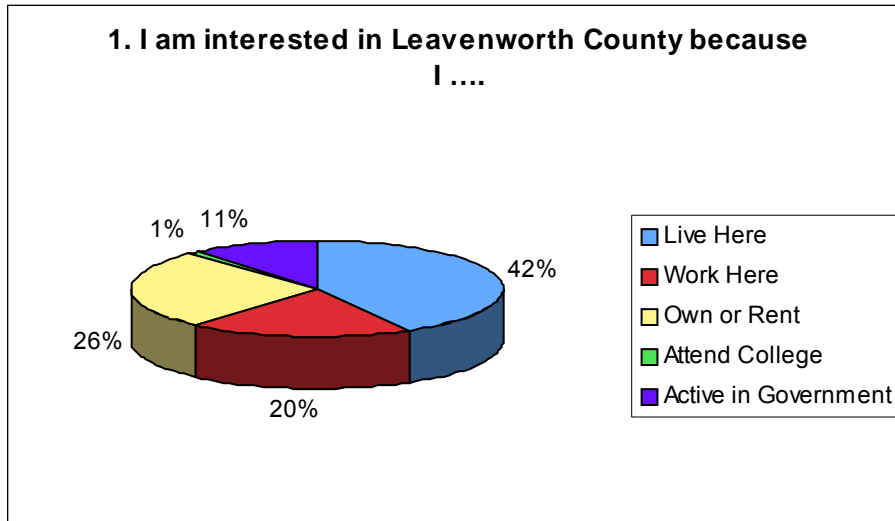
Survey Results – Snap Shot

The purpose for the first survey was to gather background and general information, including overall opinions on development in Leavenworth County. The second survey was to ask more specific and detailed questions about development and growth issues facing Leavenworth County. These were the hard pressing questions.

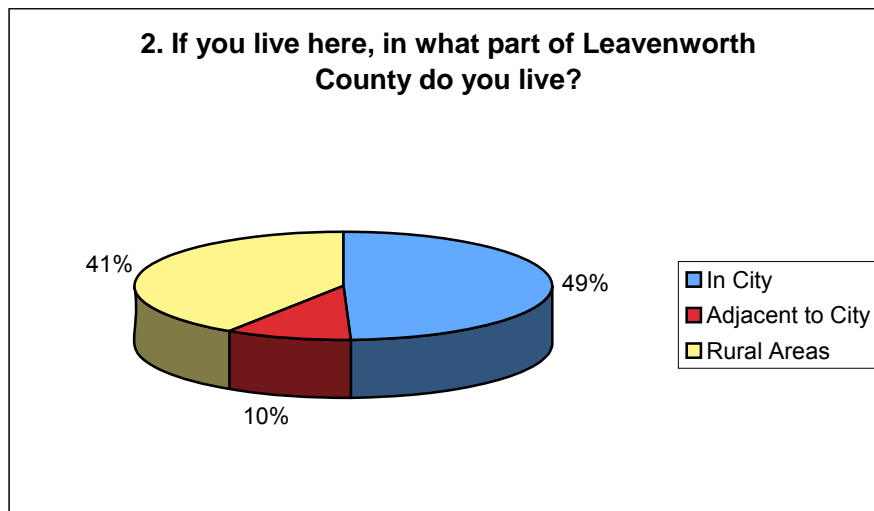
Although the Planning and Zoning office received 77 surveys, not every individual answered every question. Survey results, in terms of the percentages are based on the number of responses for each specific question and not the total number of surveys.

There were a number of survey questions that had a majority response with over 60% in favor. Such issues include adopting building codes, requiring cities to demonstrate the ability to provide services before annexations, preserving farmland, creating county wide sewer districts, creating a parks department, creating a recycling program, etc.

Responses to the First Survey

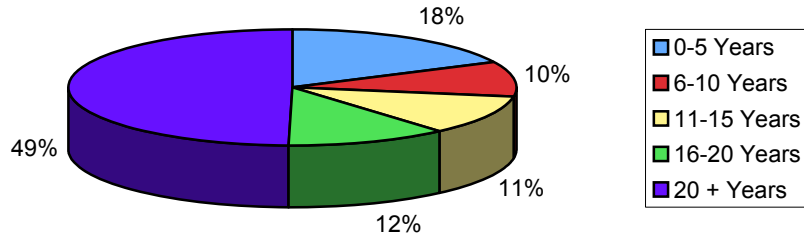


1	Live Here	419	41.65%
2	Work Here	199	19.78%
3	Own or Rent	266	26.44%
4	Attend College	9	0.89%
5	Active in Government	113	11.23%
		1006	100.00%



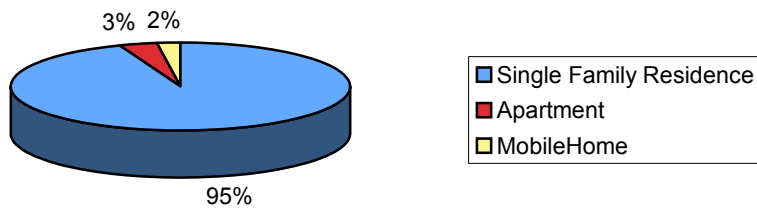
1	In City	217	49.54%
2	Adjacent to City	42	9.59%
3	Rural Areas	179	40.87%
		438	100.00%

3. If you live here how long have you lived here?



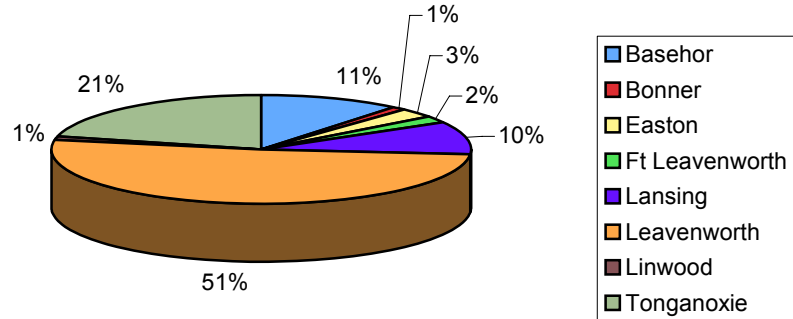
1	0-5 Years	77	17.87%
2	6-10 Years	41	9.51%
3	11-15 Years	48	11.14%
4	16-20 Years	51	11.83%
5	20 + Years	214	49.65%
		431	100.00%

4. What type of home do you currently live in?



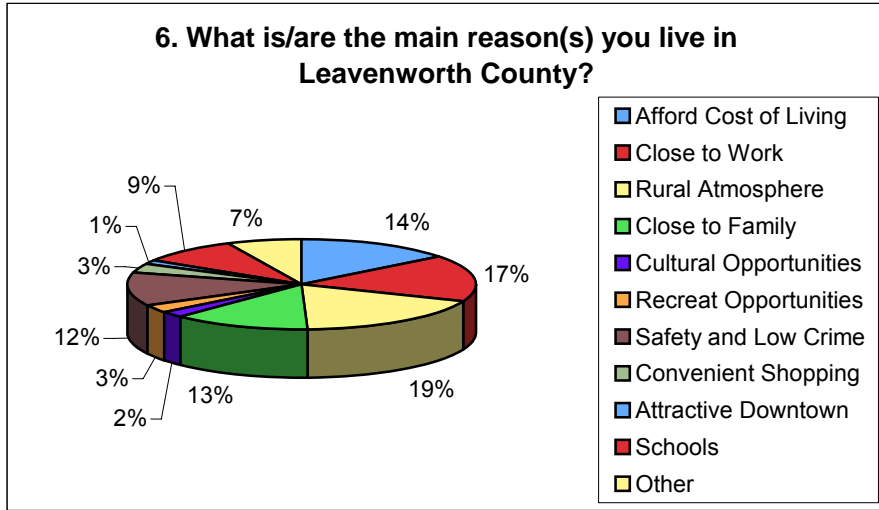
1	Single Family Residence	412	94.06%
2	Condo	1	0.23%
3	Apartment	15	3.42%
4	Nursing Facility	0	0.00%
5	Mobile Home	10	2.28%
6	Institution	0	0.00%
		438	100.00%

5. If you currently live in a city, please indicate that city.

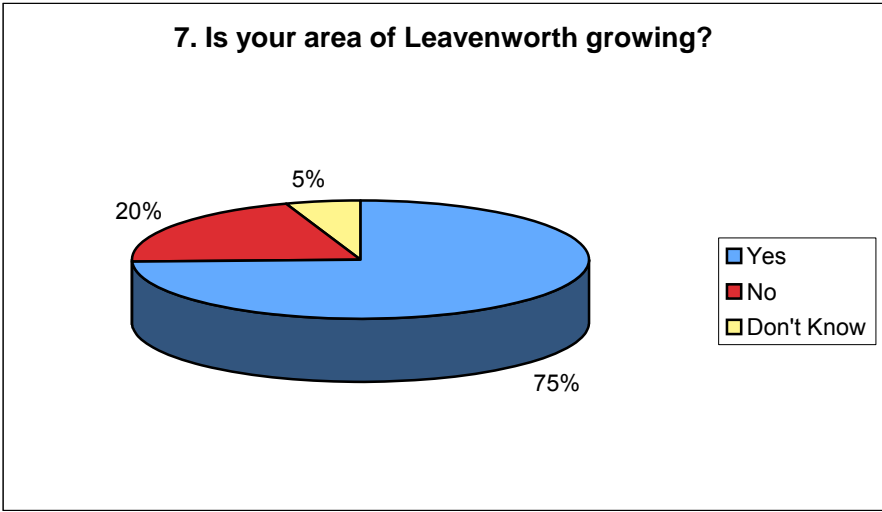


1	Basehor	32	10.74%
2	Bonner	4	1.34%
3	Easton	8	2.68%
4	Ft Leavenworth	6	2.01%
5	Lansing	29	9.73%
6	Leavenworth	153	51.34%
7	Linwood	3	1.01%
8	Tonganoxie	63	21.14%
		298	100.00%

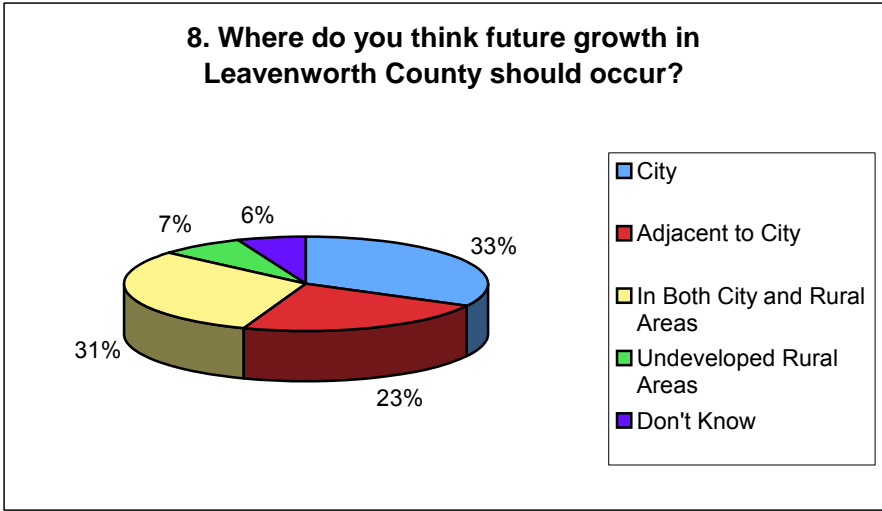
6. What is/are the main reason(s) you live in Leavenworth County?



1	Afford Cost of Living	175	14.36%
2	Close to Work	205	16.82%
3	Rural Atmosphere	223	18.29%
4	Close to Family	156	12.80%
5	Cultural Opportunities	28	2.30%
6	Recreation Opportunities	31	2.54%
7	Safety and Low Crime	146	11.98%
8	Convenient Shopping	42	3.45%
9	Attractive Downtown	17	1.39%
10	Schools	110	9.02%
11	Other	86	7.05%
		1219	100.00%

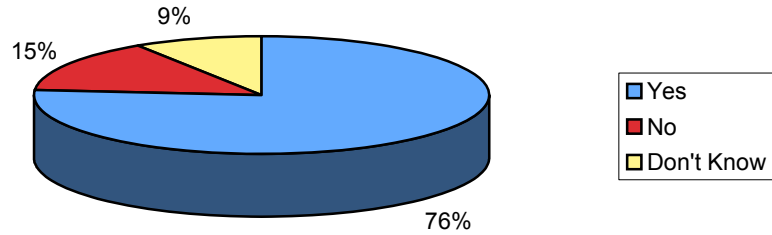


1	Yes	317	74.41%
2	No	87	20.42%
3	Don't Know	22	5.16%
		426	100.00%



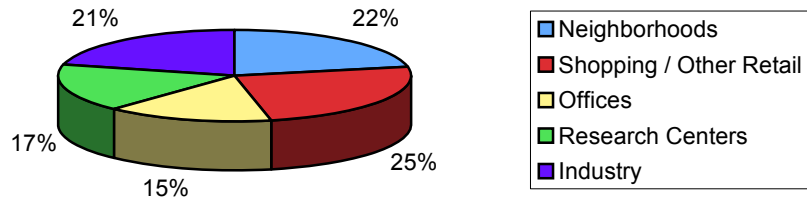
1	City	181	32.79%
2	Adjacent to City	126	22.83%
3	In Both City and Rural Areas	170	30.80%
4	Undeveloped Rural Areas	41	7.43%
5	Don't Know	34	6.16%
		552	100.00%

9. Should Leavenworth County control the location and type of future development?



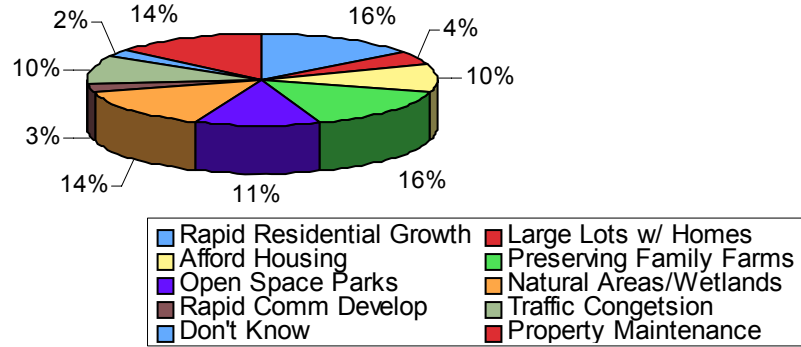
1	Yes	329	76.33%
2	No	63	14.62%
3	Don't Know	39	9.05%
		431	100.00%

10. The following types of development should be pursued for Leavenworth County.



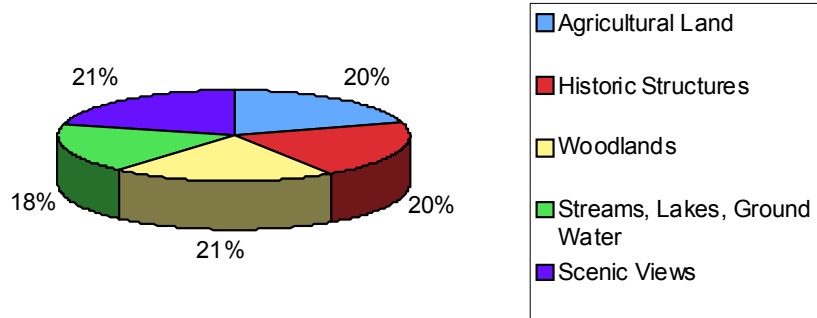
1	Neighborhoods	296	21.99%
2	Shopping / Other Retail	331	24.59%
3	Offices	206	15.30%
4	Research Centers	229	17.01%
5	Industry	284	21.10%
		1346	100.00%

11. Which of the following are issues in your City / Area?



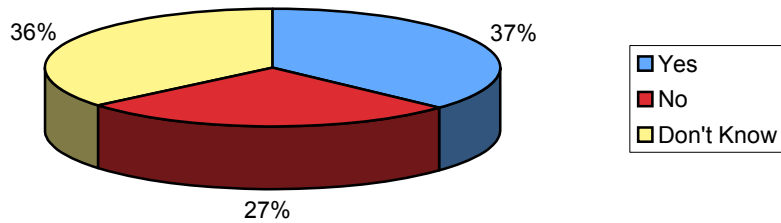
1	Rapid Residential Growth	165	15.12%
2	Large Lots w/ Homes	49	4.49%
3	Afford Housing	108	9.90%
4	Preserving Family Farms	167	15.31%
5	Open Space Parks	124	11.37%
6	Natural Areas/Wetlands	153	14.02%
7	Rapid Commercial Develop	35	3.21%
8	Traffic Congestion	108	9.90%
9	Don't Know	27	2.47%
10	Property Maintenance	155	14.21%
		1091	100.00%

12. What priority should Leavenworth County Place on preserving the following land uses? (Please Indicate 1-High, 2-Medium, or 3-Low)



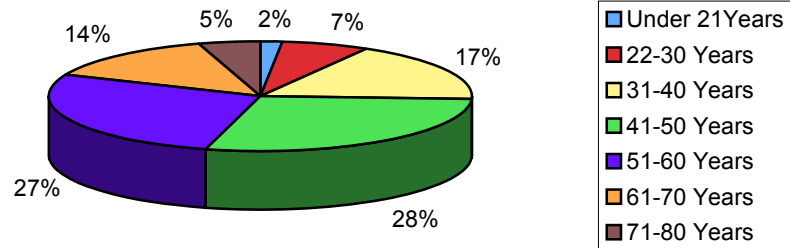
1	Agricultural Land	535	20.17%
2	Historic Structures	538	20.29%
3	Woodlands	558	21.04%
4	Streams, Lakes, Ground Water	465	17.53%
5	Scenic Views	556	20.97%
		2652	100.00%

13. Is Leavenworth County headed in the right direction?



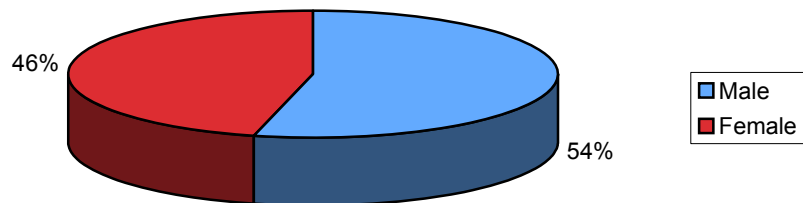
1	Yes	161	36.93%
2	No	117	26.83%
3	Don't Know	158	36.24%
		436	100.00%

14. My Age....

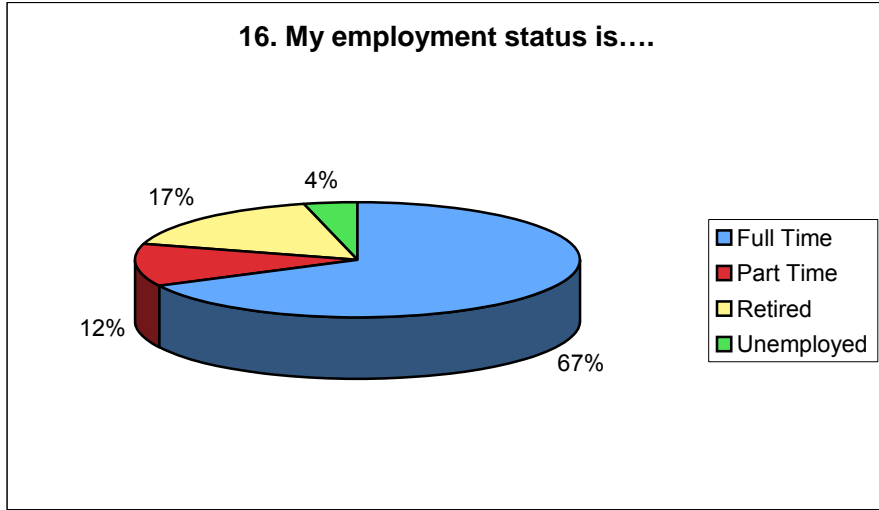


1	Under 21Years	7	1.62%
2	22-30 Years	29	6.71%
3	31-40 Years	75	17.36%
4	41-50 Years	122	28.24%
5	51-60 Years	117	27.08%
6	61-70 Years	60	13.89%
7	71-80 Years	20	4.63%
8	81-90 Years	2	0.46%
9	90+ Years	0	0.00%
		432	100.00%

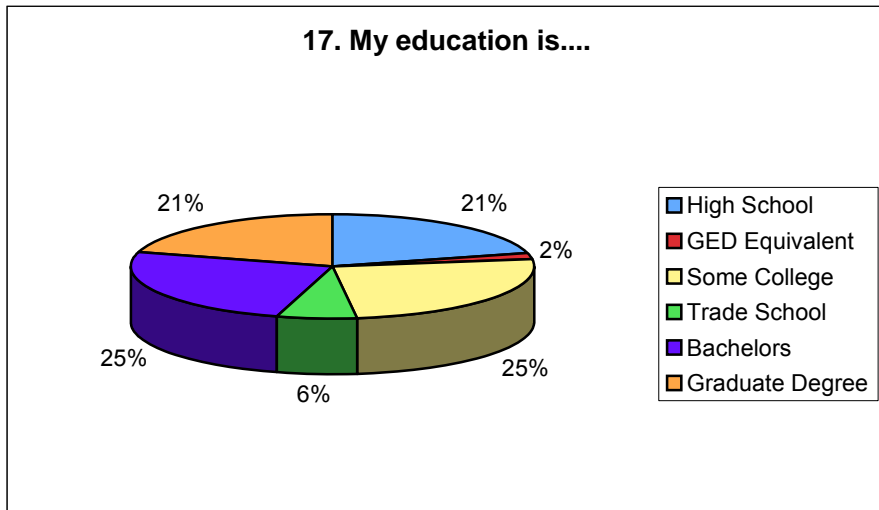
15. My gender is....



1	Male	232	53.95%
2	Female	198	46.05%
		430	100.00%



1	Full Time	295	67.51%
2	Part Time	52	11.90%
3	Retired	73	16.70%
4	Unemployed	17	3.89%
		437	100.00%



1	High School	98	20.81%
2	GED Equivalent	9	1.91%
3	Some College	119	25.27%
4	Trade School	30	6.37%
5	Bachelors	118	25.05%
6	Graduate Degree	97	20.59%
		471	100.00%

Public Written Comments

All comments are exact transcriptions. No changes have been made. Comments are in the order they were received.

1. "Any time people are taken to court for asking a voice in government, we are already in big trouble"
2. "Willing to get involved. Thanks"
3. "Need to work on county roads. 219th and 227th are in horrible condition. I think instead of repaving the same roads every year, pave a new road and repave the roads every other year."
4. "Need to stop development for home and quit the sales and disappearance of farms and woods and wetlands. Quit living in pockets of development."
5. "I think we need to better concentrate in our school systems and better job market. Funds should go to relevant matters."
6. "Overall beauty (scenic/historical) caused us to leave JOCO. Rural settings are a must keep - Life is slower in LVCO and we love it"
7. "Slow down the growing. I know those things would be great, but I like the country atmosphere."
8. "Less jury duty summons! Reno area needs chip and seal some roads."
9. "Nothing for kids - no parks, no swimming pools close, taxes too high."
10. "More county rock roads should be turned into chip and seal."
11. "It's always good that all sectors of government, businesses, and residents work together and look forward to the future to accomplish goals that are in the best interests of the whole community/county. Thanks!"
12. "Over population for the water supply. We live in Basehor, with the growth, Brewer water has been saying they are going to put in water towers. None to date. Sometimes in the summer very low water pressure. Is any one in government checking on water pressure and supply?"
13. "Let's please take the time, and have the patience to figure out what is the best thing to do for Leavenworth County and then do it. I believe in defined objectives. Once we have defined what we truly want Leavenworth County to be, then let's stick to the definition and do it. May God always bless us with a clear and distinct path!"
14. "Why is there a moratorium and annexation. Because of the paradise salone."
15. "City should center city growth and adjacent to it."
16. "Would like to see our town put in a skate - bike park for the youth in town."
17. "Prefer that residents have some chance for input and decisions made."
18. "Developers seem to control this county. There appears to be more effort in chopping up acreage to support residential homes than bringing industry in the area to improve our opportunities. Leavenworth County should not become a suburb of KC."
19. "Speed limits on certain roads too high/low. 158th CR2 needs to be higher. Kansas Ave field pollutes stream."
20. "Need better rural road maintenance, grading, etc."
21. "Tongie need industry not more houses."

22. "Please control taxes and traffic."
23. "Please protect the rural areas from development."
24. "Tonganoxie needs large single family lots - 65 ft is not big enough with children."
25. "Please keep city limits as they are at present - do not incorporate more!"
26. "I would like to have the road in front of my house chipped and sealed (Hollingsworth Rd.)"
27. "More regulations for sub divisions in rural areas. The placement of the sub divisions and the obvious favoritism of county services to developers needs to be addressed."
28. "We enjoy living and working in Basehor and LV. Co. We hope it will not get to be too 'suburban'."
29. "Would like to see more chip and seal on roads."
30. "Stop light need at 7 Hwy and Fairmount Rd."
31. "Save the farm land. Need to grow food for the country."
32. "I think you shouldn't keep putting up new housing editions. Also should make land lords keep their property up in decent neighborhoods."
33. "Need more lights in Tonganoxie."
34. "Down town needs a new focus. Make it a historical attraction or something. Expand around by river if possible make it work for the town."
35. "Maintain gravel roads better!"
36. "There is too much emphasis on growing. We don't need to house all the people who work in KC."
37. "On high traffic county gravel roads they should be maintained in a better way chip and seal. Highway 16 between McLouth and Tonganoxie should be monitored by more highway patrol, sheriff, or local police. Very dangerous highway with many speeders including semi-trucks."
38. "We're letting our city of Leavenworth get run down and need to concentrate on re-vitalization. I would like the area to remain somewhat rural."
39. "City code enforcement junk cars, grass, streets."
40. "Frankly I see little that I have provided that is especially significant to your planning. Is there a plan and schedule for improving infrastructure - rural as well as city?"
41. "Leavenworth is a wonderful place to live, but to maintain that status there must be a better growth plan established. Also attention must be given to providing better schools to attract families to remain in the area. For families moving to the area the lack of retail shopping is quite a surprise. Maintaining the status as the oldest city west of the Missouri could be enhanced even more."
42. "There is a treasure trove of pre civil war and civil war history here, but not very much capitalization of it. Consider orienting growth projects in that direction."
43. "We would like to see the whole city cleaned up not just one street. Bring jobs to county and cities."
44. "Being an American citizen, I shouldn't have to ask the county for permission on how I can use my property."
45. "Gravel roads need to be maintained on a regular basis - they are a hazard to vehicles. Roadways need to be mowed at intersections - it is hazardous and dangerous, 163rd and Donahoo Road."

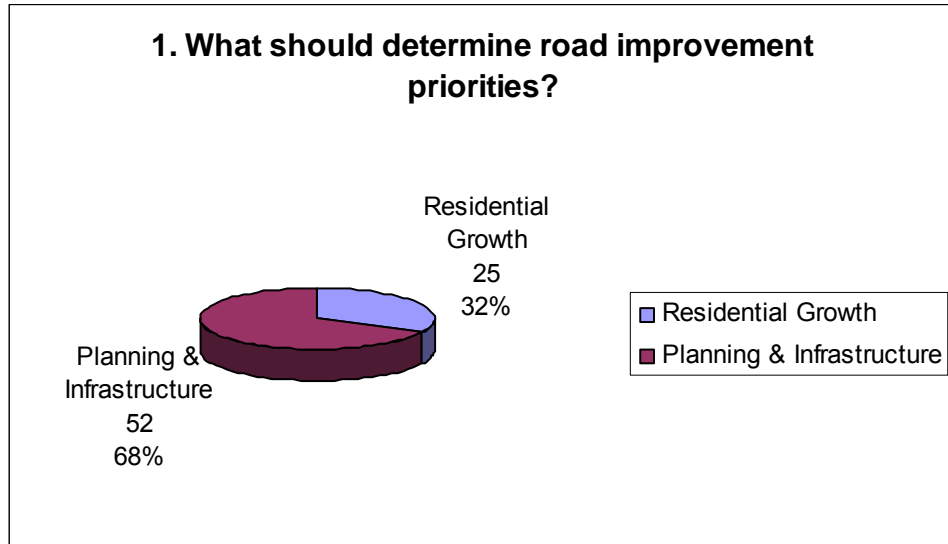
46. "We need to slow development in rural areas and stop Lansing from annexing any more land."
47. Leavenworth County needs to improve the county roads with wide, hard shoulders with no or minimal rumble strips on the white line so that people can bicycle safely throughout the county.
48. We need bike/ped paths in addition to and not associated with the county roads to facilitate bike/ped movement safely within and between communities.
49. We need to protect commercial and residential development by preserving adequate buffers on every watershed. Recent storm events have been dumping unusual amounts of rain on individual watersheds that have resulted in very heavy flooding. We should not allow any development that would increase flooding downstream unless the flooding only affected the undeveloped buffer lands.
50. We should require that development be done in a manner to allow the precipitation to go into the ground instead of over the ground, e.g. perforated parking lots and driveways and rain gardens. On the other hand, farm land should not be allowed to have field drains in terraces that carry water directly to streams where they are contaminated with agricultural runoff products and increase water levels in the streams during storms.
51. All new housing developments should be done in compact communities instead of using the old formulas of so many acres per household. The land that would have been used in the old formula should then be set aside as a permanent easement for grassland, forest, or market gardens surrounding the new development. Parking should be on the back side of the houses to allow for sidewalks and porches on the front sides and some amount of small grocery stores, shops, etc, should be included in each new community to reduce travel expenses.
52. We need adequate safe routes to school so that every kid can ride a bike or walk to school.
53. Every new major city road should be developed with adequate sidewalks to facilitate walking for citizens. This is similar to, but not exactly the same as creating specific bike/ped paths in communities. 20th Street (Wagga Wagga) in Leavenworth and the new sidewalks along Eisenhower and Main Streets in Lansing are great examples of a job done well.
54. The county should assist community groups like the bike club and other citizen groups to conduct events that attract people from out of the county to this county for events like bike riding, motorcycle rides, etc. The visitors will spend money here and some may decide to move their households or their businesses here, especially if the county is perceived as a bike/ped friendly county.
55. We should start thinking of ways to eliminate the prisons or at least coerce the prisons to provide adequate funds to offset the significant damage that is done to our communities by those family members associated with prisoners. Leavenworth has the highest level of at-risk students in Kansas and this makes teaching in Leavenworth schools very stressful. At the least, the prisons should provide adequate funds to mitigate for the problems that they create. The funds should go for better schools, higher teacher pay, and even prison family housing. In social and financial matters, the prisons are a significant drain on our communities (Leavenworth and Lansing).
56. We should develop a road (Gilman, e.g.) that leads to a bridge across the Missouri River and that would join with MO 152 and I-435. This would facilitate travel between Missouri and northeast Leavenworth County and would probably result in greater development opportunities.
57. We need to work with MARC to develop our Greenways paths (bicycle routes) to attract Johnson County bike riders to this county.
58. We should explore the proposal to develop a hydroelectric low head dam on the Missouri River. It is proposed to be built near the I-435 overpass and it would back up a river/lake to near

Weston. The resultant lake would provide Lansing and Leavenworth with lakeside property that could be developed into very valuable assets for the county.

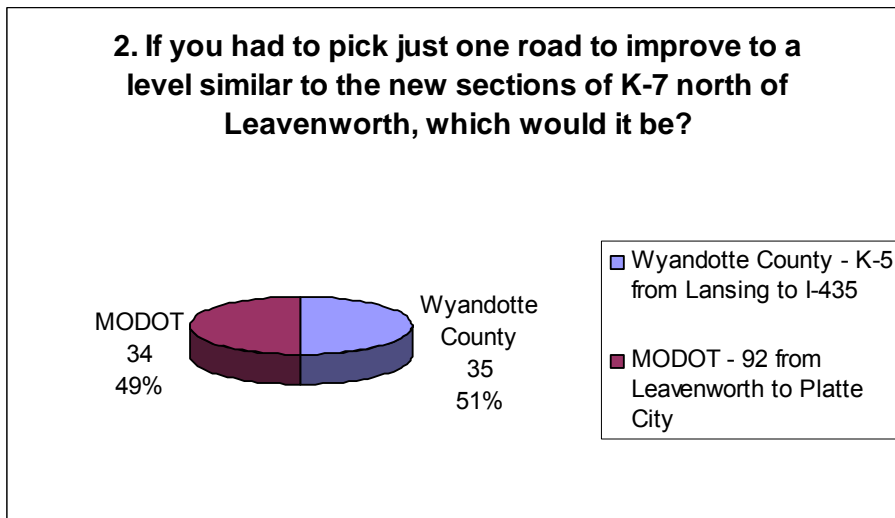
59. The entire Stranger Creek watershed should be declared a buffer and developed into a recreational asset wherever it is possible while still allowing private landowners the right to farm the floodplain lands. Easements should be negotiated for bike/ped access routes through the buffer. New community developments in the land above the watershed will tie in their individual bike/ped pathways to the Stranger Creek pathway.
60. It may be necessary to purchase land to create lakes (for storm water retention) along Stranger Creek to help reduce downstream flooding. The lakes, if managed well and protected from siltation with upstream buffers, could be a recreational asset to the county.
61. Any new airport in the county should be required to be associated with an industrial park with adequate rail transportation. There seems to be very little need for another recreational airport since there are airports in Lawrence, Fort Leavenworth, Olathe, and elsewhere (Waldrom?) that should satisfy recreationists and hobby flyers.
62. We need to encourage farm land owners (tax incentives?) to produce truck gardens to provide locally grown vegetables and meat products and we need to provide or facilitate city farmers' markets so that these food producers can more easily sell their food products to buyers.
63. We need to work with MARC to get light rail service from Leavenworth to the Kansas City Metro region.
64. Leavenworth County is a beautiful county with rolling countryside and lots of open land. We need to encourage the type of development that preserves most of that feeling and look. Good roads with adequate shoulders and lots of protected open space for public use will go a long way to protecting the county.
65. "I have a concern about our EMS capabilities. I believe we have some great people working at EMS, and I am very thankful we have such dedicated people that work there. I am concerned that our EMS capabilities have not increased with our growth. I believe that we should also have a new facility, increase the staff, acquire more ambulances, and increase EMS salaries. (As far as the salary increase, my question to the planning committee is who do you want responded to you when you and your family are lying on road bleeding to death? I believe we need to pay EMS personnel a better salary and hopefully that will help recruit some professional staff. I know our county is working on some of the above ideas and I want to help in some manner and I am I am willing to help. I am not sure what the statistics are but it appears to me that there has been a substantial increase in serious automobile accidents in southern Leavenworth County."
66. "Just built a new home. Very poor service from water district."
67. "City of LV needs a vision and needs it quickly. City is dying - city gov't needs to move more quickly: it may piss off 45% of population, but get it moving."
68. "Leavenworth needs to grow, carefully and slowly to do it rights."
69. "If you going to build in the county make sure it is not a shack on cement."
70. "No more housing additions."
71. This area is rural, please keep it so.
72. I am against the interchange
73. These costs should fall to developers
74. The focus of the county, in my opinion, should be of the needs, wishes of current residents and businesses, not new folks, or developers.

75. Any new or improvements to roads need to include bicycle lanes (including the one shown on the insert.)
76. New housing or other development needs to include a developer's fiscal plan for infrastructure (water, sewer, sewage treatment, lighting, roads, electric, etc.)
77. Whatever industry might be attracted to the area needs to be done with consideration for the environment. The county should exploit its proximity to KU in developing industry that can make use of the science that KU is developing
78. A multi-modal transportation hub is a good idea, but one must question a regional airport when KCI is so near. Any proposal for a new regional airport should be quantitatively justified, ie the expected revenue to be gerated and HOW that revenue will be generated.
79. I am a relatively new resident to the county. I purchased my home in the county because I could find an affordable horse property close in to my work in Overland Park. I understand the growth of the community is inevitable, however, it is important to me to maintain significant green space, farm land, etc. I also understand that planning now and having a good infrastructure in place is paramount to the continued success of this community. I am unsure about the County Road I interchange on I70 as I'm not exactly sure where that is. Also, as someone new to the community I would say that the names of the roads are somewhat confusing as they seem to change from one community/county to the next. One more thing ...I live at 16420 McIntyre Road and I would really like to see McIntyre with chip and seal from 159th to meet up with existing black top. I understand that developers are required to black top to the nearest black top, however it would be helpful to put a qualifier on that requirement that takes in to account the greatest traffic volume.! Thanks for the opportunity to respond.
80. Chris, thanks for all the effort you have put into this project. You are doing a great job with the planning for LV County. Appreciate your good work.
81. Next to something else choice: Light industrial with office space
82. I believe we should determine where we want the growth to occur. The tail should not wag the dog.
83. I don't understand how it could be otherwise. Perhaps there are considerations I'm not aware of.
84. Absolutely! Further, there needs to be connectivity between these developments and the cities.
85. I'm actually disappointed that these cities gained these toeholds.
86. I think there might be higher priorities.
87. The western side of the county lacks infrastructure. Such a route might save Easton from oblivion.
88. I'm of mixed minds on this. I hate the idea of losing a beautiful biking route. Of course, if the planning is good, this doesn't have to happen.
89. It seems the primary cost should be borne by the people that stand to benefit directly. They will pass on the costs in any case.
90. Only if those area are in the city's designated expansion area.

Responses to the Second Survey

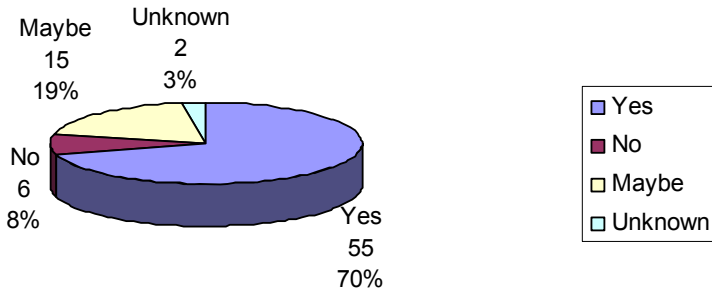


1	Residential Growth	25	32.47%
2	Planning and Infrastructure	52	67.53%
	Total Number	77	100.00%



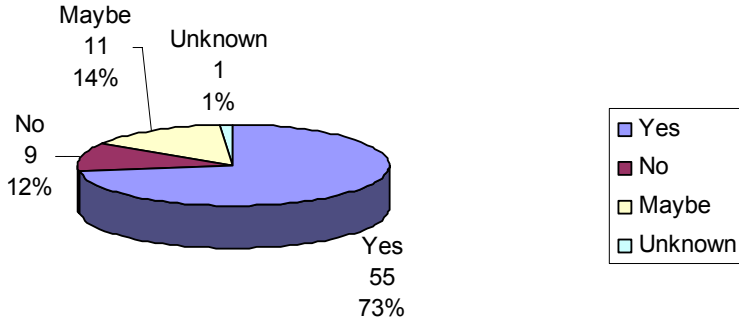
1	Wyandotte County - K-5 from Lansing to I-435	36	50.00%
2	MODOT - 92 from Leavenworth to Platte City	36	50.00%
	Total Number	72	100.00%

3. Should new rural residential subdivisions be required to have fire hydrants & adequate fire protection flows in Leavenworth County?



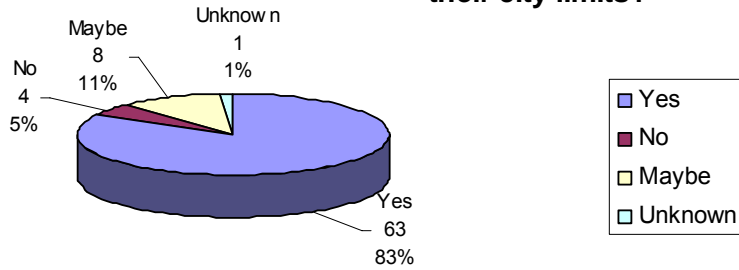
1	Yes	55	70.51%
2	No	6	7.69%
3	Maybe	15	19.23%
4	Unknown	2	2.56%
	Total Number	78	100.00%

4. Should new rural residential subdivision developments close to a neighboring city be required to meet the city's design standards?



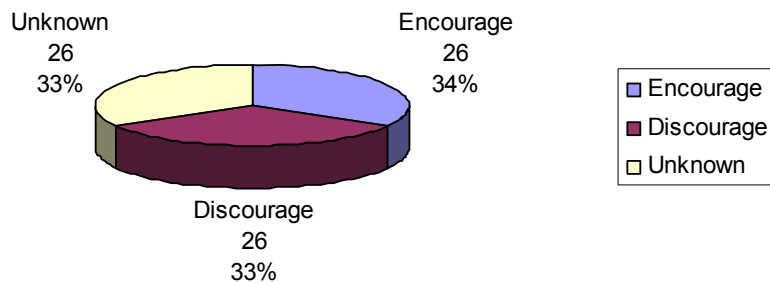
1	Yes	55	72.37%
2	No	9	11.84%
3	Maybe	11	14.47%
4	Unknown	1	1.32%
	Total Number	76	100.00%

5. Should cities pursue new annexations be able to demonstrate with engineering documents that sewer, water, fire, & police services can be provided to the new growth area in exchange for the County granting them more control outside their city limits?



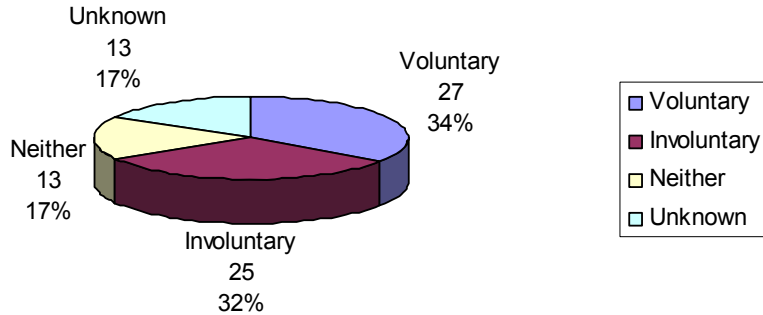
1	Yes	63	82.89%
2	No	4	5.26%
3	Maybe	8	10.53%
4	Unknown	1	1.32%
	Total Number	76	100.00%

6. Should Leavenworth County encourage or discourage Bonner Springs & Desoto to increase their presence within Leavenworth County?



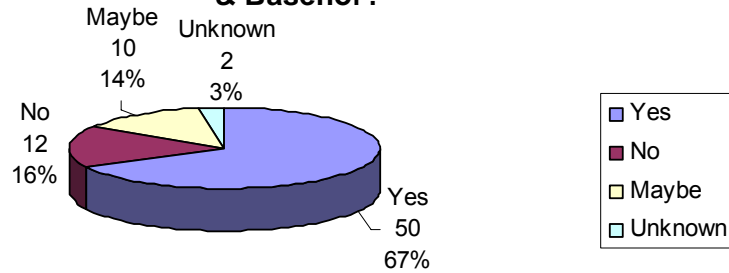
1	Encourage	26	33.33%
2	Discourage	26	33.33%
3	Unknown	26	33.33%
	Total Number	78	100.00%

7. Should Leavenworth County encourage voluntary or involuntary consolidation of rural water districts?



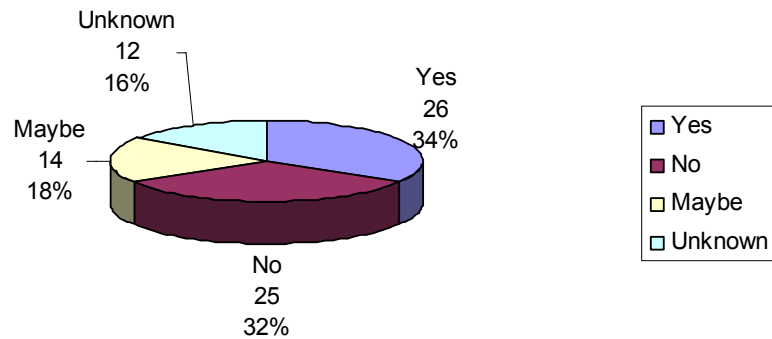
1	Voluntary	27	34.62%
2	Involuntary	25	32.05%
3	Neither	13	16.67%
4	Unknown	13	16.67%
	Total Number	78	100.00%

8. Should the County work with KDOT & the Cities of Leavenworth and Lansing to create a limited access route which would connect K-7 west of Ft. Leavenworth to K-7 in the area between Lansing & Basehor?



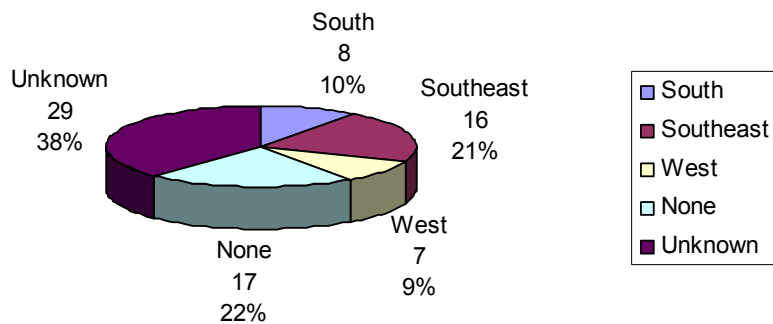
1	Yes	50	67.57%
2	No	12	16.22%
3	Maybe	10	13.51%
4	Unknown	2	2.70%
	Total Number	74	100.00%

9. Should Leavenworth County invest its resources in a north-south connection from Tonganoxie to Easton - west of Stranger Creek?



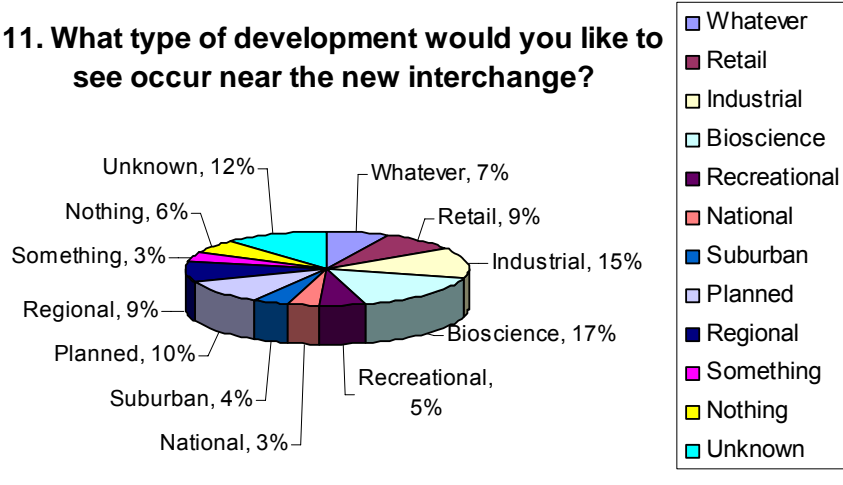
1	Yes	26	33.77%
2	No	25	32.47%
3	Maybe	14	18.18%
4	Unknown	12	15.58%
	Total Number	77	100.00%

10. After the new interchange is built, where should Leavenworth County plan to improve its connection further to the south from the junction of County Road 1 & K 32?



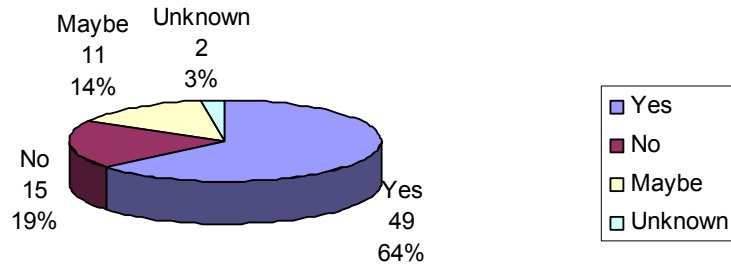
1	South	8	10.39%
2	Southeast	16	20.78%
3	West	7	9.09%
4	None	17	22.08%
5	Unknown	29	37.66%
	Total Number	77	100.00%

11. What type of development would you like to see occur near the new interchange?



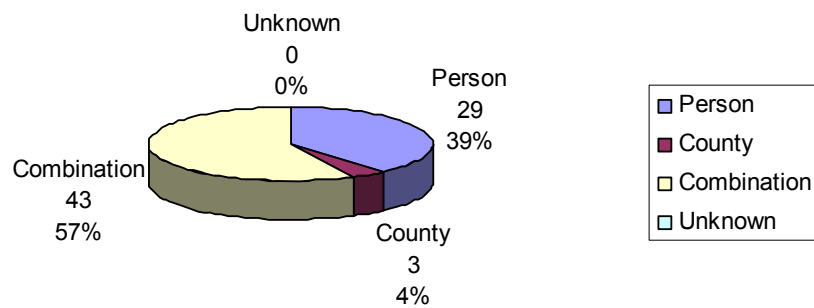
1	Whatever	8	6.90%
2	Retail	10	8.62%
3	Industrial	16	13.79%
4	Bioscience	19	16.38%
5	Recreational	6	5.17%
6	National	4	3.45%
7	Suburban	5	4.31%
8	Planned	12	10.34%
9	Regional	11	9.48%
10	Something	4	3.45%
11	Nothing	7	6.03%
12	Unknown	14	12.07%
	Total Number	116	100.00%

12. Should Leavenworth County adopt building codes?



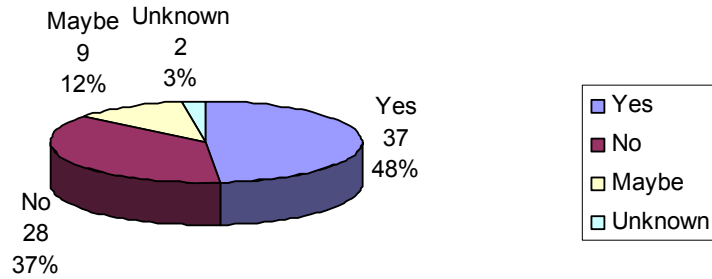
1	Yes	49	63.64%
2	No	15	19.48%
3	Maybe	11	14.29%
4	Unknown	2	2.60%
	Total Number	77	100.00%

13. If the County adopts a building codes program, who should pay for the administrative & inspection costs?



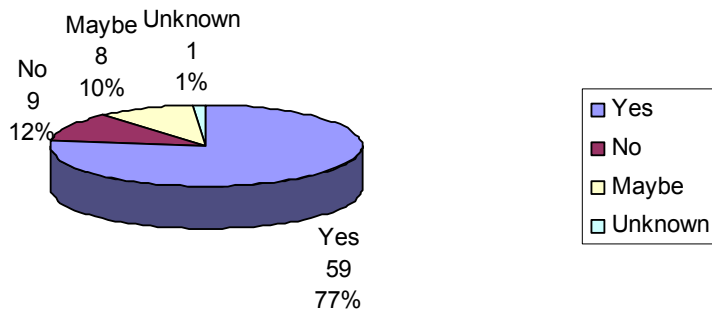
1	Person	29	38.67%
2	County	3	4.00%
3	Combination	43	57.33%
4	Unknown	0	0.00%
	Total Number	75	100.00%

14. Should the County allow the cities to enforce city building codes outside of their city limits, but within a certain distance of the city??



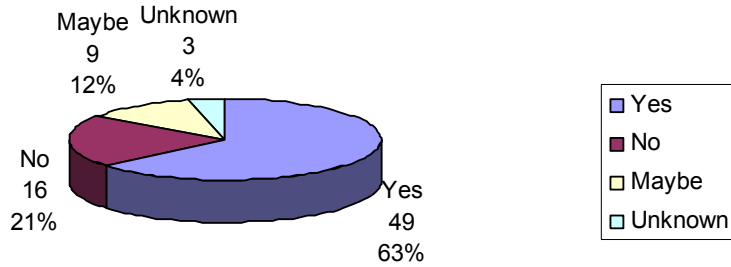
1	Yes	37	48.68%
2	No	28	36.84%
3	Maybe	9	11.84%
4	Unknown	2	2.63%
	Total Number	76	100.00%

15. Do you favor a policy that pushes the majority of new rural growth towards our cities & preserves farmland?



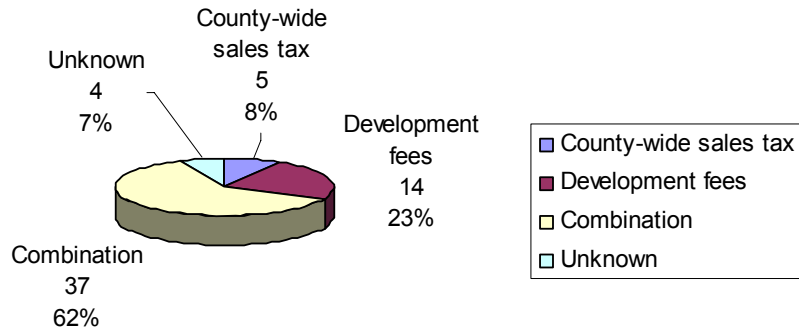
1	Yes	59	76.62%
2	No	9	11.69%
3	Maybe	8	10.39%
4	Unknown	1	1.30%
	Total Number	77	100.00%

16. Should the County create a county-wide sewer program & start building sewer lines & treatment plants near cities to accommodate new growth?



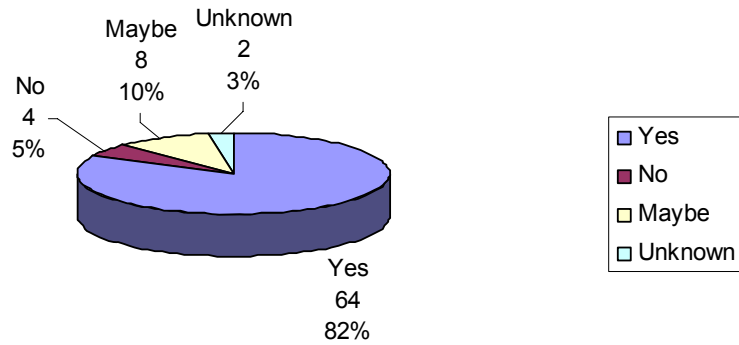
1	Yes	49	63.64%
2	No	16	20.78%
3	Maybe	9	11.69%
4	Unknown	3	3.90%
	Total Number	77	100.00%

17. If yes, how should a county-wide sewer district be funded?



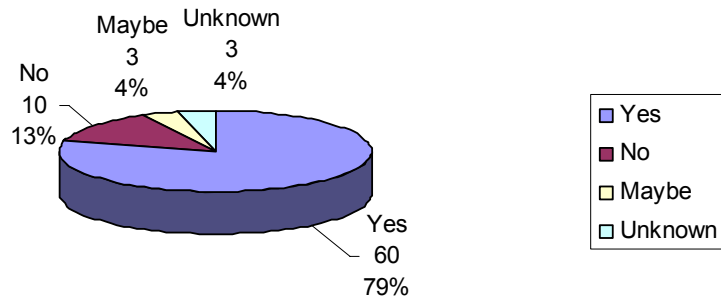
1	County-wide sales tax	5	8.33%
2	Development fees	14	23.33%
3	Combination	37	61.67%
4	Unknown	4	6.67%
	Total Number	60	100.00%

18. Would you participate in a County-wide recycling program?



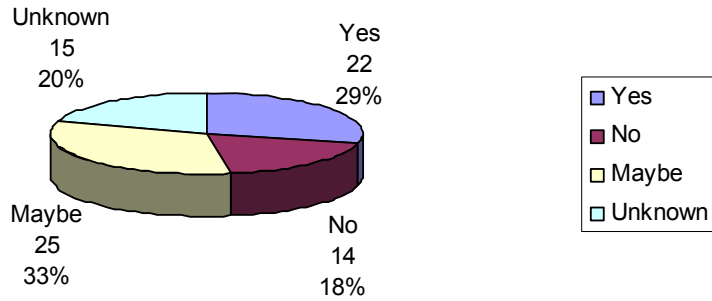
1	Yes	64	82.05%
2	No	4	5.13%
3	Maybe	8	10.26%
4	Unknown	2	2.56%
	Total Number	78	100.00%

19. Are you satisfied with your current system of household waste pick up and disposal?



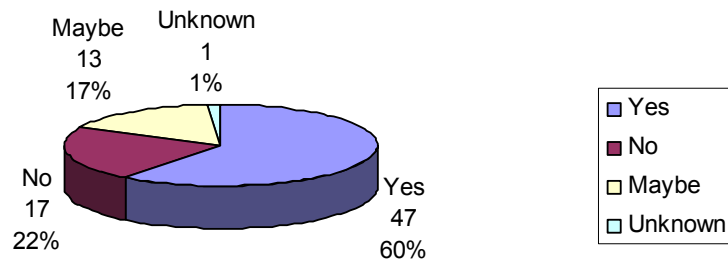
1	Yes	60	78.95%
2	No	10	13.16%
3	Maybe	3	3.95%
4	Unknown	3	3.95%
	Total Number	76	100.00%

20. Do you think Leavenworth County should provide its own landfill disposal site?



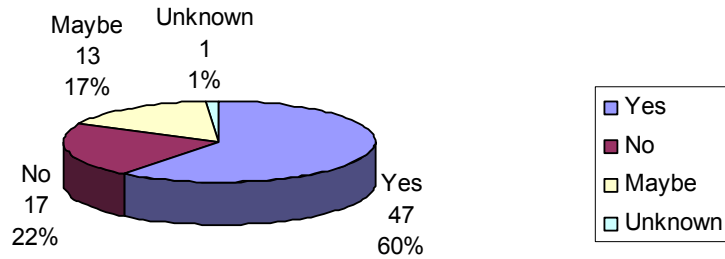
1	Yes	22	28.95%
2	No	14	18.42%
3	Maybe	25	32.89%
4	Unknown	15	19.74%
	Total Number	76	100.00%

21. Should Leavenworth County consider creating a parks department?



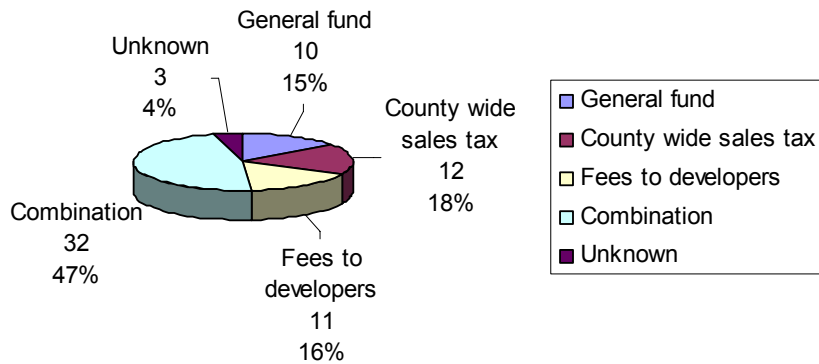
1	Yes	48	63.16%
2	No	16	21.05%
3	Maybe	10	13.16%
4	Unknown	2	2.63%
	Total Number	76	100.00%

22. Should Leavenworth County develop a county hiking, biking, equestrian trail system?



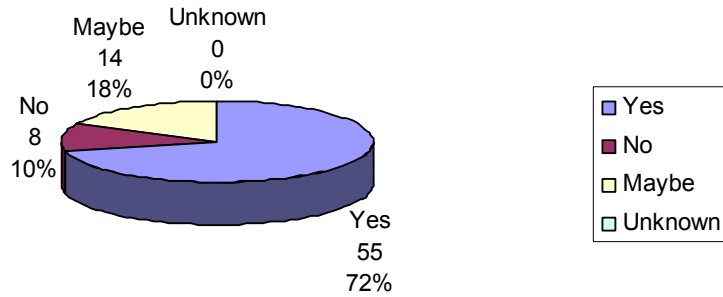
1	Yes	47	60.26%
2	No	17	21.79%
3	Maybe	13	16.67%
4	Unknown	1	1.28%
	Total Number	78	100.00%

23. How should a parks department & trail program be funded?



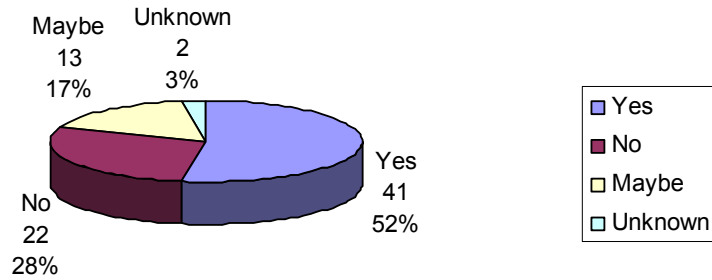
1	General fund	10	14.71%
2	County wide sales tax	12	17.65%
3	Fees to developers	11	16.18%
4	Combination	32	47.06%
5	Unknown	3	4.41%
	Total Number	68	100.00%

24. Do you want Leavenworth County to grow economically and in population?



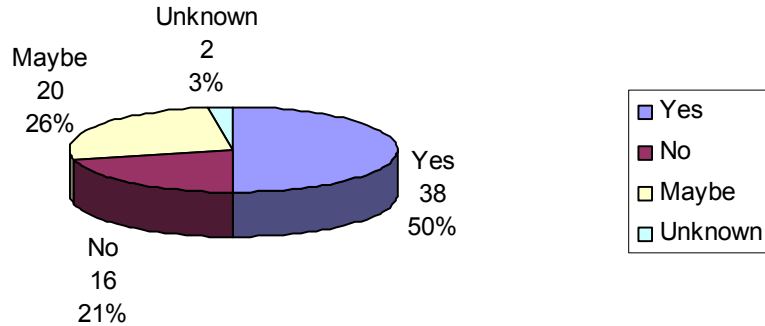
1	Yes	55	71.43%
2	No	8	10.39%
3	Maybe	14	18.18%
4	Unknown	0	0.00%
	Total Number	77	100.00%

25. Would you consider the creation of County wide sales tax for a program that focuses on retention, expansion, & recruitment of business to the county?



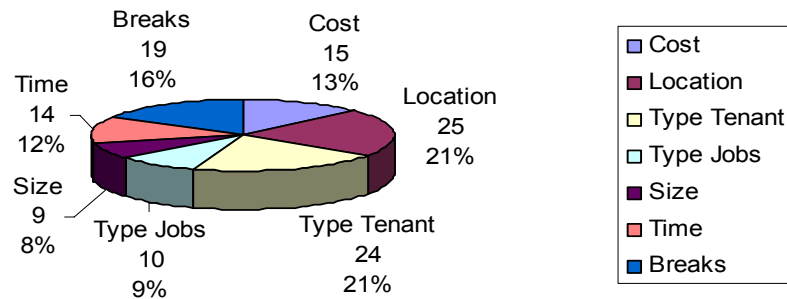
1	Yes	41	52.56%
2	No	22	28.21%
3	Maybe	13	16.67%
4	Unknown	2	2.56%
	Total Number	78	100.00%

26. Should tax abatements or cash incentives to private companies be used to help grow the Leavenworth County economy?



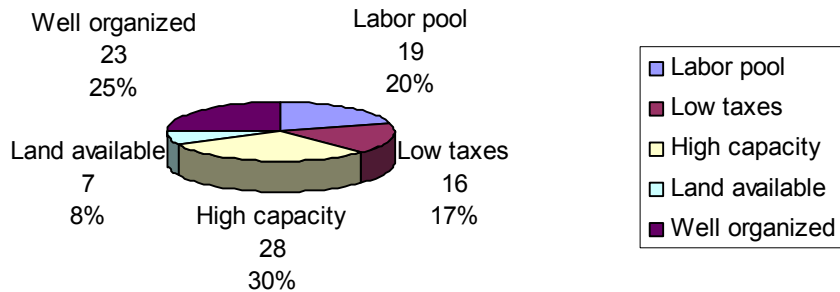
1	Yes	38	50.00%
2	No	16	21.05%
3	Maybe	20	26.32%
4	Unknown	2	2.63%
	Total Number	76	100.00%

27. What concerns you the most about the development of a future industrial park?



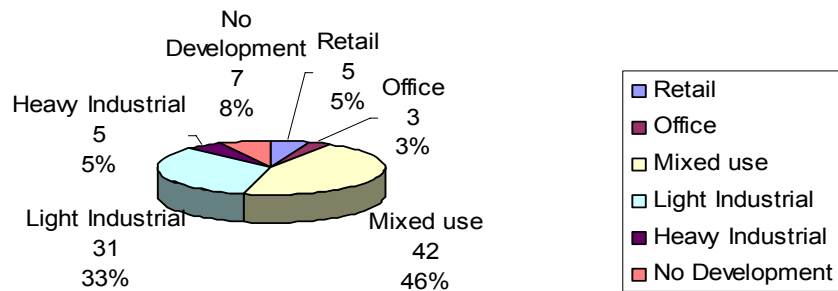
1	Cost	15	12.93%
2	Location	25	21.55%
3	Type Tenant	24	20.69%
4	Type Jobs	10	8.62%
5	Size	9	7.76%
6	Time	14	12.07%
7	Breaks	19	16.38%
	Total Number	116	100.00%

28. What is the most important component for growing the County tax base?



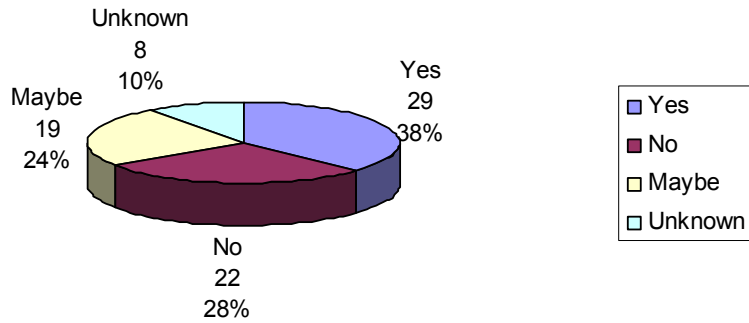
1	Labor pool	19	20.43%
2	Low taxes	16	17.20%
3	High capacity	28	30.11%
4	Land available	7	7.53%
5	Well organized	23	24.73%
	Total Number	93	100.00%

29. What type of development would you most prefer in Leavenworth County?



1	Retail	5	5.38%
2	Office	3	3.23%
3	Mixed use	42	45.16%
4	Light Industrial	31	33.33%
5	Heavy Industrial	5	5.38%
6	No Development	7	7.53%
	Total Number	93	100.00%

30. Should Leavenworth County explore building a multi-modal transportation hub & business park, which would include a regional airport (at a site other than Sherman Army Airfield)?



1	Yes	29	37.18%
2	No	22	28.21%
3	Maybe	19	24.36%
4	Unknown	8	10.26%
	Total Number	78	100.00%

Written Responses added to the 30 Tough Questions Survey

1. A multi-modal transportation hub is a good idea, but one must question a regional airport when KCI is so near. Any proposal for a new regional airport should be
2. quantitatively justified, ie the expected revenue to be gerated and HOW that revenue will be generated.
3. The focus of the County, in my opinion, should be of the needs, wishes of current residents and businesses, not new folks, or developers.
4. Any new or improvements to roads need to include bicycle lanes (including the one shown on the insert.)
5. New housing or other development needs to include a developer's fiscal plan for infrastructure (water, sewer, sewage treatment, lighting, roads, electric, etc.)
6. Whatever industry might be attracted to the area needs to be done with consideration for the environment. The county should exploit its proximity to KU in developing
7. industry that can make use of the science that KU is developing
8. This area is rural, please keep it so.
9. I am against the interchange
10. These costs should fall to developers
11. I am a relatively new resident to the county. I purchased my home in the county because I could find an affordable horse property close in to my work in Overland Park.

12. I understand the growth of the community is inevitable, however, it is important to me to maintain significant green space, farm land, etc. I also understand that
13. planning now and having a good infrastructure in place is paramount to the continued success of this community. I am unsure about the County Road I interchange on
14. I70 as I'm not exactly sure where that is. Also, as someone new to the community I would say that the names of the roads are somewhat confusing as they seem to
15. change from one community/county to the next. One more thing ...I live at 16420 McIntyre Road and I would really like to see McIntyre with chip and seal from 159th to
16. meet up with existing black top. I understand that developers are required to black top to the nearest black top, however it would be helpful to put a qualifier on that
17. requirement that takes in to account the greatest traffic volume.! Thanks for the opportunity to respond.
18. Chris, thanks for all the effort you have put into this project. You are doing a great job with the planning for LV County. Appreciate your good work.
19. Next to something else choice: Light industrial with office space
20. I believe we should determine where we want the growth to occur. The tail should not wag the dog.
21. I don't understand how it could be otherwise. Perhaps there are considerations I'm not aware of.
22. Absolutely! Further, there needs to be connectivity between these developments and the cities.
23. I'm actually disappointed that these cities gained these toeholds.
24. I think there might be higher priorities.
25. The western side of the county lacks infrastructure. Such a route might save Easton from oblivion.
26. I'm of mixed minds on this. I hate the idea of losing a beautiful biking route. Of course, if the planning is good, this doesn't have to happen.
27. It seems the primary cost should be borne by the people that stand to benefit directly. They will pass on the costs in any case.
28. Only if those area are in the city's designated expansion area.
29. Whatever reduces sprawl.
30. A qualified yes...I'm really not sure what the issues are.
31. I'm in favor of recycling and do so myself. I'm fearful on an onerous program that requires lots of work by the user.
32. I hate the idea of exporting trash, but landfills are nasty places. I don't know where we would put one in the county that wouldn't ruin that portion of the county.
33. If growth = sprawl, then no. I think there are better ways to develop and grow than the typical american model.
34. NoneI believe that it is important to protect all the land that borders every drainage/stream with very wide buffers. We seem to be experiencing greater amounts of humidity and rainfall per event that also increases the potential for greater erosion and more flooding. If we choose very wide buffers, it would force us to build our new communities/industrial sites with greater compactness and that would serve to give us more parkland in the buffers. We also need to set aside plenty of land for truck garden crops to serve us with locally grown food instead of relying

on long distance food sources. Food transportation costs are only going to increase as fuel costs escalate. We should be planning for the future food supply while we plan for development. New Jersey has already done a great job by zoning land for farming truck garden crops!

35. We really need to encourage higher income families to choose Leavenworth County and one means is to provide adequate highway shoulders for road bike riding by families. We want people who are willing to pay thousands of dollars for good bikes because they are the kind of people who can afford to pay for other goods, but you have to provide them with the safe routes to ride with their families. Narrow roads and rude pickup drivers are signs of a mean-spirited community and that attitude will not attract the affluent to our county. They even have wide, hard shoulders (and no rumble strips!) for horses and buggies in southeastern Minnesota to accommodate the Amish!
36. We should consider future mass public transportation needs and how we are going to move people within the county and to those preferred places like Lawrence and Kansas City. We may need to consider a means to connect with Kansas City's modern light rail not only on the eastern and southern edge of the county, but across the county. To do that, we need to preserve space for the light rail along our highways or set aside cross country routes as dedicated easements for future modern light rail. Modern light rail will allow for people to move easily from house to work if it is laid out properly and will actually facilitate economic and residential development.
37. Instead of focusing on improving 92 Highway in Missouri, we should consider building a new bridge from Lansing across the Missouri just south of the Platte River Bridge to connect with 152 Highway and then I 435. This would be a better connection to KCI and the Northland than using 92 Highway and the dangerous connection with I-29 at Tracy.
38. If we continue to allow virtually unregulated and poorly planned development by land owners, we will continue to grow as a mere bedroom community with increasing transportation problems and erosion and flooding problems and will attract mostly low-to-mid-income residents that are too cheap to pay for any community-wide improvements. We have to decide to grow as a well-planned county that will attract affluent house owners and high quality industry.
39. My number one concern is the noise and smells coming out of the industrial park located off of Eisenhower and 10th. It is absolutely unfair to have to listen to Cereal Ingredients operate at the oddest hours of the evening. Something must be done to muffle the heavy machinery that they are using. I sent the following to the Leavenworth Times in hopes that it will get printed. I have been a patient resident since the spring of 2005 and nothing is getting done by our elected officials. I've contacted elected officials in the past and am at wits end, as I'm sure are others such as the residents in Wellington in the Park and those who reside of New Lawrence Rd. (LV Times article shared)

Appendix O: Documents Adopted by Reference

In support of information provided in this document, there have been significant studies conducted over the last several years. For further information the following documents should be referenced:

- K-7 Corridor Management Plan: Incorporated by reference into the Leavenworth County Comprehensive Plan pursuant to a memorandum of Understanding executed by the Board of County Commissioners, August 14, 2006. Copies of the K-7 Corridor Management Plan are available for review in the office of the County Planning and Zoning Department.
- 24/40 Corridor Management Plan: Incorporated by reference into the Leavenworth County Comprehensive Plan pursuant to Resolution No. 2008-06. Copies of the 24/40 Corridor Management Plan are available for review in the office of the County Planning and Zoning Department.

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Appendix Q: End Notes

1 Describes the extent to which urban forms permit (or restrict) movement of people and/or vehicles in different directions. Spatial Connectivity is generally considered a positive attribute of an urban design, as it permits ease of movement and avoids severing neighborhoods. Urban forms which lack permeability, e.g. those severed by arterial roads, or with many long culs-de-sac, are considered to discourage movement on foot and encourage longer journeys by car. There is empirical research to support this view.

2 The City Beautiful movement was a Progressive reform movement in North American architecture and urban planning that flourished in the 1890s and 1900s with the intent of using beautification and monumental grandeur in cities to counteract the perceived moral decay of poverty-stricken urban environments. The movement, which was originally most closely associated with Chicago, Detroit, and Washington, D.C., did not seek beauty for its own sake, but rather as a social control device for creating moral and civic virtue among urban populations. Advocates of the movement believed that such beautification could thus provide a harmonious social order that would improve the lives of the inner-city poor. http://en.wikipedia.org/wiki/City_Beautiful_movement

3 Named for the type of zoning code adopted in the town of Euclid, Ohio, Euclidean zoning codes are by far the most prevalent in the United States, used extensively in small towns and large cities alike. Also known as "Building Block" zoning, Euclidean zoning is characterized by the segregation of land uses into specified geographic districts and dimensional standards stipulating limitations on the magnitude of development activity that is allowed to take place on lots within each type of district. Typical types of land-use districts in Euclidean zoning are: residential (single-family), residential (multi-family), commercial, and industrial. Uses within each district are usually heavily prescribed to exclude other types of uses (residential districts typically disallow commercial or industrial uses). Some "accessory" or "conditional" uses may be allowed in order to accommodate the needs of the primary uses. Dimensional standards apply to any structures built on lots within each zoning district, and typically take the form of setbacks, height limits, minimum lot sizes, lot coverage limits, and other limitations on the building envelope. Euclidean zoning is utilized by some municipalities because of its relative effectiveness, ease of implementation (one set of explicit, prescriptive rules), long-established legal precedent, and familiarity to planners and design professionals. However, Euclidean zoning has received heavy criticism for its lack of flexibility and institutionalization of now-outdated planning theory. <http://en.wikipedia.org/wiki/Zoning#Euclidean>

4 A new town, planned community or planned city is a city, town, or community that was carefully planned from its inception and is typically constructed in a previously undeveloped area. This contrasts with settlements that evolve in a more ad hoc fashion. http://en.wikipedia.org/wiki/New_town

5 Mixed-use development is the practice of allowing more than one type of use in a building or set of buildings. In planning zone terms, this can mean some combination of residential, commercial, industrial, office, institutional, or other land uses. Throughout the late 20th century, it began to become apparent to many urban planners and other professionals that mixed-use development had many benefits and should be promoted again. As American, British, Canadian and Australian cities deindustrialized, the need to separate residences from dangerous factories became less important. Completely separate zoning created isolated "islands" of each type of development. In most cases, the automobile had become a requirement

for transportation between vast fields of residentially zoned housing and the separate commercial and office strips, creating issues of Automobile dependency. In 1961, Jane Jacobs' influential *The Death and Life of Great American Cities* argued that a mixture of uses is vital and necessary for a healthy urban area. http://en.wikipedia.org/wiki/Mixed-use_development

⁶ Much of the demographics presented here are a combination of the work of H. Jason Auvil, the US Census and Wikipedia.

⁷ "Access Management: An Overview", *Planning Commissioners Journal*, Number 29 / Winter 1998, pg.4.

⁸ Id. Article 1. Improvement of the Arterial and Collector Network

⁹ MetroGreen: Preserving the Possibilities. Mid-America Regional Council publication.

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