
Vision 2020



For Tonganoxie, Kansas

2006 Update



Submitted by

BUW BUCHER, WILLIS & RATLIFF
CORPORATION

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VISION 2020

A Comprehensive Plan For The City of Tonganoxie, Kansas

Annual Update August 2006

Adopted by Reference, Ordinance 1213

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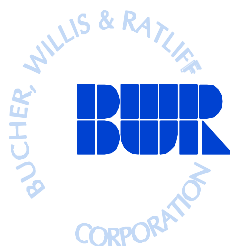
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TABLE OF CONTENTS

Preface

Purpose of a Comprehensive Plan.....	i
The Planning Area.....	i
Term of the Plan.....	ii
Sources of Information for Vision 2020.....	ii
Reasons for Adopting a Comprehensive Plan.....	ii
2006 Annual Update.....	iii
Organization of the Vision 2020	iii
Section I. Planning Goals.....	iii
Section II. Factors Affecting Development.	iii
Section III. Future Development Plan.	iii
Section IV. Plan Implementation.	iii

SECTION I: PLANNING GOALS

Chapter 1 - PLANNING GOALS	1-1
Basic Assumptions and Guidelines	1-1
STATEMENT OF GOALS AND OBJECTIVES.....	1-2
Environmental Preservation Goals and Objectives	1-2
Parks and Open Space Goals and Objectives	1-2
Built Environment Goals and Objectives	1-3
Residential Area Goals and Objectives	1-4
Downtown and Mixed-Use Area Development Goals and Objectives.....	1-6
Commercial and Office Development Goals and Objectives	1-7
Industrial Development Goals and Objectives	1-7
Transportation Goals and Objectives.....	1-8
Community Facilities and Services Goals and Objectives	1-8

SECTION II: FACTORS AFFECTING DEVELOPMENT

Chapter 2 - ENVIRONMENTAL AND LOCATION CHARACTERISTICS.....	2-1
Introduction	2-1
Geographic Location	2-1
Historical Background.....	2-1
Environmental Characteristics	2-2
Climate.....	2-2
Soils and Geology	2-3
Slopes	2-3
Flooding.....	2-3
Chapter 3 - POPULATION TRENDS	3-1
Introduction.....	3-1
Population Trends	3-1
Selected Urban Population in Leavenworth and Surrounding Counties	3-2
Household Population	3-3

Age	3-3
Race and Hispanic Origin	3-4
Educational Attainment	3-4
Population Growth Scenarios	3-5
Planning Implications	3-7
 Chapter 4 - ECONOMIC BASE	 4-1
Household Income.....	4-1
Industry Employment	4-2
Employment by Occupation	4-3
Planning Implications	4-5
 Chapter 5 - HOUSING	 5-1
Introduction	5-1
Housing Type and Occupancy	5-1
Age of Housing	5-2
Housing Values	5-3
Housing Affordability	5-4
Future Housing Needs	5-5
 Chapter 6 - EXISTING LAND USE AND ZONING	 6-1
Introduction.....	6-1
Urban Land Use Pattern	6-1
Rural Land Use Pattern.....	6-2
Residential Land Use.....	6-2
Farm and large lot areas.....	6-2
Single-family areas.....	6-2
Multi-family areas.	6-2
Commercial Areas.....	6-2
Central business district.....	6-2
U.S. Highway 24/40 corridor.....	6-3
Industrial Areas	6-3
Public and Semi-Public Areas.....	6-3
General Zoning Pattern.....	6-3
Residential zoning.	6-4
Commercial zoning.	6-4
Industrial zoning.....	6-4
 Chapter 7 - TRANSPORTATION	 7-1
Introduction.....	7-1
Functional Classification of Streets.....	7-1
Arterials.	7-1
Collectors.....	7-1
Street Network and Land Use	7-2
Industrial development	7-2
Street Right-of-Way Standards	7-2
Bicycle Transportation	7-3

Chapter 8 - COMMUNITY FACILITIES AND SERVICES	8-1
Introduction.....	8-1
Municipal Buildings	8-1
City Hall and Council Chamber.	8-1
Police Station.	8-1
Fire Station.....	8-2
Emergency Medical Services.	8-2
Tonganoxie Public Library and Activity Room.	8-2
Maintenance Facility.	8-2
Municipal Swimming Pool.	8-2
Parks, Recreation and Open Space.....	8-2
Park Land.	8-2
Recreational Facilities.	8-4
Municipal Utilities.....	8-5
Water Supply, Treatment and Distribution System.	8-5
Sanitary Sewer Collector System and Wastewater Treatment Facility.	8-5

Chapter 9 - PLANNING IMPLICATIONS	9-1
Introduction.....	9-1
Population Trends	9-1
Economic Base.....	9-2
Environmental Characteristics	9-2
Existing Land Use and Zoning.....	9-3
Residential development.	9-3
Commercial development.	9-3
Industrial development.	9-3
Zoning policies.....	9-3
Transportation	9-4
Major streets.....	9-4
Bicycle planning.....	9-5

SECTION III: FUTURE DEVELOPMENT PLAN

Chapter 10 - FUTURE LAND USE ELEMENT	10-1
Introduction.....	10-1
Residential Land Use.....	10-1
Map Interpretation.....	10-1
Residential Principles	10-2
Residential Policies	10-2
Residential Neighborhood Design Policies.....	10-3
Mixed Land Use.....	10-5
Map Interpretation.....	10-5
Mixed-Use Principles	10-6
Mixed-Use Policies	10-6
Commercial Land Use.....	10-7
Map Interpretation.....	10-7
Commercial Principles.....	10-7
Commercial Policies.....	10-7
Industrial Land Use	10-9

Map Interpretation.....	10-9
Industrial Principles.....	10-9
Industrial Policies	10-9
Public Facilities, Utilities and Open Space.....	10-10
Map Interpretation.....	10-10
Public/Semi-Public and Open Space/Floodplain Principles	10-10
Public/Semi-Public and Open Space/Floodplain Policies	10-10
 Chapter 11 - MAJOR THOROUGHFARE PLAN	 11-1
Introduction.....	11-1
Street Improvement and Relationship to Regulations	11-1
Standard Street Classifications.....	11-1
Arterial streets:	11-1
Collector streets:.....	11-2
Local streets:	11-2
Major Thoroughfare Plan Map	11-2
Right-Of-Way Standards	11-3
Corridor Study Areas.....	11-3
US 24-40 Hwy Corridor Study:	11-3
County Rt. 1 Corridor Study:.....	11-3
Parkway Corridor Study:	11-3
Major Street and Transportation Policies	11-4
 Chapter 12 - COMMUNITY FACILITIES ELEMENT	 12-1
Introduction.....	12-1
Parks and Recreation Land Use	12-1
Map Interpretation.....	12-1
Community Facilities Principles	12-1
Community Facilities Policies	12-1
 SECTION IV: PLAN IMPLEMENTATION	
 Chapter 13 - PLAN IMPLEMENTATION	 13-1
Introduction.....	13-1
Adopt Vision 2020	13-1
Annual Review Process	13-2
Amend Zoning Regulations Based on Plan Recommendations.....	13-2
Review Subdivision Regulations	13-2
Adopt Land Use Regulations to Protect Primary Growth Areas.....	13-3
Long-Term Implementation Issues	13-3
Implementation of Land Use Recommendations	13-3
Implementation of Major Street Recommendations.....	13-4
Implementation of Community Facilities Recommendations.....	13-4

SECTION V: APPENDICES

APPENDIX A: IMPLEMENTATION STRATEGIES.....	1
ENVIRONMENTAL PRESERVATION GOALS	1
PARKS & OPEN SPACE GOALS.....	3
BUILT ENVIRONMENT GOALS.....	7
RESIDENTIAL AREA GOALS.....	8
COMMERCIAL & OFFICE DEVELOPMENT GOALS.....	12
INDUSTRIAL DEVELOPMENT	13
TRANSPORTATION GOALS.....	14
COMMUNITY FACILITIES & SERVICES GOALS.....	16
APPENDIX B: PROJECTED TIMELINE.....	1
YEAR 2003.....	1
YEAR 2004.....	3
Parcel Information.....	4
City Property	4
YEAR 2005	5
YEAR 2006	5
YEAR 2007	6
FUTURE CONSIDERATIONS.....	6

LIST OF TABLES

3.1	Population: Tonganoxie and Kansas.....	3-2
3.2	Urban Population Trends	3-2
3.3	Age of the Population	3-4
3.4	Race	3-4
3.5	Educational Attainment.....	3-5
3.6	Population Projections	3-5
4.1	Household Income	4-1
4.2	Selected Industry Employment.....	4-2
4.3	Industry Employment	4-3
4.4	Selected Occupation Employment.....	4-4
4.5	Occupation Employment.....	4-4
5.1	Housing Units in Structures	5-1
5.2	Housing Occupancy and Vacancy	5-2
5.3	Year Housing Structures Built.....	5-2
5.4	Value of Owner-Occupied Units	5-3
5.5	Mortgage Status.....	5-3
5.6	Housing Affordability Analysis.....	5-4
5.7	Comparison of Rents to Mortgage Payments	5-5
5.8	Future Housing Needs.....	5-5

5.9	Future Housing Needs by Type and Acreage.....	5-6
6.1	Purpose of Zoning Districts.....	6-4
8.1	Recreational Facility Needs	8-4
8.2	Recreational Facility Deficiencies	8-5
11.1	Future Street Hierarchy Standards.....	11-3

LIST OF MAPS

Natural Features	Ch. 2
Sanitary Sewer System	Ch. 8
Water Distribution System	Ch. 8
Downtown Tonganoxie Environs.....	Ch. 10
Future Land Use in Near-Term Growth Area.....	Ch. 10
Future Land Use in Planning Area.....	Ch. 10
Major Thoroughfare Plan	Ch. 11

PREFACE

Purpose of a Comprehensive Plan

The City's current plan, Vision 2020: A Comprehensive Plan for the City of Tonganoxie, Kansas, calls for an Annual Review Process outlined in Chapter 13, Plan Implementation. In the summer of 2002, the Planning Commission and City Staff met to discuss the update and continued implementation of Vision 2020 and the issues that the Plan should address.

Vision 2020 addresses those issues and serves as a policy guide for the coordinated development of Tonganoxie, Kansas and portions of unincorporated Leavenworth County, Kansas. To accomplish this overall purpose, Vision 2020:

- Surveys existing physical conditions in the planning area, such as floodplains, existing land use, development trends, pending plans and projects, housing, public facilities and services, and transportation;
- Analyzes the area's population characteristics and its economic conditions;
- Recommends the future development of the planning area, including land use, major streets, and public facilities;
- Outlines strategies to implement the Plan's future development recommendations.

By identifying future growth areas, the Comprehensive Plan also serves as a guide for the City's Capital Improvements Program. In addition, the Plan's proposed land use pattern should be used to guide future rezoning decisions, and its major street recommendations should be used to guide future platting decisions. Finally, a major purpose of the Comprehensive Plan is to capitalize on the planning area's unique development opportunities, while at the same time protecting such natural and built resources as floodplains, agricultural land, and existing residential neighborhoods.

The Planning Area

The area affected by the Comprehensive Plan (referred to as the planning area) includes all land within the corporate limits of Tonganoxie, Kansas and an extraterritorial planning area surrounding it for approximately 3 miles. The planning area is generally described as 246th Street on the west, Leavenworth Road on the north, and Stranger Creek on the east. The southern boundary follows I-70 from Stranger Creek west to 214th Street where it extends southward to Cantrell Rd, westward to County Rd. 1/222nd Street, southward to Loring Rd., and westward to 246th Street. The city's planning area is illustrated on various maps included in this document including the **Natural Features Map, Future Land Use in Planning Area, and Major Thoroughfare Plan.**

Term of the Plan

This Plan shall be used to guide the growth of Tonganoxie, Kansas until the Governing Body deems it necessary to compile a new plan. Upon adoption, the plan shall be considered in effect through the year 2020. In order for this plan to remain in effect, yearly reviews shall be conducted as outlined in Chapter 13.

Sources of Information for Vision 2020

The Task Force consulted with several segments of the community for information in compiling this document. To determine the availability of services for expansion, representatives of all utility providers for the City were interviewed concerning their future development plans and capacity. These included representatives from Leavenworth-Jefferson Electric Cooperative, Kansas Gas Service, KPL Electric, Sunflower Cablevision and Southwestern Bell.

City staff members and the City Engineer provided information concerning the affects of growth upon the water supply, sewage treatment and storm water collection systems.

To determine community needs over the next 20 years, the Task Force consulted with City Staff, the Recreation Commission, the Council on Aging and the Chamber of Commerce.

In terms of education, the Task Force gathered information from the School Board. A representative of the Genesis Christian School provided information on local non-public schools and home-school students.

Reasons for Adopting a Comprehensive Plan

The authority to prepare, adopt, and amend a comprehensive plan is granted in K.S.A. 12-747, which states in part:

"A City planning commission is hereby authorized to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside the city but within the same county in which the city is located, which in the opinion of the planning commission, forms the total community of which the city is a part."

The decision to formulate Vision 2020 was driven by a number of development issues facing the City, including:

- The impact of the improvement of the U.S. Highway 24/40 corridor both inside and outside the City's boundaries on the City's future development;
- Housing issues as they relate to the elderly, renters, second-time homebuyers, and other market segments;
- The results of the City's current economic development and neighborhood revitalization process;

- The potential for commercial and new residential development in the planning area;
- Whether the City's current zoning regulations and subdivision regulations are adequate; and
- The impact on the City of residential growth that has already occurred.

2006 Annual Update

During the spring and summer of 2006 the city prepared an annual update of the Plan with the assistance of Bucher, Willis & Ratliff Corporation, the City's planning consultant. The planning process included several joint meetings with the City Planning Commission and City Council intended to address key elements related to priority growth areas and related infrastructure needs that will allow growth within the existing city limits and the surrounding fringe area in the most fiscally responsible manner. The 2006 update process included revisions to the Future Land Use Plan and the Major Thoroughfare Plan, as well as updates to the recommended goals and objectives in Chapter 1. Additional revisions to the recommended planning principles and policies were made in Chapter 10, Future Land Use Element.

Organization of the Vision 2020

Vision 2020 consists of four major sections. These plan sections are summarized below.

Section I. Planning Goals. The first section of Vision 2020 identifies a series of general, long-range planning goals. These goals are community-based, meaning that they were derived through a series of planning workshops with members of the public, the Oversight Committee and the Planning Commission as well as a survey of all the City's households. These activities occurred prior to the start of the planning process although certain goals were developed in the transportation and public facilities area concurrently with the drafting of this document. While the last three sections of Vision 2020 provide an analytical, rational framework for planning, this first section presents the wants, needs, and desires of the community.

Section II. Factors Affecting Development. The second section of Vision 2020 analyzes the various existing conditions that affect the area's future development. This section includes a number of individual chapters on such issues as existing land use, housing, environmental conditions, demographics of the area and economic base. This section includes a population forecast scenario to the year 2020.

Section III. Future Development Plan. This is the main section of Vision 2020. It includes Future Land Use Plan Maps for both the City and the Planning Area that shows the Planning Commission's recommendations for future land use, major streets and public facilities.

Section IV. Plan Implementation. This section outlines the tasks required to implement the recommendations of Vision 2020. These include general process recommendations (such as updating the Plan, using it as a guide to rezoning decisions, etc.), as well as specific recommended changes to the City's zoning regulations.

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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Planning Goals

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Chapter 1 - PLANNING GOALS

Vision 2020 has adopted the following **Vision Statement**:

To insure quality growth that enhances Tonganoxie's small town character with great respect for its history and lifestyle.

The Planning Commission's sphere of influence is an important comprehensive plan consideration. Because of its focus on physical development (via the platting, rezoning, and comprehensive planning processes), the Planning Commission's goals should be oriented toward the same. It makes little sense to establish a goal without the organizational or statutory ability to implement it. Thus, the following goals and objectives revolve around the physical development of Tonganoxie and its unincorporated planning area. The community's planning goals are further supplemented in Chapters 10, 11, and 12 with principles and policies addressing future land use, major streets and transportation, and community facilities.

Basic Assumptions and Guidelines

The formulation of goals is an endeavor to define the scope and character of development within Tonganoxie. They are based on the following assumptions:

1. It is the role of the Governing Body to perform those functions of government that are necessary to protect the health, safety and welfare and quality of life of Tonganoxie residents.
2. In an effort to maintain and improve the health, safety and welfare and quality of life for Tonganoxie, the Governing Body should assume the leadership in measuring the needs of the residents, providing this information to the public and proposing goals and objectives to meet those needs.
3. To attain the goals and objectives requires the formulation and implementation of both short and long-range plans based on the measured needs and the expected impacts from private activities within the planning area.
4. In making its plans, the goals and objectives should be the primary basis for the selection of strategies for implementation of Vision 2020.
5. In the formulation of goals and the development of Vision 2020, private property rights are to be respected. These rights include the right of all property owners to be protected

from the actions of their neighbors that are considered a nuisance, have the potential to lower property values or have a negative impact on the quality of life in the community.

STATEMENT OF GOALS AND OBJECTIVES

Environmental Preservation Goals and Objectives

Goal: Encourage the conservation and protection of natural resources and open spaces within Tonganoxie and the Planning area, while providing for a growing and changing area.

Objective 1 Identify and restrict areas that pose a public health risk.

Objective 2 Protect all areas with significant topographic features.

Objective 3 Preserve and protect areas of quality natural vegetation including the protection of existing trees in undeveloped areas.

Objective 4 Promote the planting of new trees throughout the community in areas that do not interfere with traffic safety.

Objective 5 Protect important existing hydrologic features such as the 100-year flood plain to restrict growth that harms the environment.

Objective 6 Preserve natural drainage areas, floodplains, and wooded areas as greenways, and use them to define and connect urbanized areas of the community.

Objective 7 Preserve the Stranger Creek floodplain as natural open space and work with Leavenworth County to create a regional greenway and trail in the creek corridor.

Parks and Open Space Goals and Objectives

Goal: Preserve natural areas, floodplains, forested areas, meadows and other important environmental features as open space resources.

Objective 1 Use natural green space areas as the basis for laying out a network of streets that will maintain the open spaces as continuous and interconnected as possible.

Objective 2 Design new development around natural green spaces and streamways so such natural areas remain largely open to maximize visibility and accessibility to the public, rather than isolating and secluding behind development.

Objective 3 Preserve floodplain areas along creeks and drainage areas for parkland, recreation, passive open space, buffers, and storm drainage purposes.

Objective 4 Use parks, open space, drainage/greenways, and recreation areas to define and connect different neighborhoods, and to serve as buffers between incompatible land uses.

Goal: Provide parkland, recreation facilities, and open space areas commensurate with the population growth and the needs of expanding development areas.

Objective 1 Maintain and expand the local park system to serve all sections of the community.

Objective 2 Support the formation of a Park Improvement Foundation to increase resources available for recreational areas.

Objective 3 Continue to upgrade existing recreational areas within the City.

Objective 4 Provide new recreational areas and sports fields as the need arises for use by City residents

Objective 5 Promote and encourage new recreational facilities and programs that respond to the special needs and desires of Tonganoxie residents.

Objective 6 Study the feasibility of enlarging or rehabilitating the outdoor pool and/or building a new indoor swimming pool.

Objective 7 Ensure that adequate recreational facilities are provided which serve major new residential development of all types.

Objective 8 Strive to achieve a standard of 12 acres per 1,000 population regarding the type and quantity of park and open space land to be provided within Tonganoxie.

Objective 9 Plan for new park and open space sites within growth areas prior to development before acquisition becomes too expensive.

Objective 10 Study the feasibility of a system of jogging trails and bike paths within the city limits.

Objective 11 Adopt regulations for a park impact fee, park land dedication, and fees-in-lieu of dedication, and review such standards and fees on an annual basis.

Objective 12 When feasible, accept land dedications for “useable” park and open space in highly visible and accessible areas surrounded predominately by public streets, rather than located behind development or on remnant tracts of land.

Objective 13 Encourage private developers to make contributions to the City's recreation system or provide recreation facilities for the residents of new subdivisions.

Objective 14 Limit any public acquisition efforts to selected sites that have important recreational potential.

Built Environment Goals and Objectives

Goal: Ensure that new development is built using appropriate site design standards consistent with its particular use and location.

- Objective 1 Promote a balanced housing mix within the community.
- Objective 2 Maintain the quality of existing neighborhoods and land use areas within the community.
- Objective 3 Promote, preserve and improve the historical and institutional resources of the community.

Goal: Direct future growth in a balanced manner with effective planning.

- Objective 1 Promote intergovernmental cooperation between the City and Leavenworth County regarding issues of future development.
- Objective 2 Guide new growth to areas identified for near-term growth as identified on the Future Land Use Plan.
- Objective 3 Provide incentives for future growth and development into areas adjacent to existing developed neighborhoods by encouraging new structures that can be easily served by public infrastructure and facilities.
- Objective 4 Extend City subdivision controls in cooperation with Leavenworth County for up to three miles outside the City boundaries if conditions warrant their extension.
- Objective 5 Encourage Leavenworth County to establish a system of extraterritorial review of zoning and subdivision proposals in the unincorporated areas around cities in the county.
- Objective 6 Encourage Leavenworth County to revise its Zoning Ordinance and Subdivision Regulations to minimize the number of rural estate properties in the city's growth area that conflict with the logical urban expansion of the community. Such regulations should be revised to increase the minimum lot area for properties zoned Rural Residential.
- Objective 7 Consider annexation of property when the financial requirements of infrastructure and community services can be met, and use annexation agreements to address improvements, financing, and phasing of development.
- Objective 8 Prepare and adopt a County Route 1 Corridor Study in partnership with Leavenworth County to address issues such as future land use, infrastructure, access management, local street network, community facility needs, parks and open space , and development design standards.

Residential Area Goals and Objectives

Goal: Promote a mix of housing types and residential densities that provide housing opportunities for various socioeconomic groups within Tonganoxie.

- Objective 1 Promote approaches to land development that will achieve high quality new residential environments.

Objective 2 Identify appropriate locations for quality new multi-family residential development within future growth areas to appeal to diverse housing markets in Tonganoxie.

Objective 3 Encourage housing development that protects existing environmental features.

Objective 4 Promote the development of new residential areas that target both affordable and move-up housing markets.

Objective 5 Ensure that new housing development can be served by public services at the least cost.

Objective 6 Maintain the aesthetic viability and quality of existing residential neighborhoods.

Objective 7 Promote the existing neighborhood revitalization program through additional publicity.

Objective 8 Protect residential areas from incompatible land-uses that may create adverse impacts in part by requiring the proper maintenance of property.

Objective 9 Preserve and protect existing housing through efficient code enforcement and preventive maintenance to prevent the negative impact of poorly maintained property upon the viability of neighborhoods.

Objective 10 Promote adequate screening and buffering between residential areas and adjacent commercial and industrial development, including parking and service areas.

Objective 11 Provide for the housing needs of the elderly and the disabled.

Goal: Design and develop new neighborhoods with a “sense of community”.

Objective 1 Promote new neighborhoods with a sense of place by making them compact and pedestrian-friendly, and including a fine-grained mix of uses where no single use monopolizes a large area.

Objective 2 Provide a grid or modified grid network of interconnected streets, with limited use of dead-end and cul-de-sac streets, resulting in a street network that encourages walking, reduces the number of automobile trips, and conserves energy by reducing the length of automobile trips.

Objective 3 Provide street layout that responds to local topography, water courses and greenways.

Objective 4 Provide neighborhoods with a defined “center”, such as a neighborhood green (park), plaza, or neighborhood retail center public space.

Objective 5 Locate higher building densities and more intense residential land uses within and around a neighborhood “center”.

Objective 6 Promote new housing with a “front porch” image along the street rather than housing products with large garages and driveways dominating the street frontage.

Objective 7 Maintain flexibility in the city’s development regulations to allow for unique housing products and creative development design, while limiting “cookie-cutter” development design.

Downtown and Mixed-Use Area Development Goals and Objectives

Goal: Maintain downtown as a mixed use area and as the governmental center of the community.

Objective 1 Provide development incentives for properties downtown commensurate with those offered elsewhere in the community.

Objective 2 Target enhanced infrastructure improvements in the downtown area including streets, utilities, lighting, signage, and streetscaping.

Objective 3 Pursue an aggressive role in addressing and abatement of derelict and nuisance properties.

Objective 4 Target the Union Pacific Depot block bounded by 4th, 5th, Main, and Pleasant Streets for revitalization and incorporate it into the Historic Business District.

Objective 5 Promote the redevelopment of 4th Street from US 24/40 Hwy to Green Street and the southern fringe of the Historic Business District as mixed-use areas including street oriented rowhouses, townhomes, and limited commercial uses with a character that maintains the continuity of the Historic Business District.

Objective 6 Provide for parking needs of the downtown area and designate appropriate areas for parking facilities. Screen such parking areas to minimize their appearance and impact on surrounding properties.

Goal: Maintain the Historic Business District fringe areas as mixed use gateways to downtown with a similar “sense of place” character.

Objective 1 Promote a mix of residential and nonresidential uses that are compatible with the historic downtown development pattern and include uses such as townhomes, rowhouses, and limited commercial.

Objective 2 Use the Design Guidelines for Tonganoxie’s Central Business District as the guide for future mixed use development and redevelopment in areas designated mixed-use.

Objective 3 Promote “street-oriented” development with similar alignment, setback and spacing, massing, proportion and scale, and pattern as the HBD, rather than individual freestanding buildings setback from the street with surface parking lots similar to development along the highway.

Commercial and Office Development Goals and Objectives

Goal: Maintain and expand the range of retail and commercial service activities available within the City.

Objective 1 Promote new office, retail and commercial development in selected locations within the existing city boundaries to serve existing neighborhoods.

Objective 2 Identify appropriate locations for new retail and commercial service development within future growth areas.

Objective 3 Promote site design that will achieve high quality in new commercial areas.

Objective 4 Minimize any impact of commercial activities on neighboring land use areas, particularly residential areas.

Objective 5 Promote the use of high-quality signage within and around commercial areas.

Objective 6 Encourage safe and convenient pedestrian access to shopping and service areas within the community.

Objective 7 Preserve and strengthen the historic downtown area as a special area within the community.

Objective 8 Plan for future business and retail development along US 24/40 Hwy in conjunction with access management policies established by an adopted Corridor Study.

Objective 9 Plan for future high intensity business and retail development in areas near the intersection of US 24/40 Hwy and County Rt. 1 in conjunction with an adopted County Rt. 1 Corridor Study.

Industrial Development Goals and Objectives

Goal: Continue to encourage business and industrial development as an important source of revenue and employment for the community.

Objective 1 Ensure that all new business and industrial development is concentrated in areas of similar or compatible use.

Objective 2 Ensure that new industrial development is located in areas where adequate public services, facilities and infrastructure can be provided in an efficient manner.

Objective 3 Minimize the impact of industrial activities, including traffic, on neighboring land-uses, avoiding environmental hazards.

Objective 4 Promote small business development and employment growth in the Urban Hess Industrial Park.

Objective 5 Plan for future business and employment development in areas near the future I-70 interchange at County Rt. 1 in conjunction with an adopted County Rt. 1 Corridor Study.

Transportation Goals and Objectives

Goal: Provide for the safe movement of automobiles, trucks, service vehicles, and hazardous materials within the community in a manner that does not adversely affect nearby land-uses.

Objective 1 Ensure the decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.

Objective 2 Protect arterial and collector streets from encroachment resulting from improper access to adjacent land uses.

Objective 3 Design a road network system within developing areas to acquire sufficient rights-of-way.

Objective 4 Ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers.

Objective 5 Minimize traffic within residential neighborhoods that does not have its final destination within the area.

Objective 6 Ensure the provision of adequate off-street parking facilities for all types of land uses by encouraging these uses to keep as much of the parking as possible off the street in residential areas.

Objective 7 Provide for safe and convenient bicycle movement within the City and the planning area.

Objective 8 Maintain policies that promote pedestrian movement throughout the City.

Objective 9 Promote the repair of existing curbs and sidewalks and the construction of curbs and sidewalks where they do not currently exist.

Objective 10 Maintain limited access along County Rt. 1 (222nd Street) and establish access management standards through an adopted Corridor Study.

Objective 11 Maintain the traffic carrying capacity of US 24/40 Hwy by limiting direct access to the highway and establishing access management standards through an adopted Corridor Study.

Objective 12 Review the city's street excise tax on an annual basis to cover a greater amount of the actual cost of roadway construction.

Objective 13 Pursue a variety of funding alternatives for street improvements.

Community Facilities and Services Goals and Objectives

Goal: To provide a high level of governmental and civic services and facilities to sustain and enhance the quality of life within Tonganoxie and the Planning Area.

Objective 1 Ensure that all improved properties connect to public sewer and public water systems, in all locations where either or both systems are available.

Objective 2 Utilize the provision of public services as a technique for encouraging future land development patterns that promote efficiency.

Objective 3 Maintain, improve and expand existing infrastructure systems to preserve and upgrade the economic value of neighborhoods and development.

Objective 4 Ensure that all public sites and buildings are kept attractive and maintained.

Objective 5 Promote a system of community recycling.

Objective 6 Support and encourage the development and construction of community facilities to meet social needs such as community centers, sports and playing fields and specialized activity areas for public use.

Objective 7 Encourage the location and development of residential and social facilities and policies to meet the needs of elderly and special needs residents of the City.

Goal: Provide for infrastructure improvements and community facilities in a fiscally responsible manner.

Objective 1 Plan for and build infrastructure to the optimum size needed to serve build-out development so resources are not spent replacing under-sized facilities.

Objective 2 Require offsite infrastructure costs to be financed by the developer.

Objective 3 Pursue cooperative relationships with the development community to implement creative methods of financing for necessary infrastructure improvements.

Objective 4 Address impacts upon public safety and community facilities when considering annexation requests.

Objective 5 Consider annexation requests for property not contiguous with the existing city when development of such property would benefit the community at large.

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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Environmental and Location Characteristics

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Chapter 2 - ENVIRONMENTAL AND LOCATION CHARACTERISTICS

Introduction

Even though Vision 2020 addresses the social and economic development issues facing Tonganoxie, its primary concern is the physical development of the City. Two of the more important factors affecting Tonganoxie's physical development are its environmental and geographic characteristics.

Geographic Location

The City of Tonganoxie is located in the Northeast section of Kansas and on the southwest side of Leavenworth County. Stranger Creek flows to the east of the City. The City is located ten miles north of the Kansas River. The land appears almost level as it has only very gentle slopes.

The City is located on U.S. Highway 24/40 and Kansas Highway 16. The location of the community in the region is shown on the **Natural Features Map**.

Historical Background

The name Tonganoxie was derived from a Delaware Indian chief, Tonqua Oxie. Chief Tonqua Oxie is credited with establishing the first permanent settlement in the area. After being uprooted from his native New York, Chief Tonqua Oxie suffered through several relocations before he settled along the Tonganoxie Creek and became the leader of the Turkey Tribe of the Delaware Indian Nation. Around 1830, the Department of the Army of the Frontier built a large lodge approximately 1000 feet directly east of Tonganoxie Creek. Chief Tonqua Oxie and his family operated the Tonganoxie Tavern, an inn for travelers.

The town was officially settled south of Tonganoxie Creek by Mrs. Magdalena Bury who purchased 40 acres from the Union Pacific Railroad and platted the town. Mrs. Bury insisted the town be named Tonganoxie after Chief Tonqua Oxie. The earliest settler on the site of the town came in 1861, and records show a post office located here in 1863. However, it was not until July 21, 1866 that Tonganoxie was officially established in the county records at Leavenworth. The population of the new town came from various immigrant groups: English, Irish, German and Negro. Boom times in the late 1800's and early 1900's contributed to the growth of the town and it boasted several saloons, hotels and businesses, as well as schools and churches.

Transportation has been very instrumental in the development of Tonganoxie. The first road in the area connected Fort Leavenworth with Fort Scott and Fort Riley in the early 1800's. A regular

stage line traveled through the area as early as 1845 and stopped at the Tonganoxie Tavern. Later, the Victory Highway was constructed through Tonganoxie. This became U. S. Highway 24/40 during the 1930s. Beginning in 1861, a railroad also contributed to the commercial growth of Tonganoxie. Then Interstate 70 was constructed bypassing Tonganoxie and the railroads discontinued their routes in the area, vacating their rights-of-way and removing their tracks. Without major modes of access, Tonganoxie's population declined and businesses closed their doors.

Beginning in the late 1970's, living in small towns and commuting to metropolitan areas for sources of income became popular. This, coupled with the recent improvement and expansion of U. S. Highway 24/40, has served to reverse the declining trend of Tonganoxie's population. Tonganoxie is again looking at boom times, attracting new residents from the Kansas City metropolitan area, Lawrence and Topeka. This new migration has encouraged the development of several residential subdivisions and the re-introduction of new businesses to service a growing population.

Environmental Characteristics

With proper design, most physical limitations to growth and development of a community can be overcome. However, in doing so there can be incurred additional costs in public and private investment and long-term maintenance that are significant. A cost-effective alternative to attempting to overcome such limitations is to encourage growth and development in areas with the least amount of environmental constraints, and to discourage it in areas with severe limitations, such as the floodplain. If this alternative is to be implemented effectively, an awareness of the environmental characteristics of Tonganoxie and the surrounding area is essential. Therefore, a review of the major environmental characteristics of Tonganoxie that affect growth and development are presented below.

Climate

The climate of Tonganoxie and all of Leavenworth County is typically continental. This climate is characterized by large daily and annual variations in temperature. Warm summer temperatures last about six months every year and cold winter temperatures last from December through February.

In summer Leavenworth County's average daily minimum temperature is 66.1 degrees F, and the average daily maximum temperature is 88.7 degrees F. In winter, the average daily maximum temperature is 45.7 degrees F, and the average daily minimum temperature is 29.3 degrees F.

Precipitation, in Leavenworth County, is heaviest in June. The average annual precipitation is 35 inches. Of this, 25 inches, or 70 percent, usually falls in April through September. Average seasonal snowfall is 20 inches.

Soils and Geology

One, if not the most basic, environmental concern in development is the condition of soils because they literally form the foundation for the construction of buildings and other structures. Soils are also a valuable resource to communities such as Tonganoxie where agriculture is a significant segment of the economy. Also, soils with a high shrink-swell potential can be a serious problem to development since shrink-swell can cause substantial structural damage to both streets and building foundations. Shrink-swell refers to the shrinking of soil as it dries and its swelling as it becomes wet.

According to the Soil Survey of Leavenworth County and Wyandotte County, Kansas (U.S. Department of Agriculture, Soil Conservation Service: 1977), the predominate soil types within the City of Tonganoxie are Elmont silt loam and Grundy silty clay loam. Other soil types present in the City are Martin silty clay loam, Kennebec silt loam and Sibleyville loam. The major characteristics of these soil types are that they are well drained and have moderate permeability. The soil has a moderate water capacity and moderate surface water runoff. The shrink-swell potential of the subsoil is also moderate.

The above noted soils have characteristics that may cause severe limitations for use as building sites. These soils are generally unsuited to dwellings with basements. They are only moderately well suited to dwellings without basements due to the shrink-swell potential and the depth to bedrock. However, properly designing and reinforcing foundations, installing foundation drains, and back-filling with porous material can help to prevent structural damage that may be caused by this limitation. Any wetness is also a severe limitation to constructing dwellings and other buildings with basements.

The properties of these soils contain a high shrink-swell potential because of the amount of clay in each soil. This condition presents severe limitations to local road and street construction. Proper design of the roads and streets, including the strengthening or replacement of base material, can help overcome these limitations.

These soils should be considered as generally unsuitable as a septic tank absorption field and sewage lagoons. The shallow depth to bedrock could be a problem in this geographic area.

Slopes

Excessive slopes can affect a community's development patterns by increasing construction costs to a point where affordability of housing may be prohibitive and accessibility to commercial and industrial properties is too difficult. Within the planning area there are only a few moderate to strongly sloping areas. As previously stated, the predominate soil types within Tonganoxie are silt loams which have slopes of two to seven percent. Therefore, slopes are not a major planning concern for Tonganoxie.

Flooding

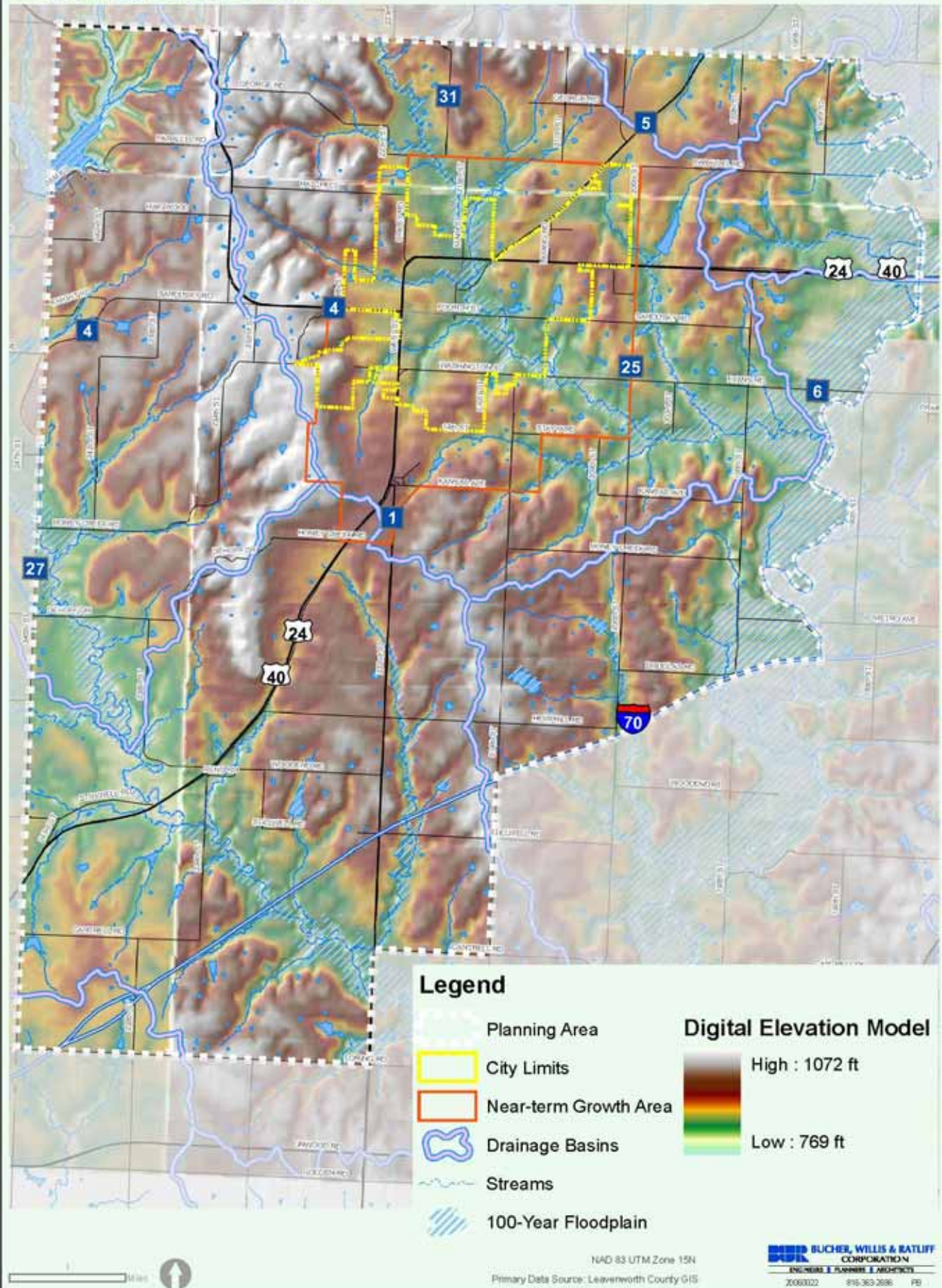
Flooding can be the most devastating and destructive environmental force. As a result, it is an extremely important issue in the planning process. In Tonganoxie and the surrounding area the

100-year floodplain has been defined by the Federal Emergency Management Administration (FEMA) on officially adopted maps. A floodplain is a nearly level alluvial plain that borders a stream or river, such as Tonganoxie Creek, that is subject to flooding unless protected artificially. The 100-year floodplain is the area where within it there is a 1-in-100 chance of flooding in any given year. It should be noted that the flood hazard area encompasses more area within and adjacent to Tonganoxie than does the FEMA designated floodplain. This area is the one identified by the community as subject to flooding and should be kept free from future development to the maximum extent possible.

In addition, for planning purposes, the floodways are an important issue. The floodway includes the center of the channel of a stream or river and that area, all within the floodplain, which carries the majority of the floodwaters. Under no condition should construction be permitted in a floodway, and preferably development should be discouraged in the floodplain altogether. Regardless, construction in the flood fringe must be at least one foot above the 100-year flood level. This level should be set higher. The flood fringe is defined as that area between the floodway and the boundary of the floodplain. If development is permitted in the flood fringe, it should be confined to low density, non-residential uses.

The floodplain in the City surrounding Tonganoxie Creek has not significantly limited the growth and development pattern of Tonganoxie.

COMPREHENSIVE PLAN 2006



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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Population Trends

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Chapter 3 - POPULATION TRENDS

Introduction

Changes in population composition and numbers play a significant role in the comprehensive planning process. These changes often result in differing demands for public services. Young people, for example, often demand outdoor recreational areas, such as a swimming pool, tennis courts, baseball diamonds and adequate school facilities. Whereas, older people may want an indoor facility for year-round recreational activities, social gatherings and congregate meals, and public transportation to and from shopping areas and medical services.

While awareness of population trends is an important tool in the planning process, it must be remembered that trends are not predictors of the future, but are strong indicators of what may occur if there are no changes. Population growth is affected by a variety of factors, most notably by changes in the local and regional economies. Therefore, population trends do change, but good planning cannot be based upon unfounded anticipation of change. Consequently, changes in the population must be closely monitored and analyzed to ensure the continued viability of the plan.

Population Trends

Since 1930, Tonganoxie's population has grown consistently from 1,109 persons to its level in 2000 of 2,728 persons. This represents a 146% increase in total population over 70 years. During the same period, the State's population increased only by 42.9% (see Table 3.1). Thus Tonganoxie has grown at a rate three and one half times faster than the state as a whole. Since 2000, the city has grown at unprecedented rates, issuing building permits for an average of 90 new residential units a year. In 2005 alone, the city issued building permits for 130 residential units. With improvements to major transportation corridors in and around the City, the City can expect to grow to over 10,000 people by 2030.

Table 3.1 – Population
Tonganoxie and Kansas, 1910 to 2000

Year	Population		10 Year % Change		Tonganoxie's % of Kansas
	Tonganoxie	Kansas	Tonganoxie	Kansas	
1930	1,109	1,880,999			
1940	1,114	1,801,028	0.5	-4.3	.0006
1950	1,138	1,905,299	2.2	5.8	.0005
1960	1,354	2,178,611	19.0	14.3	.0006
1970	1,717	2,249,071	26.8	3.2	.0008
1980	1,864	2,364,236	8.6	5.1	.0008
1990	2,347	2,477,574	25.9	4.8	.0009
2000	2,728	2,688,418	16.2	8.5	.0010
2004(Est)	3,597	2,735,502			

1930 to 2000

146.0

42.9

Sources: U.S. Census Reports, 1930, 1940 1950, 1960, 1970 and 1980; 1990, 2000 Census of Population and Housing, Summary Tape File 1. 2004 Census Bureau Estimates

Selected Urban Population in Leavenworth and Surrounding Counties

All of the larger cities in Leavenworth County as well as nearby cities including Bonner Springs, DeSoto and Eudora have experienced population increase since 1970. Between 1970 and 2000, only Leavenworth had a slower growth rate than Tonganoxie which had a rate of increase of 58.8 percent. Table 3.2 summarizes these population trends. Since 2000, Tonganoxie and Basehor have been leading the growth in the region.

TABLE 3.2 - Urban Population Trends, 1970 to 2000
Leavenworth County, Kansas and Nearby Cities

Area	Population					Percent Change	
	1970	1980	1990	2000	2004	1970-2000	2000-2004
Tonganoxie	1717	1864	2347	2728	3,579	58.8%	31.1%
Leavenworth	25,147	33,656	38,495	35,420	35,290	40.8%	-0.3%
Lansing	3797	5307	7120	9199	10,117	142.2%	10%
Basehor	724	1483	1591	2238	2,999	209.1%	34%
Bonner Springs	3662	6266	6413	6768	6,892	84.8%	1.8%
Eudora	2071	2934	3006	4307	5,119	107.9%	18.9%
DeSoto	1839	2061	2291	4561	5,070	148.0%	11.2%

Sources: (1) 1980 Census of Population and Housing, Kansas General Population Characteristics, Table 4 (2) 1990 Census of Population and Housing, Kansas, Summary Population and Housing Characteristics, Table 1., 2000 Census of Population and Housing, Summary File Tape 3. 2004 Census Bureau Estimates

In the communities considered in this sample, there appears to be some correlation between the proximity of the urban area in question to Kansas City, Kansas and the extent of its population gain. The growth in Eudora's population can be explained by its location and easy connections to Lawrence. Basehor is the city in the sample that grew the most in population from 1970 to 2000. Of all the cities that gained population over the past 20 years, there appears to be no correlation between size of the community and rate of population growth. Recent population estimates since the 1990 Census would seem to indicate that Tonganoxie has continued to grow at a rapid pace. The improvement of Highway 24-40 from 2 lanes to 4 lanes was completed in 1997/98. This may have accelerated growth during the end of the last decade.

Household Population

According to the 2000 Census, there were 999 households in Tonganoxie and the average household size was 2.65 persons. In 2000 there were 801 households in the entire planning area with a average household size of 2.78 persons. Thus it cannot be said that individuals with larger families are tending to move out into the unincorporated area.

Age

Census Tract data was used to fully analyze the area of geographic impact upon Tonganoxie and to provide information to support a plan for the entire planning area. The Census Tract data used was from two Census Block Groups – Number 4 and Number 5 – of Census Tract 712. Because the City's population was below 2,500 people in total in 1990, the Census Bureau did not collect certain types of demographic and economic data. However, some comparison can be made between the City and its surrounding area in 2000.

The largest age groups in Tonganoxie are individuals who are either school age children (5-14 years) or between the ages of 35-44 years old (Table 3.3). This has implications for public facilities planning, particularly recreation. This age distribution, according to the 2000 Census, suggests a number of conclusions:

- The relative importance of people employed in the corrections industry as a source of population growth to Tonganoxie is not apparent.
- The school system may be an asset to the community in promoting growth, even though the City has no role in its development.
- Tonganoxie has been attractive to retirees. People who used to live in rural areas may move to the City because of safety issues. The presence of prison facilities in nearby communities may make Tonganoxie a more attractive location choice.
- Growth in the area outside of the City also appears to be dependent upon the existence of established households with school age children.
- The increasing number of individuals in the 35 to 44 year age bracket may signify an increase of amenities such as grocery and convenience stores, fast food establishments and so forth. In addition, individuals in this age bracket are in the process of educating and raising their children and may be moving to the City to seek a small town lifestyle in contrast to an urban environment.

TABLE 3.3 - Age of the Population
Tonganoxie and Surrounding Area, 2000

Tonganoxie 2000			Entire Planning Area 2000	
Group	Persons	% of Total	Persons	% of Total
Under 5	228	8.4	148	7.1
5-14	441	16.2	310	14.8
15-24	409	15	197	9.4
25-34	382	14	297	14.2
35-44	436	16	421	20.2
45-54	279	10.3	272	13
55-64.	188	6.9	237	11.4
65 and over	365	13.4	209	10.0
Totals	2728		2091	

Source: 2000 Census of Population and Housing, Summary Tape File 3A.

Race and Hispanic Origin

The population of Tonganoxie is almost exclusively white. According to the 2000 Census, 95.2% of all persons in the City and 96.1% of all persons in the area including some unincorporated lands are white. The second largest racial group is Blacks, which constitute 1.2% of the population in the City and 0.4% of the entire planning area (Table 3.4).

TABLE 3.4 - Race
Tonganoxie, Kansas 2000

Tonganoxie			Entire Planning Area	
Racial Group	Persons	% of Total	Persons	% of Total
White	2598	95.2	2010	96.1
Black	32	1.2	9	.4
American Indian, Eskimo, Aleut	24	0.9	0	0.0
Asian or Pacific Islander	10	0.4	6	0.3
Other Race	64	2.4	66	3.2
Totals	2728		2091	

Source: 2000 Census of Population and Housing, Summary Tape File 3A.

There are relatively few persons of Hispanic origin in Tonganoxie. In 2000, 2.3% of the City's population and 3.1% of the entire planning area were of Hispanic origins.

Educational Attainment

Tonganoxie residents are relatively well educated; the vast majority aged 25 years and over has at least a high school diploma. Of persons that age or older, almost 89% have either a high school diploma, some college, an associate's degree, or at least a bachelor's degree (Table 3.5). The educational attainments of both the City and the entire planning area show a greater percentage of some post-secondary school training than is prevalent throughout the state. This may be attributed directly to the presence of nearby colleges and universities such as the University of

Kansas, Haskell Indian Nations University and St. Mary's College. There are also two community colleges in the area, one of which offers satellite classes in the city.

TABLE 3.5 - Educational Attainment
Tonganoxie and Kansas, 2000

	Tonganoxie		Entire Planning Area		Kansas	
	Persons 25 yrs or over	% of total	Persons 25 yrs or over	% of total	Persons 25 yrs or over	% of total
Did not graduate from high school	194	11.4	35	2.6	237,799	14.0
High school graduate, some college, or Associate's degree	1231	72.6	997	75.0	1,024,430	60.2
Bachelor's degree or higher	271	16	297	22.3	438,978	26

Source: 2000 Census of Population and Housing, Summary Tape File 3A.

Population Growth Scenarios

As discussed earlier, Tonganoxie's population growth grew over 16% during the last decade. Because many population projection models are based on past trends, it follows that those models would show Tonganoxie's future population as showing a large increase. However, those models discount the ability of the City to either promote a greater population increase through planning or manage a smaller population growth through growth management. Table 3.6 and Figure 3.1 identify the population projection for Tonganoxie considering two growth scenarios, with a comparison to the Mid-America Regional Council's (MARC) projections for the region. Scenario 1 is a linear forecast using a population growth rate. Scenario 2 is a population projection based on building permit data. The two projections indicate the city may grow to a 2030 population of between approximately 5,500 and 10,000.

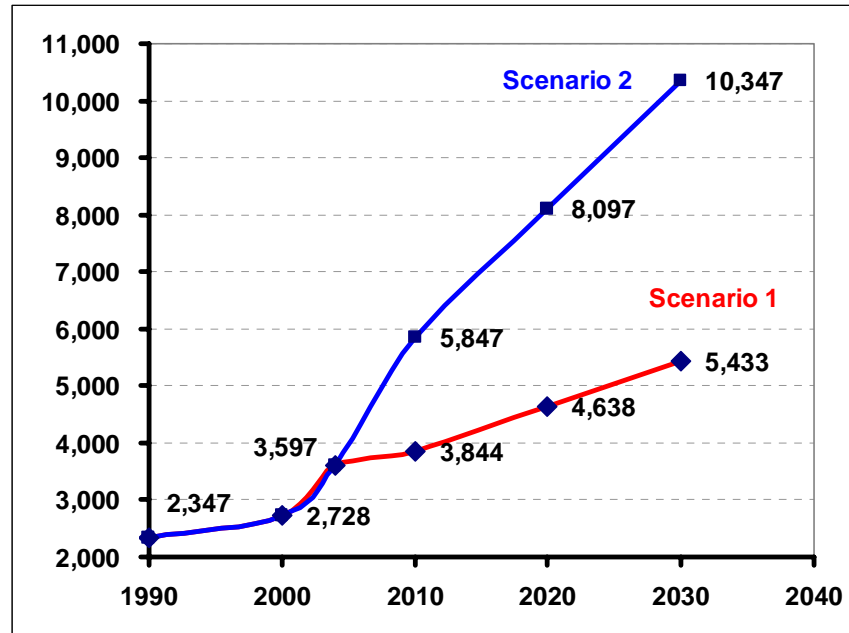
TABLE 3.6 - Population Projections
Tonganoxie, Kansas (2000-2030)

	Census 1990	Census 2000	Census Estimate 2004	2010	2020	2030
City of Tonganoxie						
Scenario 1						
Linear Forecast	2,347	2,728	3,597	3,844	4,638	5,433
% change		16.2%	31.9%	40.9%	20.7%	17.1%
Scenario 2						
90 building permits/year*	2,347	2,728	3,597	5,847	8,097	10,347
% change		16.2%	31.9%	62.6%	38.5%	27.8%
Census Tracts			MARC Projections			
712	5,737	8,721		9,270	9,683	10,095
% change		52.0%		6.3%	4.5%	4.3%
713	4,057	4,852		5,253	5,567	5,881
% change		19.6%		8.3%	6.0%	5.6%
Total Census Tracts	9,794	13,573		14,522	15,250	15,977
City of Tonganoxie as % of the Census Tracts						
Scenario 1	24%	20%		26%	30%	34%
Scenario 2	24%	20%		40%	53%	65%

Source: US Census Bureau, BWR

* between 2000-2005, on average, the City issued about 90 building permits a year

FIGURE 3.1 - Population Projections
Tonganoxie, Kansas (2000-2030)



Under Population Growth Scenario 1, the City can expect to develop in much the same fashion as it has over the past thirty years. This scenario presents a sustainable community in terms of jobs, housing, and development. When new development occurs, a major concern will be land use compatibility. Also, although new home construction may be different in terms of product and price, the number of homes constructed will not be significantly different from what the City has experienced recently. Similarly, the City's economic base in terms of jobs probably will not shift from one industry to another, nor will a significant job growth be expected.

Under Population Growth Scenario 2, however, the planning implications change considerably. Since 2000, the city has issued building permits for an average of 90 new residential units per year. If this trend continues or increases, the city's population may well exceed 10,000 residents by 2030. With improvements to the 20/40 highway corridor and a new interchange at I-70 and County Rt. 1, the city and surrounding region is likely to experience strong growth at higher levels than projected with the historic growth rates in Scenario 1. Housing demand will likely be the catalyst for future growth. The City's residential growth will then generate additional retail demand, which will require setting aside sufficient land for that purpose. The same will be true for office, park, and multifamily land uses, and a major street system will be needed to support the traffic generated by those new uses.

Under Population Growth Scenario 2, Tonganoxie is one of the fastest growing cities in Leavenworth County. The City will become attractive as a location for individuals working in Tonganoxie, working elsewhere or retirees. A mixture of housing types will be needed. Some new retail growth should be expected at the periphery of the community along U. S. Highway 24/40. Additional public facilities will become necessary to meet the needs of the population increase. The City will begin to grow in response to its location and past investments.

The MARC projections for southern Leavenworth County, covering the two Census Tracts that incorporate Tonganoxie, indicate a lower growth rate. However, the City's share of the regional

growth will be much higher as the rapidly urbanizing corridors will seek the urban services from Tonganoxie.

Vision 2020 is designed to address the needs of a growing community over the next 20 years. Thus, Population Growth Scenario 2 functions throughout the Plan as the primary assumption upon which the Plan's major policy recommendations are based.

Planning Implications

The population of Tonganoxie has increased at a rate greater than the growth of Kansas. Unlike other smaller cities in the State, Tonganoxie's population has not declined during the past 10 years. The City's location near a major metropolitan area accounts for this growth.

While population increases are often desirable for a city, extremely fast growth can have a negative impact on such factors as traffic, development patterns, and pollution. The City's recent steady growth allows residents the opportunity to maintain and improve Tonganoxie's quality of life by planning for the future.

A significant population factor in Tonganoxie, from a planning perspective, is the large number of 1-person and 2-person households. Fifty-four percent of all housing units in the City consist of dwellings that are occupied by 1 or 2 persons. This fact suggests that, not only are households getting smaller, their structure is changing at the same time. An increased number of households translates into greater demand for dwelling units, and more 1- and 2-person households suggests the need for housing types other than the typical single family home.

Another demographic trend that may have important planning implications is the educational level of the City's population base. This factor alone suggests that Tonganoxie's residents are capable of responding to the demands of an increasingly competitive marketplace, one that more often requires well-educated workers. When combined with the presence of several nearby post-secondary educational institutions, the City seems to have the potential to attract industries that focus on using skilled labor.

Finally, the population forecasts presented in this chapter mirror the goals of the residents of Tonganoxie, and they may be used for planning such land use issues as housing demand, retail development, and parks and open space. These related forecasts are addressed in other chapters throughout Vision 2020.

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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Economic Base

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Chapter 4 - ECONOMIC BASE

Household Income

According to the 2000 Census, household income in Tonganoxie is about \$4,000 higher than the State's average household income. The average household income in Tonganoxie was \$44,278; the State's average household income was \$40,624. Median household income in the entire planning area was significantly higher at \$58,278. Approximately 12% of all City households earn less than \$15,000 per year, 24% earn between \$15,000 and \$35,000, and 65% percent earn over \$35,000 (Table 4.1).

There are some differences between the planning area and the state in terms of the distribution of income. The planning area shows a lower percentage of individuals with an income of less than \$15,000 and a greater percentage of individuals with an income greater than \$35,000. While approximately 76% of all households in the planning area earned more than \$35,000 annually, 57% had this earning power at the State level. In addition, the planning area has just under fifty percent fewer households in the under \$15,000 household income category than the state average.

TABLE 4.1 - Household Income

Tonganoxie and Kansas, 1999

Annual Income	Tonganoxie		Planning Area		Kansas	
	No. of Households	% of Total	No. of Households	% of Total	No. of Households	% of Total
Under \$15,000	120	11.8	43	5.6	155,190	14.9
\$15,000-\$34,999	242	23.7	140	18.2	288,569	27.8
Over \$35,000	658	64.6	587	76.2	595,181	57.3
Totals	1020		770		1,038,940	

Source: 2000 Census of Population and Housing, Summary Tape File 3A.

In addition to having a similar average household income as the State of Kansas, the City has a relatively low percentage of its population below the poverty level. According to the 2000 Census, 6.0% of the City's population lives in poverty, compared to 9.9% of the State's population. This is an encouraging statistic, given the distribution of the number of households in the City with similar characteristics to that of the State. The poverty level for the entire planning area is 2.1%.

Industry Employment

Two sets of data were considered in terms of industry employment: an abbreviated set for the City and a more complete analysis for the entire planning area.

In terms of employment sub-sectors, Tonganoxie's economic base is heavily concentrated in three industries: manufacturing, wholesale and retail trade, and construction (Table 4.2). Taken together, these three sub-sectors account for almost 32% of the City's employment. Wholesale and retail trade is the largest occupation category, employing 16% of the City's workers. The second largest sub-sector is construction with 9% of total employment. The third largest, manufacturing, accounts for 8% of employment.

In addition to having a large percentage of workers, the professional and related services, public administration and finance sub-sectors also have significant location advantages in the City. As Table 4.2 shows, the City's public administration services share is 143, which means that Tonganoxie has approximately one and a half times as much employment in that sub-sector than the State. Similarly, the City's construction subsection share is 133. This number means that Tonganoxie has a slightly higher rate of employment in that subsector in terms of percentages than the Kansas average.

TABLE 4.2 - Selected Industry Employment
Tonganoxie and Kansas, 2000

Industry	Tonganoxie		Kansas		Tonganoxie's Share
	Employed Persons	% of Total	Employed Persons	% of 2000 Total	
Agriculture	14	1.0	50,508	3.8	27
Construction	115	8.6	85,298	6.5	133
Manufacturing	100	7.5	197,960	15.0	50
Communication	29	2.2	44,030	3.3	65
Wholesale & Retail Trade	212	15.9	195,048	14.8	107
Finance, insurance, real estate Services	94	7.0	80,129	6.1	115
Business and Repair	59	4.4	61,122	4.6	95
Professional and Related	95	7.1	94,768	7.2	99
Public Administration	85	6.4	58,549	4.4	143
Employed Persons	1337		1,316,283		

Tonganoxie's share = (Tonganoxie's % of total employment in Industry A / Kansas % of total employment in Industry A) X 100. A share of 100 means that Tonganoxie's employment in Industry A is proportionate to the State's; a share over 100 means that Tonganoxie has a disproportionately higher employment in that industry than the State).

Source: 2000 Census of Population and Housing, Summary Tape File 3A

TABLE 4.3 - Industry Employment
Planning Area and Kansas, 2000

Planning Area			Kansas		Tonganoxie's Share
Industry	Employed Persons	% of Total	Employed Persons	% of Total	
Agriculture	28	2.5	50,508	3.8	66
Construction	71	6.3	85,298	6.5	98
Manufacturing	143	12.7	197,960	15.0	85
Communication/Public Utilities	12	1.1	44,303	3.3	32
Wholesale & Retail Trade	206	18.4	195,048	14.8	124
Finance, insurance, real estate Service	76	6.8	80,129	6.1	111
Business and repair Professional and related	55	4.9	61,122	4.6	106
	105	9.4	94,768	7.2	130
Public Administration	28	2.5	58,549	4.4	56
Employed Persons	1122		1,316,283		

+Tonganoxie's share = (Tonganoxie's % of total employment in Industry A/Kansas % of total employment in Industry A) X 100. A share of 100 means that Tonganoxie's employment in Industry A is proportionate to the State's; a share over 100 means that Tonganoxie has a disproportionately higher employment in that industry than the State).

Source: 2000 Census of Population and Housing, Summary Tape File 3A;

The analysis is similar for the entire planning area. Professional services (including health and education), Wholesale and Retail Trade and Manufacturing sector jobs make up more than 41% of all jobs.

Employment by Occupation

Over 80 percent of the City's workers fall into the following four occupation sectors and sub-sectors: machine operators & precision craft manufacturing, technical sales and administrative support, services, and managerial and professional personnel. The occupation sector with the largest number of employees is the technical sales and administrative support sector.

In addition to having a large percentage of the workforce, technical sales and administrative support sub-sectors have significant location advantages in Tonganoxie. As Table 4.4 shows, the City's share of services employees is 121, which means that Tonganoxie has a slightly hire employment rate in that sub-sector of occupations than the State. Similarly, the City's technical sales and administrative support share of 103 means that Tonganoxie has a proportionate share of employment in that occupational sub-sector to Kansas.

TABLE 4.4 - Selected Occupation Employment
Tonganoxie and Kansas, 2000

Occupation	Tonganoxie		Kansas		Tonganoxie's Share
	Occupation by Person	% of Total	Occupation by Person	% of Total	
Farming, Fishing & Forestry	9	.07	13,255	1.0	67
Managerial and Professional					
Professional Specialty	352	26.3	445,588	33.9	78
Technical sales and Admin. support	355	26.6	340,049	25.8	103
Service	233	17.4	190,143	14.4	121
Precision production and craft					
Operators and laborers	189	14.1	197,309	15.0	94
Totals	1337		1,316,283		

+Tonganoxie's share = (Tonganoxie's % of total occupations in Group A/Kansas % of total occupations in Group A) X 100. A share of 100 means that Tonganoxie's number of occupations in Group A is proportionate to the State's; a share over 100 means that Tonganoxie has a disproportionately higher number of occupations in that group than the State).

Source: 2000 Census of Population and Housing, Summary Tape File 3A.

This same analysis was done for the planning area that includes Tonganoxie. The planning area analysis shows that Tonganoxie is very much like the rest of Kansas, having a larger number of managerial, professional, and technical sales employees and a smaller number, but still very significant, of service and production and craft employees live in the area.

TABLE 4.5 - Occupation Employment
Planning Area and Kansas, 2000

Occupation	Planning Area		Kansas		Tonganoxie's Share
	Occupation by Person	% of Total	Occupation by Person	% of Total	
Farming, Fishing & Forestry	10	0.9	13,255	1.0	89
Managerial and Professional					
Professional Specialty	425	37.9	445,588	33.9	112
Technical sales and Administrative support	277	24.7	340,049	25.8	96
Service	44	3.9	190,142	14.4	27
Precision production and craft					
Operators and laborers	245	21.8	197,309	15.0	146
Totals	1122		1,316,283		

+Tonganoxie's share = (Tonganoxie's % of total occupations in Group A/Kansas % of total occupations in Group A) X 100. A share of 100 means that Tonganoxie's number of occupations in Group A is proportionate to the State's; a share over 100 means that Tonganoxie has a disproportionately higher number of occupations in that group than the State).

Sources: 2000 Census of Population and Housing, Summary Tape File 3A;.

Planning Implications

This chapter highlights the importance of managerial, professional, technical sales and administrative support workers to the City's economy. 53 percent of Tonganoxie's employed persons work in these occupations, and the land use recommendations of the Future Development Plan should support those trends. It may be desirable to target future housing in the City for individuals in manufacturing and construction occupations. Future housing policies should be considered to attract additional production and craft laborers and operators as well.

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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Housing

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Chapter 5 - HOUSING

Introduction

Housing constitutes the most prevalent use of land in the City. This chapter examines the types of homes in Tonganoxie, as well as their vacancy rates, values, and affordability. Past and future housing demands are also analyzed. All information in this Chapter is based on 2000 Census data.

Housing Type and Occupancy

The 2000 Census identified 1,035 housing units in Tonganoxie, of which 80 percent are in single-family structures. Table 5.1 details the number and types of housing units in Tonganoxie.

TABLE 5.1 - Housing Units in Structures, 2000

City Limits and Area Surrounding Tonganoxie, Kansas				
Type of Structure	City of Tonganoxie		Entire Planning Area	
1-unit	837	80.9	805	96.2
2 to 4 units per structure	156	15.1	10	1.2
5 to 9 units per structure	19	1.8	0	0.0
10 or more units per structure	23	2.2	0	0.0
Mobile home, trailer, other	0	0.0	22	2.6
TOTAL UNITS	1035	100.0	837	100.0

Source: 2000 Census of Population and Housing, Summary Tape File 3.

Over 15 percent of the City's housing units are in low-density residences other than single-family units including duplexes, 3-plexes, and 4-plexes. Apartments of over five units constitute about 4 percent of the City's total.

Of the City's 1,035 housing units, over 65 percent are owner-occupied, or 677 units. Over 30 percent of Tonganoxie's housing units are renter-occupied, and only 3% percent are vacant. Table 5.2 summarizes occupancy and vacancy data for Tonganoxie.

TABLE 5.2 - Housing Occupancy and Vacancy, 2000
City Limits and Area Surrounding Tonganoxie, Kansas

	City of Tonganoxie		Entire Planning Area	
	Number	% of Total	Number	% of Total
Owner-occupied housing units	677	65.6	706	84.3
Renter-occupied housing units	322	31.2	102	12.2
Vacant housing units	36	3.2	29	3.5
Total Housing Units	1035	100.0	837	100.0

Source: 2000 Census of Population and Housing, Summary Tape File 3.

This vacancy rate of 3% is slightly lower than the average vacancy rate for a city. The vacancy rate of 3.5% for the entire planning area is also lower than the average vacancy rate. Typically, communities show a vacancy rate of 5%-6% when they reflect an active housing market. The housing market in 2000 when the Census was taken did reflect a demand for housing units. Current information suggests that the vacancy rate is considerably lower at approximately 2% to 3%. This reflects the demand for housing made possible by an economy at full employment.

Age of Housing

Tonganoxie's housing stock tends to be very recent in growth. Of the City's total number of housing units, 41 percent have been built after 1980. Table 5.3 summarizes the age of Tonganoxie's housing stock. However, as of 2000, there was a greater percentage of new housing constructed in the City than in the rural area.

TABLE 5.3 - Year Housing Structures Built
City Limits and Area Surrounding Tonganoxie, Kansas

Construction Period	City of Tonganoxie		Entire Planning Area	
	Number of Units	% of Total	Number of Units	% of Total
1999 to March 2000	45	4.3	32	3.8
1995 to 1998	95	9.2	92	11.0
1990 to 1994	135	13.0	77	9.2
1980 to 1989	146	14.1	125	14.9
1970 to 1979	113	10.9	288	34.4
1960 to 1969	102	9.9	61	7.3
1940 to 1959	221	21.4	109	13.0
1939 or earlier	178	17.2	53	6.3
Total Housing Units	1035	100.0	837	100.0

Source: (1) 2000 Census of Population and Housing, Summary Tape File 3.

Another trend in the above figures shows that there are a large number of dwelling units that have been constructed since 1990. Between 1990 and 2000, 275 housing units were constructed at a rate of 28 per year that represents 27 percent of Tonganoxie's existing housing stock. The rate of 28 actual units per year is less than the recommended rate of 42 per year in Table 5.8. The figure of 42 units per year is an estimate of the housing needed to accommodate the City's anticipated population growth by the year 2020. The number of new housing units built from 1990 to 1994 are much greater than any other years in the past decade. The average over the past ten years reflects the recent large number of units built in Tonganoxie. This trend will need to continue

throughout the upcoming decade to meet the projected housing needs contained in the Steady Growth Scenario.

Housing Values

The median housing value in Tonganoxie, according to the 2000 Census, is \$93,700 which is 89 percent above the State's average value of \$83,500 and 78 percent of the national average of \$119,600. The median housing value in the entire planning area is \$124,400. Table 5.4 presents a complete summary of owner-occupied housing values in the City and the entire planning area.

TABLE 5.4 - Value of Owner-Occupied Units, 2000

Tonganoxie, Kansas City of Tonganoxie		
Housing Value	Number of Specified Owner-Occupied Units	Percent of Total
Less than \$ 50,000	27	4.5
\$50,000 to 99,999	322	53.4
\$100,000 to 149,999	202	33.5
\$150,000 to 199,999	28	4.6
\$200,000 and over	24	4.0
Total Units	603	100.0

Source: 2000 Census of Population and Housing, Summary Tape File 3.

Almost 5 percent of the City's owner-occupied housing units were valued at less than \$50,000 by the Census Bureau in 2000. Over 58 percent of Tonganoxie's homes were valued at less than \$100,000. Only 254 homes, or 42 percent of the total, were valued at over \$100,000. These figures may or may not represent actual market values, or what consumers would be willing to pay for the homes on the open market. This suggests that there may be an unfulfilled need for higher priced homes in Tonganoxie which is currently being unmet. These types of homes would typically be purchased by consumers buying their second or third home that reflects increased equity from the sale of their prior residences.

Of the specified housing units that were valued by the Census Bureau in 2000, only 71 percent were mortgaged. This suggests a lack of moves by households. This could be due to a lack of new units available for purchase. (See Table 5.5 below)

TABLE 5.5 - Mortgage Status

Tonganoxie, Kansas		
Mortgage Status	Units	% of Total
With a mortgage	428	71.0
Not mortgaged	175	29.0
Total	603	100.0

Source: 2000 Census of Population and Housing, Summary Tape File 3.

Housing Affordability

Housing affordability is a national concern, and it is influenced by at least three factors: housing costs, household income, and lending interest rates. Table 5.6 shows the range of housing values (as indicated by a 90% mortgage) that each income bracket in the Tonganoxie area can afford.

TABLE 5.6 - Housing Affordability Analysis, 2000
Tonganoxie, Kansas

Household Income	Percentage of Households	Affordable Housing Value*	
		Low	High
Less than \$10,000	6.1%		\$38,968
\$10,000 - 14,999	5.7%	\$38,968	\$58,452
\$15,000 - 24,999	12.6%	\$58,452	\$97,421
\$25,000 - 34,999	11.1%	\$97,421	\$136,390
\$35,000 - 49,999	22.1%	\$136,390	\$194,843
\$50,000 - 74,999	26.6%	\$194,843	\$292,264
\$75,000 or more	15.9%	\$292,264	

* Assumptions: (1) Mortgage payment-to-income ratio of 0.28, (2) 30-year fixed mortgage at 7.0 percent; points, closing costs, insurance and taxes not included; monthly mortgage constant = .00769; (3) 10 percent down payment.

Source: (1) 2000 Census of Population and Housing, Summary Tape File 3.

Table 5.6 shows that 6.1 percent of Tonganoxie's households make less than \$10,000 per year and that those households can afford a house valued at \$38,968 or less. Similarly, about 12% of the households can afford a house of less than \$50,000 in value. Since Table 5.4 shows that 4.5% of the homes are valued at less than \$50,000, affordable housing may not pose as great of a problem in Tonganoxie as in the rest of the country. However, more recent information may suggest more of a problem than has been previously indicated. According to the formulas used by community bankers, the average annual income necessary in 1999 to purchase the average home priced at \$130,000 would be \$ 43,000. According to the 2000 Census, 22% of the City's households had an income between \$35,000 to \$50,000. The percentage of households with that income may have increased since that time due to inflation and general economic prosperity.

Rather than point to housing affordability problems, the data in this Chapter suggests that Tonganoxie's housing market may be able to support higher valued homes than are currently available. For example, Table 5.6 shows that over 65 percent of the area's households can afford a home over \$100,000, although Table 5.4 points out that 42 percent of the homes in the City are valued at that price. However, the figures in Table 5.6 reflect national trends. The Plan does not suggest that Tonganoxie's housing market can accommodate many homes priced over \$200,000. The data merely points out that the City's residents do have the household income to afford homes more expensive than those currently available in the community. This would indicate that the private sector housing industry would be able to sell higher-priced residences.

Table 5.7 compares projected monthly mortgage payments (exclusive of taxes and insurance) with monthly gross rents for Tonganoxie as reported in the 2000 Census. The data shows that 6% of the City's households could afford a mortgage payment of \$233.00 while 1% of the rental units were \$250.00 or less. Thus the housing market provides, at least in terms of price, a low-cost rental alternative to housing. Viewed from another perspective, the Census data shows that there is very little economic incentive for lower-income households to become first-time homeowners.

Since lower-income households would buy the homes that would allow middle-income households to build newer homes (e.g. over \$100,000), this factor might explain why there are fewer than expected expensive homes in the City.

TABLE 5.7 - Comparison of Rents to Mortgage Payments
Tonganoxie, Kansas

Monthly Household Income	% of Households	Monthly Gross Rent	% of Rental Units	Mortgage Payments
Up to \$833.00	6.1	Up to \$300	1.2	\$233.00
\$833.00-\$1249.92	5.7	\$300-\$500	32.6	\$233-\$350
\$1249.92-\$2083.25	12.6	\$500-\$749	50.7	\$350-\$600
\$2083.25-\$2916.58	11.1	Over \$750	12.8	\$600-\$800

Source: (1) 2000 Census of Population and Housing, Summary Tape File 3.

Future Housing Needs

In addition to the housing demand created by replacement and move-up markets, future housing needs are directly related to increased numbers of households. If the steady growth population scenario discussed in Chapter 3 (Population Trends) occurs, Tonganoxie will need approximately 3,145 additional housing units. Table 5.8 translates the assumptions of a steady population growth scenario into future housing needs over the thirty-year time period from 2000 to 2030.

TABLE 5.8 - Future Housing Needs, 2000 to 2020
Tonganoxie, Kansas

	By Number Year			
	2000	2010	2020	2030
Tonganoxie Population	2728	5847	8097	10347
Multiplied by % of Population in housing units	97.1	97.1	97.1	97.1
Equals population in housing unit	2649	5677	7862	10047
Divided by persons per housing unit	2.7	2.5	2.5	2.5
Equals occupied housing units	1000	2271	3145	4019
Plus % of housing units vacant	3.2	3.2	3.2	3.2
Equals total housing units	1032	2344	3246	4147
Less previous period's housing units		1312	902	902
Plus 1 unit per year lost to fire, demolition, etc.		10	10	10
Equals additional housing units each decade		1322	912	912
TOTAL ADDITIONAL HOUSING UNITS BY THE YEAR 2020			3145	

Source: (1) 2000 Census of Population and Housing, Summary Tape File 3.

These additional housing needs can be translated into single-family requirements (1,824 units) and multi-family units (1,321 units). As indicated in Table 5.9, 608 acres of additional single-family residential land will be needed in Tonganoxie by 2030 as well as 189 acres for additional multi-family residential units.

TABLE 5.9 - Future Housing Needs by Type and Acreage
Tonganoxie, Kansas, 2020

Total Housing Needs by Unit Type ¹	Acres
Single-family @ 58% ²	1,824
Multi-family @ 42%	1,321
Total³	3,145
Total Acreage Needed (including streets)	
Land for single-family units @ 3 per acre	608
Land for multi-family units @ 7 per acre	189
Total	797

¹Percentages based on 2000 and 2001 building permits

²Includes manufactured housing units

³From Table 5.8

COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Existing Land Use and Zoning

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Chapter 6 - EXISTING LAND USE AND ZONING

Introduction

This chapter examines the existing land use and zoning pattern in Tonganoxie and surrounding territory. To obtain this information, a land use inventory was conducted by Strauss & Associates in October of 2000. The land use inventory utilized Leavenworth County's most recent aerial photographs of the planning area. The consulting staff drove each street in the planning area and, from public rights-of-way, documented the use of each structure. Land uses were identified as either floodplain, agricultural, single-family residential, multi-family residential, commercial, offices, public/semi-public, industrial/agribusiness or vacant land. City planning staff provided much of the basic information for the Land Use Map.

The results of the land use survey are shown an Existing Land Use Map for the City. The map shows classes of land use for the city.

To analyze existing zoning in the planning area, the City Planner of Tonganoxie provided a copy of the latest revision of the zoning and subdivision regulations for the City.

Urban Land Use Pattern

To a great extent, the existing street network defines a city's general form. In Tonganoxie, that network primarily consists of narrow streets and alleys laid out in a right-angled grid pattern. This grid pattern gives much of the City its traditional "urban village" design, which includes a central business district, smaller residential lots, lack of street hierarchy, and limited focus on strict separation between land uses. More recent uses are either clustered at major intersections or stripped along arterial streets and highways. Industrial uses are also developed along major transportation routes.

Recent developments in Tonganoxie have signaled a shift away from its more traditional urban framework. Newer streets have been developed in subdivisions located in a band that runs along the edges of the City.

While the older areas of Tonganoxie were designed around a grid street system, its newer neighborhoods are characterized by more attention to curvilinear streets and larger lots. Also, as the City has developed from its core, more attention has been paid to more recent city planning values, such as separation of land uses, less pedestrian access (and more vehicular access) and planned residential subdivisions as opposed to loosely structured neighborhoods.

Rural Land Use Pattern

The most prevalent use of property in the unincorporated part of the planning area is agricultural land. The use is common throughout the entire planning area.

In terms of residential development, there are a large number of rural homes distributed around the City boundaries. Scattered large-lot residential sites are very common in the area.

There is no significant amount of non-residential development in the rural area, with the exception of a quarry and a very small amount of commercial property.

Residential Land Use

Farm and large lot areas. As can be expected, farm and large lot areas dominate the unincorporated areas surrounding the City. There is evidence of scattered site residential growth in the planning area. Continuation of this practice by the County may hinder future City growth. It may also have a detrimental affect on pre-annexation agreements with property owners in areas with public facilities that have not been built to City standards.

Single-family areas. Single-family uses clearly dominate the land use pattern within Tonganoxie. In general, there are four types of residential land use:

- Neighborhood unit development, a traditional single-family area,
- Modified neighborhood unit with mixed residential uses,
- Mixed use development combining residential and commercial uses, and
- Neighborhood transition (e.g., the area adjacent to the Central Business District undergoing change).

Tonganoxie has developed with more or less exclusive single-family neighborhoods, with more intensive non-residential uses and higher density residential uses confined to the periphery of these areas. Single-family uses in Tonganoxie are close to services and employment centers, yet the City has been quite successful in buffering single-family areas from any negative impacts.

Multi-family areas. There are few areas devoted solely to multi-family dwellings. Generally, multi-family units are clustered in the central and eastern parts of the City. The multi-family land use often exists in areas that are adjacent to single-family blocks.

Commercial Areas

The commercial areas are concentrated in two locations: the central business district and the U.S. Highway 24 /40 corridor. In addition, there are a number of other commercial properties within the City.

Central business district. The central business district comprises a ten-block area that is one block wide centered along either side of Fourth Street. The central business district functions as the City's primary office area, in addition to retail space. Except in the immediate blocks adjacent to the central business district, commercial and office uses do not radiate outward into the

surrounding neighborhood. Therefore these non-residential land uses quickly dissipate and do not significantly encroach on the nearby residential areas.

U.S. Highway 24/40 corridor. Commercial uses have been heavily built along U.S. Highway 24/40, the City's main east-west route. There are a variety of highway commercial uses such as gasoline service stations, restaurants, convenience stores, and other stores which depend on automobile access. Essentially this corridor is a strip commercial district. It functions almost exclusively for vehicular access, and its design is marked by numerous curb cuts, lack of consistent streetscape, and uncoordinated facade and signage treatments. Despite these characteristics, the U.S. Highway 24/40 corridor seems much less intrusive than most strip commercial areas, in part due to the presence of other uses such as institutional and residential. The continuation of this practice should be encouraged.

Industrial Areas

For the most part, industrial uses are concentrated in particular areas within the community. For example, the majority of the industrial areas are located in the northeast part of the City. Most industrial areas are located within an industrial park with access to an arterial or collector street or these uses are located on parcels with direct access to arterial or collector streets.

Public and Semi-Public Areas

There is a great deal of public and semi-public land in the Tonganoxie planning area. The grade school is located in an older neighborhood in the center of town. The junior high school and high school are both located on U. S. Highway 24/40, a major arterial highway. This presents a safety problem as well as a barrier to adequate traffic flow.

The churches in the community are generally close to residential areas. However, some are beginning to relocate to the U. S. Highway 24/40 area as their space needs increase.

There are a large number of parks within the City that provide for a variety of recreational needs.

General Zoning Pattern

For the most part, zoning in Tonganoxie follows the general land use pattern as shown on the Existing Land Use Map. In other words, there are few nonconforming uses, given that the use of the land is consistent with the zoning of the land. A relatively large supply of vacant, zoned land exists in the planning area.

The Zoning Regulations consist of thirteen districts that are distributed throughout the area. Table 6.1 shows the names and purposes of each zoning district. All permitted uses are allowed on any land placed within any zone except for the I-3 Heavy Industrial district.

As noted previously, zoning within the planning area is clearly based on existing land use, as well as on prior zoning ordinances. One drawback to this approach is that district boundaries follow alleys and lot lines rather than keeping entire blocks within a single zoning district. While this may reflect current development, it does not provide as much buffering between uses as would occur if district boundaries followed streets. What follows is a series of comments about the location of the seven existing residential zones, the three commercial zones and the three industrial zones.

TABLE 6.1 - Purpose of Zoning Districts in Tonganoxie

District Title		District Intent
R:	Rural	Protection of agricultural uses
R-E:	Residential Estate District	Development of large lot residential uses in environmentally sensitive areas
R-SF:	Single Family Dwelling	Preserving a low density residential environment
R-I:	In-Fill District	Providing for residential and limited commercial development compatible to the surrounding area
R-MF1:	Multiple Family I	Low density residential
R-MF2:	Multiple Family II	Moderate density residential
R-MF3:	Multiple Family III	High density residential
R-MHP:	Manufactured Home Park	Low-density mobile homes
PUD-R:	Planned Residential	Provides for flexibility in design and arrangement of planned, low-rise, multiple family projects (moderate density)
HBD:	Historic Business District	Small scale retail, entertainment, municipal and personal service uses
LBD:	Limited General Business	Retail trade and service businesses to serve surrounding neighborhoods
GBD:	General Business District	Retail trade located along arterial and collector streets and highways
PUD-C:	Planned Commercial	Encourage grouping and arrangement of business buildings utilizing modern office design concepts
I-LT:	Light Industrial	Low level industrial activities. Uses that do not require intensive coverage
I-MD:	Moderate Industrial	Moderate level industrial activities. Acts as buffer between light and heavy industrial uses.
I-H:	Heavy Industrial	Industrial uses incompatible with residential and commercial uses. All uses in this district require a special use permit

Source: Tonganoxie Zoning Regulations.

Residential zoning. For the most part, this type of zoning follows a typical distribution found in similar cities. Denser residential zoning (smaller lots) is located at the center of the City, while less dense, larger lot homes are located on the City's boundaries. Another characteristic of Tonganoxie is that there is a clear separation between single-family and multi-family housing. Multi-family zoning often exists in districts that border single-family residences.

Commercial zoning. As noted earlier, there may be a need to expand the zoning for retail uses to allow for commercial expansion along U.S. Highway 24/40. The City shall carefully consider the extent to which it wants continued strip development on that corridor. Finally, the size of the district zoned as Historic Business District (formerly, B-2, Central Business District), and used to include the central business district, is not adequate to reflect either current or expected commercial development opportunities in the planning area.

Industrial zoning. There appears to be adequate land placed in industrial zoning districts in the city. Some level of undeveloped inventory is desired for industrial development

COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Transportation

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Chapter 7 - TRANSPORTATION

Introduction

This chapter examines the existing planning area's transportation system emphasizing major streets. Streets have three functions in a community. First, they provide access to property. Second, they provide a means for people and goods to go to important locations in the city (e.g., schools and shopping). Finally, they allow people and goods to move through a community. The more functions a single street must accomplish, the more congested it can become. A community should plan its street system to separate the various needs of traffic and the land uses that generate that traffic. Issues relating to bicycle transportation are also considered and discussed.

Functional Classification of Streets

Streets have varying degrees of service that they provide or are intended to provide, and because of this, a functional classification system was developed by the Federal Highway Administration. In general, this functional classification is based on a street hierarchy; streets at the top of the hierarchy (interstates) provide a high level mobility without direct property access, and streets at the bottom of the hierarchy (local streets) provide a low level of mobility with direct property access. The function of local streets is to provide direct access to property. The function of collector streets is to provide a way for individuals to go to important points in a neighborhood. The function of an arterial street is to provide access to important community land uses.

The various major streets in the planning area are either an arterial or collector street type. The map on the following page shows the functional classification of streets for the planning area; the characteristics of each street classification are discussed below.

Arterials. Major arterials are intended to move large volumes of relatively uninterrupted traffic through the City and rural areas. Although property access is not the primary objective of this street type, it can be allowed as determined by each community. For the most part, communities tend to restrict the number and location of curb cuts on streets designated as major arterials. In Tonganoxie, U.S. Highway 24/40, Washington/Evans Road, Laming Road and Leavenworth County Road 5 are generally considered all or partly classified as arterial roads.

Collectors. Major collector streets provide both property access and traffic circulation within residential, commercial, and industrial areas. (Recent planning practices typically restrict curb cuts and residential frontage on major collectors).

In general, major collectors in urban areas are designed to "collect" traffic generated by various land uses and channel it to the arterial street system. As such, major collector streets are often an

integral design component of residential neighborhoods and (unlike arterials) may penetrate them. In rural areas, major collectors serve as important intra-county travel corridors.

Street Network and Land Use

Although the planning area's major street network is primarily designed for mobility, its impact on land use and development cannot be overstated. The street hierarchy discussed above serves as a permanent framework that guides the location of residential neighborhoods, commercial developments, industrial properties, and many other land uses within the Tonganoxie and its surrounding extraterritorial planning area.

For example, commercial activity in the planning area is attracted to and supported by arterial streets. Retail land uses in particular need the high traffic volumes, good property access, and good visibility afforded by arterial roads. The "strip" commercial development along U.S. Highway 24/40 illustrates this principle. In recent years, many communities have restricted strip commercial development and instead encouraged retail centers to locate at arterial street intersections.

Industrial development also requires access to vehicular transportation facilities, especially highways. Access to rail facilities may also be a determining factor in some industrial location decisions. As noted in the Chapter on Existing Land Use and Zoning, Tonganoxie is not currently served by rail facilities.

Finally, **residential development**, particularly designed within the last 40 to 50 years, tends to be located away from major transportation facilities such as major streets.

Not all parts of the City have been developed with overt concern for the negative impacts that street layout may have on development. For example, the older sections of Tonganoxie were developed on a street grid, with little consideration given to the effect that excess traffic has on residential areas. City design based on the grid street system is again popular in many parts of the country and with many planners. Labeled "neo-traditional" design, these towns incorporate many of the elements found in the older sections of Tonganoxie, such as linear streets, mixed land uses, pedestrian scale, proximity to the CBD, higher density housing, and public uses and squares. These older neighborhoods, with their straight streets, smaller lots, and mixed land uses, stand in contrast to the City's newer subdivisions based on the "neighborhood unit concept". Under the neighborhood unit concept, residential areas are protected from through traffic by placing arterial streets on the perimeter of the neighborhood. Local streets tend to be curved, and carefully placed collector streets channel local traffic to the surrounding arterials. Schools and parks are developed in the interior of the neighborhood, while commercial activity is focused in nodes along the perimeter.

Street Right-of-Way Standards

Minimum right-of-way standards for streets in the planning area are partially defined by the City's Subdivision Regulations and are presented in Table 11.1 of Chapter 11, Major Thoroughfare Plan. The location and minimum widths of major thoroughfares shall conform to the locations and minimum widths designated by the City Engineer. Generally according to accepted land use and transportation planning principles, arterial streets have a minimum right-of-way of 100 feet and collector streets have a minimum right-of-way of 80 feet.

The classification system is not based on the assumption that streets in rural areas have different functions and requirements than streets in urban areas. This idea might be reviewed in the future. The right-of-way standards used by Tonganoxie do not address urban/rural differences. For example, the City currently requires a 60-foot minimum right-of-way for local residential streets in both urban and rural areas. Many communities have reduced local street rights-of-way in urban areas to reflect the fact that most subdivision streets have curbs and gutters and need less public area for storm water drainage. This smaller right of way would be particularly relevant if Tonganoxie prohibited parking along these narrower streets.

Bicycle Transportation

Interest in bicycles as a viable transportation mode has been steadily increasing over the last few years. This interest has resulted in measures taken on the Federal level that provide funding and guidelines for such facilities, such as Tea-21 and the Clean Air Act Amendments of 1990. Additional growth in the Tonganoxie area will likely bring added interest in bicycling for both transportation and pleasure. Aid in establishing cycling facilities for the City may be obtained through Kansas Department of Transportation's full-time bicycle & pedestrian coordinator.

In general, there are three types of bikeways that comprise a bicycle transportation system—bike paths, bike lanes, and bike routes.

- Bike paths are usually designed for exclusive bicycle traffic, but sometimes are combined with pedestrian ways. They are separate from vehicle traffic, usually 10-12' wide paved areas designed for recreational purposes or in conjunction with a park system.
- Bike lanes are dedicated lanes marked off on established streets for bicycle transportation purposes. When constructed in conjunction with a right-of-way improvements they are considerably less expensive than bike paths.
- Bike routes are designated along existing streets. Signs are posted to alert vehicles to share the roadway with bicycle traffic. This is the least expensive of systems to create. In this option, street selection and a public education are critical to the safety of the riders.

Advanced riders tend to use established bike routes and the public street system, whereas, children and recreational riders prefer the safer setting of local streets, bike paths and bike lanes.

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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Community Facilities and Services

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Chapter 8 - COMMUNITY FACILITIES AND SERVICES

Introduction

As part of the planning process, it is essential that the City of Tonganoxie's existing and proposed community facilities be evaluated to determine if population growth can be accommodated without reducing the level of services provided to current residents. If the existing capacity of these facilities is too small, then future growth may be constrained; or, if the distribution of facilities is poor, the pattern of future development could be negatively affected. In both instances, deficiencies in community facilities can have undesirable effects on future development, effects that can be avoided through the on-going planning process.

This Chapter will review community facilities with an emphasis placed on their adequacy to satisfy the needs of Tonganoxie throughout the planning period. Included in the review presented here are the following categories: City administrative and maintenance facilities, including police services, fire protection, emergency medical services and library; parks, recreation and open space; education; water distribution system; and the sanitary sewer collector system including the waste water treatment facility.

Municipal Buildings

The City of Tonganoxie conducted an inventory of city buildings and facilities in order to determine if deficiencies exist. Facilities included in the inventory were the City Hall, including the city hall and council chamber, police and fire stations and the library.

City Hall and Council Chamber. The City has a combination city hall and council chamber with 5 full-time staff (Administrator, Planner, Clerk, Court Clerk and Water Clerk), one part-time clerical person and consulting services for engineering, auditing and legal needs. The City Hall was built in 1950 and it is inadequate for the community's growing needs. The building is being used beyond its capacity at present and any addition of staff will require additional facilities. The City Hall is 1,000 square feet with a basement used for storage. The Council Chamber is 1,500 square feet and contains a conference room, public restrooms and a place to store records.

Police Station. The City Police Station is located adjacent to the Council Chamber. The building is approximately 1,700 square feet with eleven rooms. There are 7 full-time and 16 part-time police officers. The City operates 6 police vehicles. The exterior of the station was recently remodeled. However, the interior lacks adequate storage and other up-to-date features necessary for this type of facility. Some of these amenities are showers, locker room, evidence room, holding areas and so forth.

Fire Station Fire protection is currently achieved with an almost entirely volunteer service. There are 35 volunteers and two full-time paid officers. The Fire Station is approximately 3,500 square feet and contains space for vehicles and equipment as well as a multi-purpose room. It is an adequate facility; however, it lacks the 24-hour facilities required for a higher level of service. The Fire Department serves not only Tonganoxie but also has automatic aid agreements with Stranger Township and Tonganoxie Township. The city owns five vehicles including a communications unit and a fire truck with a 75-foot ladder.

Emergency Medical Services. There are limited emergency medical services located in the City. Leavenworth County operates an emergency medical service located in a building on the south side of Leavenworth. There is a satellite facility located in the northeast corner of the City but no staff or vehicles are permanently stationed there. The County attempts to keep 2 ambulances physically located in the southern part of the County at all times.

Tonganoxie Public Library and Activity Room. The City maintains a facility that is almost 6,000 square feet in size. The staff consists of 3 full-time persons, 1 part-time person and 5 volunteers. The collection is 14,000 volumes in size and evaluated by the State of Kansas as a Level 1, Major Service Center. There is also a meeting room available for public use.

Maintenance Facility. The City operates a maintenance facility on South Main Street that is used principally for the storage of equipment. The facility is dated and lacks sufficient space for adequate storage and service of City owned vehicles. There is also a lack of storage space for items such as sand and salt or bituminous materials. These materials are stored in the open on a City owned lot on 4th Street. The Maintenance Staff consists of a Superintendent, Wastewater/Water Superintendent and four maintenance workers.

Municipal Swimming Pool. The City operates an outdoor swimming pool during the summer months that also serves the area surrounding Tonganoxie.

The City recognizes many of the deficiencies listed above and is in the process of developing a Capital Improvements Plan designed to meet the needs of a growing City.

Parks, Recreation and Open Space

One of the most visible measures of the quality of life in a community is its park system. Parks, and the recreational facilities they contain, provide opportunities for exercise and relaxation. This section includes an inventory of existing park land and recreational facilities in Tonganoxie. This inventory is then compared with national standards to determine the need for improvements to the park system.

Park Land. The first step in analyzing the adequacy of a park system is to review the type, size and location of existing parkland. Different types of parks serve different functions in the community and each type has its own requirements for size, location and equipment. There are three basic types of parks: regional, community and neighborhood. Regional parks serve an area consisting of one or more counties and contain at least 250 acres. The primary attraction of a regional park is a large-scale recreational amenity such as a lake or wilderness area.

Community parks, as the name implies, serve an entire city. These parks typically range between ten and one-hundred acres in size and contain recreational facilities which either draw large numbers of people or are very specialized in their appeal.

Neighborhood parks serve the local residents of a specific area within a city. Generally, these parks are less than ten acres in size and contain relatively unstructured facilities such as playground equipment, picnic tables and basketball courts.

Obviously there is some overlap between the types of parks. In particular, community parks double as neighborhood parks for the immediate surrounding area. It is also common for a park to be in one category based on its size and in another based on its function.

There are two regional facilities within the planning area. Leavenworth State Fishing Lake is used mostly for hunting and fishing with some camping allowed. The park is 500 acres in size including a 165-acre lake. The Leavenworth County Fairgrounds is also located within the city. The arenas and buildings are available for use by the public. There are two other facilities in town that meet the size requirement of a community park. The Recreation Commission owns and operates 15 acres of land on the northwest corner of the Leavenworth County fairgrounds for softball and baseball fields. The Tonganoxie Memorial VFW Post #9271 owns and operates the Reusch VFW Memorial Park that is 17 acres in size.

Centennial Park (2 acres) is operated by the City and is located at the intersection of Washington Street and U.S. Highway 24/40. It contains picnic facilities and swings.

Tonganoxie City Park (1 acre) is operated by the City and includes the public swimming pool and a small shelter house. The swimming pool requires 300,000 gallons of water to fill. It is located between Main and Pleasant Streets from 2nd to 3rd Street.

Magnatech Park (3/4 acre) is owned and operated by the City and is located on Leavenworth County Route 5 east of Main Street. This is a small pocket park that connects Chieftain Park with a large City owned green space. A gazebo and gardens are planned for the space in addition to the walking path.

Chieftain Park (7 acres) is under the control of the Recreation Commission and is located adjacent to the High School football field on the east side of Main Street. There are 3 soccer fields, a tennis court, a volleyball court and a basketball court. There is a large playground area and a walking trail that connects to Magnatech Park and VFW Park.

There are no golf courses located within the planning area. The closest facilities are located elsewhere in Leavenworth County or in Douglas County.

For a city the size of Tonganoxie, the National Recreation and Parks Association recommends 12 acres of community parks and 6 acres of neighborhood parks, a total park area of 18 acres.

It is clear that in terms of park acreage, Tonganoxie's current supply of parkland is not deficient in meeting the needs of the community. The existing park evaluation does not include school playgrounds and recreational facilities that function as a neighborhood/community parks when school is not in session.

Walkways are needed to connect areas where people live to allow greater use of the existing neighborhood parks. With this type of park, proximity is very important because many, if not most users, especially children, arrive on foot or by bicycle. Tonganoxie's neighborhood parks may not serve all the residential areas of the City. A potential solution to this problem is to construct a series of walkways throughout the neighborhoods to link residences with parks.

Recreational Facilities. Although the evaluation of parkland is important, the most crucial variable in determining the adequacy of recreational opportunities in Tonganoxie is the supply of recreational facilities. Ideally, the number and type of facilities provided should correspond directly to the size and diversity of recreational demand. Unfortunately, determining the precise nature of the existing recreational demand is difficult and determining future demand is nearly impossible. For this reason, this section uses national standards to determine current and future facility deficiencies. The advantage of this approach is that it does not reflect local variations in recreation needs and, therefore, should be used with caution.

Table 8.1 lists recommended recreational facilities for a community the size of Tonganoxie. The recommended range of units for each type of facility is equal to the national standards, which are expressed as the number of units per 1,000 population assuming Tonganoxie's projected population of approximately 3000.

TABLE 8.1 - Recreational Facility Needs

Activity	Facility Units	Recommended Units Per 1,000 Population (1)	Facility Needs (2)
Basketball	Courts	0.400	1
Tennis	Courts	0.500	2
Golf	9-Holes	0.720	2
Baseball	Fields	0.167	1
Softball	Fields	0.333	1
Soccer	Fields	0.200	1

(1) Source: National Recreation and Parks Association.

(2) Recreation Facility needs are rounded to the nearest whole unit.

Table 8.1 does not show the existing indoor facilities in Tonganoxie. The School District opens their facilities to the public for recreational uses when such an activity does not interfere with school activities. There is also a private health club located in town.

Once recreational facility needs are known, existing and future facility deficiencies can be determined by subtracting the number of existing facilities from the number of recommended facilities. The results of this computation are shown in Table 8.2. The range given for existing recreational facilities reflects the existence of municipal, semi-public and private facilities.

In general, the supply of recreational facilities in Tonganoxie rates quite highly. As shown in Table 8.2, except for the number of golf holes available, there are no deficiencies according to national standards. It is important to note that the Recreation Commission serves approximately 7,000 persons. The Commission serves the entire School District #464, which reflects about 61% of their constituency outside of the City limits. This is important to note for planning future recreational services and buildings. The current quantities of basketball courts and baseball/softball fields are adequate by national standards. The City will need to keep pace with building inventory to match the growth rate of the City.

TABLE 8.2 - Recreational Facility Deficiencies

Activity	Facility Units	Existing Facilities*	Facility Deficiencies**
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Basketball	Courts	2 Outdoor 4 Indoor	0
Tennis	Courts	2	0
Golf	9-Holes	0	2
Baseball & Softball	Fields	6	0
Soccer	Fields	7	0
Volleyball	Courts	2	0
Horse Shoes	Courts	4	0

** All recreational facilities are owned either by the City, the Recreation Commission, or by School District #464.*

*** Recreational facility deficiencies are equal to the range of facility needs from Table 8.1 minus existing facilities*

Municipal Utilities

The City of Tonganoxie provides the utilities of water and sewer. Natural gas, electricity and communications services are provided privately. This section will address the municipally-owned utilities.

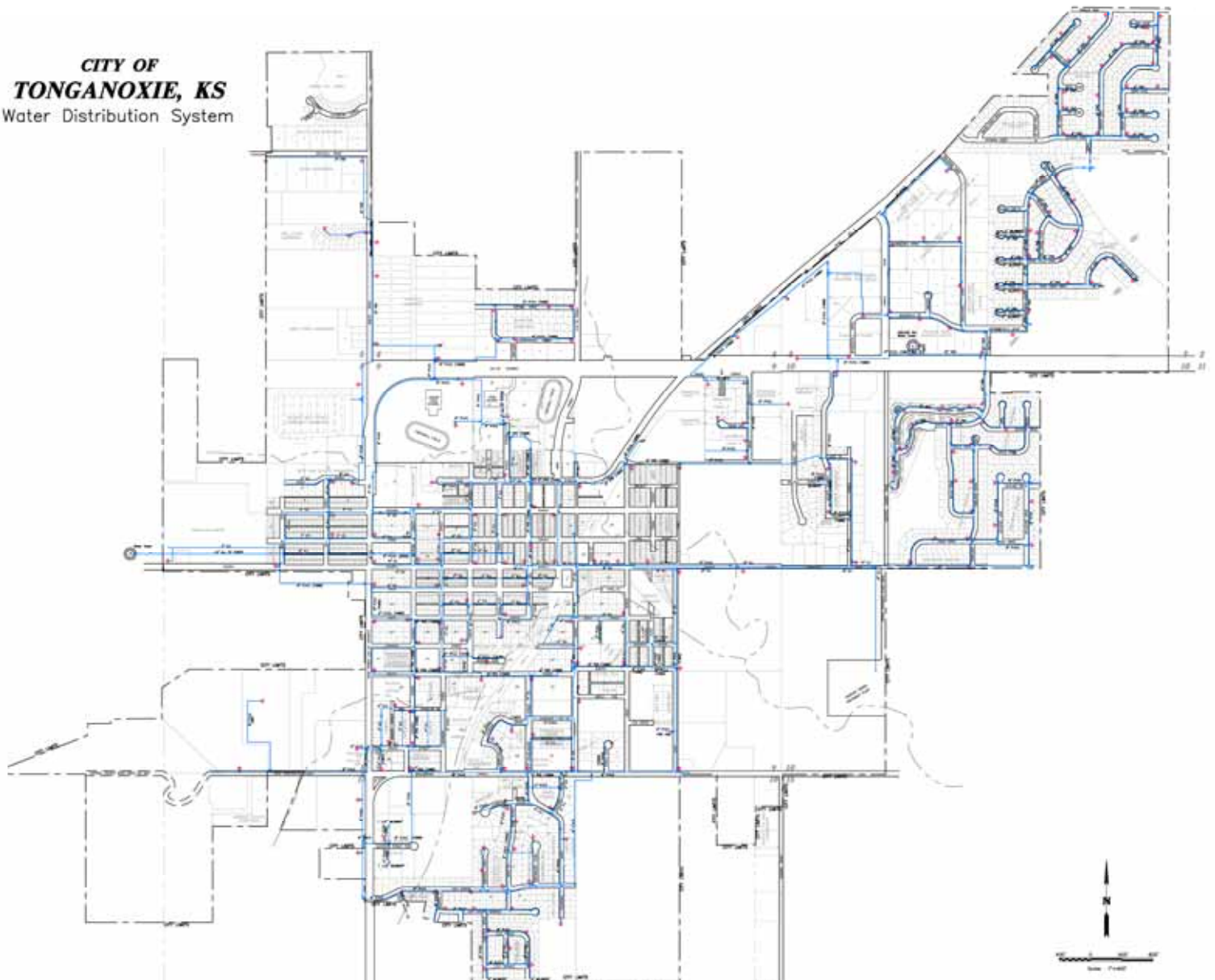
Water Supply, Treatment and Distribution System. A sound public water system is vital for continued community growth. Although usually not constrained by topography, the water system must still be carefully planned in order to ensure adequate service to existing customers and enable future expansion. In addition to normal usage, the water system must also be capable of supplying water for fire fighting purposes. Public water systems are composed of three major components: supply, storage and distribution. If the entire system is to function properly, then each component must be adequately designed and carefully integrated with other components.

The community currently obtains all of its water from one well and has a contract with Bonner Springs to purchase water from that city when Tonganoxie cannot supply water on its own. The existing water treatment plant has a capacity of 720,000 gallons per day. There are two water towers in town, one with a capacity of 500,000 gallons and another with a capacity of 250,000 gallons. In addition, the City has a storage tank with a capacity of 250,000 gallons. To meet future needs, the City has recently purchased property near the Kansas River for 2 additional wells and a treatment facility. The new wells and treatment facility will take several years to develop but when completed should be sufficient to meet future needs.

Sanitary Sewer Collector System and Wastewater Treatment Facility. An adequate sanitary sewer collector system and wastewater treatment facility is a necessity for all types of urban development if health, pollution and odor problems are to be avoided. Proper planning is extremely important to installing and maintaining such a system. Further, the cost of extending sanitary sewer service is a critical factor in determining areas of growth. Development within a drainage basin is the most efficient development pattern. This is a result of a gravity flow system being far more cost effective in terms of both initial costs and maintenance expense than systems that require lift stations to pump sewage to the wastewater treatment facility. The weakness of the gravity flow system is that it is limited to serving the areas directly uphill from the treatment facility so that sewer lines flow in a continuous downhill path.

The City's wastewater treatment facility is in good condition and it is sized to adequately meet the City's current needs. It has the capacity for a population equivalent of approximately 4,000. However, the current treatment plant will soon be out of capacity under the projected growth rate. The renovations and expansion needed are currently under review. The estimated costs are \$2,500,000. Tonganoxie also needs to improve its sludge processing capabilities. The City also has an Inflow & Infiltration Program that has identified over \$1,600,000 in needed work that will be completed over the next 3-5 years.

**CITY OF
TONGANOXIE, KS**
Water Distribution System



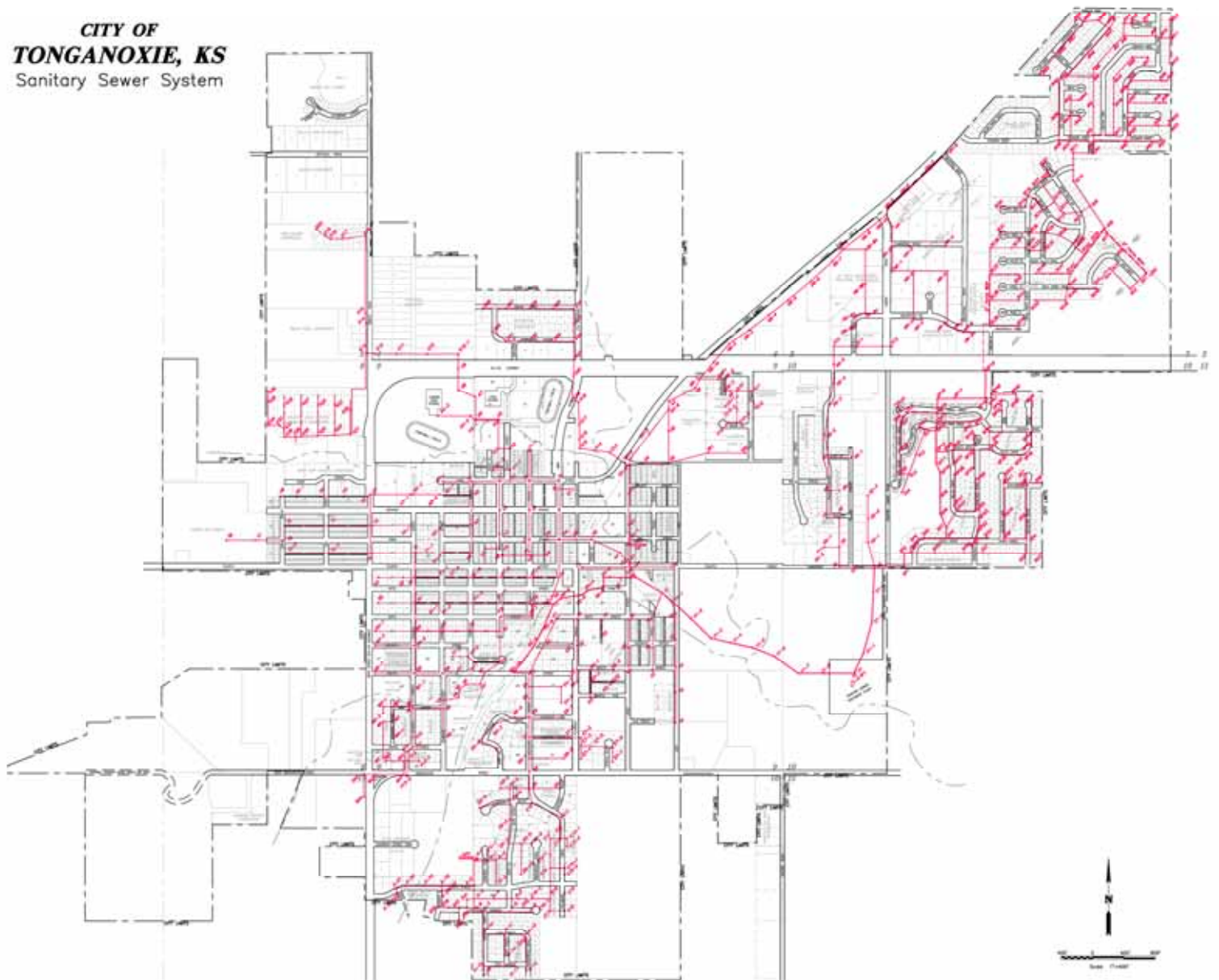
BG CONSULTANTS, INC.
ENGINEERS-ARCHITECTS-SURVEYORS
COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, RESIDENTIAL
WATER/SEWER, TRANSPORTATION, ENVIRONMENTAL



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**CITY OF
TONGANOXIE, KS**
Sanitary Sewer System



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COMMERCIAL, RESIDENTIAL, INDUSTRIAL, AGRICULTURAL
LANDSCAPE ARCHITECTURE, PLANNING, DESIGN



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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Planning Implications

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Chapter 9 - PLANNING IMPLICATIONS

Introduction

The previous chapters examined the various factors affecting the future development of Tonganoxie. This chapter discusses their planning implications and recommends general policies to be included in the following section, the Future Development Plan.

Population Trends

The population of Tonganoxie has consistently increased at a rate exceeding the growth of Kansas. In almost every decade the City has grown faster than the state. In addition, unlike most cities in the State, the City's population has not leveled to a more moderate growth rate during the past 20 years. The City is consistently growing at a higher than average rate.

While population increases are often desirable for a city, extremely fast growth can have a negative impact on such factors as traffic, development patterns, and pollution. The City's recent growth presents residents with the opportunity to maintain and improve Tonganoxie's quality of life by planning for the future in a context of rapid change.

Perhaps the most significant population trend in Tonganoxie, from a planning perspective, is the increased number of 1-person households. This trend suggests that not only are households getting smaller, but that their structure is changing at the same time. An increased number of households translates into greater demand for dwelling units, and more 1- and 2-person households suggests the need for housing types other than the typical single family home. As the number of one and two person households increases due to Tonganoxie's attractiveness to retired individuals, the need for a smaller although not necessarily less expensive dwelling unit becomes more apparent. In the City, an average household size of 2.65 implies a household with 1 to 2 children. Tonganoxie then could become characterized by two demographic groups: retirees and young families.

Another demographic trend that may have important planning implications is the City's educated population base. This factor alone suggests that Tonganoxie residents are capable of responding to the demands of an increasingly competitive marketplace, one that more often requires well-educated workers. When combined with the presence of many nearby post-secondary educational institutions, the City seems to have the potential to attract industries that focus on the need for skilled workers.

Finally, the population forecasts presented in this Plan mirror the strong growth rates experienced in Tonganoxie during the past 20 years, and they may be used for planning such land use issues as housing demand, retail development, and parks and open space.

Economic Base

The data highlights the importance of construction, manufacturing and wholesale and retail trade industries to the City's economy. Approximately one-third of employed persons work in these three industries, and the land use recommendations of the Future Development Plan support those trends. In addition, the City needs to consider whether its manufacturing base is something it wants to preserve as part of an economic development program, and if so, what that reversal means in terms of future land use decisions. The City may wish to revise its economic development policy to promote the location of industries that take advantage of the skilled labor characteristics of existing City residents.

Finally, the City's role as a shopping area illustrates the need for sufficient retail land as growth occurs over time. Retail areas should be planned for a variety of shopping purposes. These areas should meet both neighborhood and city-wide needs. Preservation of the downtown area as the central commercial area is important.

Environmental Characteristics

The presence and location of the 100-year floodplain is a primary factor affecting the future development of the planning area. In addition to being a hazardous area for construction, the 100-year floodplain represents environmentally sensitive land that, to the extent possible, should not be developed. It also contains some of the most desirable and productive agricultural land. Keeping development out of the floodplain, however, can be difficult, despite the presence of floodplain regulations and land's agricultural value.

Tonganoxie, like most communities, does not directly control land use within the floodplain. Floodplain land is zoned for development, and if the requirements of the floodplain regulations are met, development can occur there. Some communities have made it more difficult to develop in the flood fringe by increasing the grading requirements in their regulations from one foot above the 100-year flood elevation to two feet. It is unclear whether this action further discourages floodplain development without additional land use controls.

Vision 2020 should clearly express the City's intent to restrict development in the 100-year floodplain. The first step in this process is to identify all undeveloped floodplains as future open space areas on the Future Land Use Plan Maps. As open space corridors, these floodplains may be used for future recreation, agriculture, green belts, or bicycle paths. They may also function as natural urban growth boundaries. Implementation techniques may include the following:

- Increasing the grading requirements in the floodplain regulations from one foot to two feet.
- Allowing the transfer of development rights from flood prone land to developable land.
- Fee simple acquisition of floodplain land by the City.
- Conservation easements (with associated tax benefits) placed on floodplain land by landowners.

The City may wish to revise its floodplain management plan to prevent development on areas of critical environmental concern.

The topography of the planning area does not present any major constraints to development, although areas with slopes in excess of 15 percent often create difficulties for roads, sanitary sewer lines, and buildings. As noted in the soils analysis, water erosion is also a concern in the sloping areas. Thus, to the extent possible, intensive levels of development should be avoided in areas with excessive slope.

Existing Land Use and Zoning

Residential development. In terms of new residential development, the City should encourage more mixing of densities and housing types than has occurred in the past, particularly in the developed part of the community. This does not mean, however, that all residential uses in the City must be strictly combined. For example, the area adjacent to the northeast and southeast boundaries of the City may be appropriate for suburban-type development.

In the future, vacant single-family areas in Tonganoxie are expected to develop at a pace sufficient to satisfy short-term demand. Eventually, however, it appears that single-family development at urban densities will need to be built beyond the City's current boundaries. The Future Development Plan recommends the location of those residential growth areas.

Commercial development. Based on the findings regarding the U. S. Highway 24/40 corridor, new strip commercial areas should be discouraged in the planning area, at least for the immediate short-term time period. To allow for future commercial development, commercial nodes should be recommended at major intersections.

Industrial development. Industrial area recommendations in Vision 2020 should be based on such criteria as location, transportation, and adequacy of existing or planned infrastructure. As with commercial development, the City should consider the policy of zoning large tracts of land for industrial purposes. Future industrial development should be focused in clusters along designated industrial use corridors. The Plan will recommend the continued plan for industrial areas to the north of the City.

Zoning policies. Finally, the City may want to consider supplementing the planning area's "open" zoning policies with "planned" zoning requirements. An "open" system of zoning retains an extensive list of permitted uses that can be allowed on any property located in the district. A "planned" system of zoning allows a City to limit the uses for a property to certain specific examples within each category. Such requirements would focus on specifying certain uses with a rezoning application, which would give the Planning Commission more control over the type and quality of development being proposed.

Housing

Like most American cities, housing constitutes the most prevalent land use in Tonganoxie. This factor alone underscores the importance of planning for housing and residential land use.

Housing has both a social and a physical development component. From a social standpoint, the Planning Commission should work to ensure that residents have an adequate supply of housing that is safe, affordable, and developed in quality neighborhoods. Each of these factors can be directly or indirectly affected by either the zoning regulations or the subdivision regulations.

One of the Plan's most important planning assumptions is the forecast that the City will need to add about 845 new dwelling units to its housing stock by the year 2020. This housing unit

forecast is only a small part of the City's future housing policy, however. Other policy factors to be considered include:

- The location of residential growth areas outside the City's current corporate boundaries.
- The location and mix of various residential densities, including single-family detached units, duplexes, and multi-family apartments.

Community Facilities and Services (Refer to maps of Service Area)

Tonganoxie has done an excellent job in planning its public facilities. The City has expanded its services in a way that strongly discourages urban sprawl and promotes efficient use of existing resources. For a significant period of time, Tonganoxie had a stable population that allowed it to use existing capacity. It is clear that if growth occurs, additional facilities will be needed. These facilities will require a significant amount of capital, often without the benefit of state or federal grants.

The Plan has identified service areas in the City and its surrounding extraterritorial planning area that is in the process of being developed or can have sewer extensions. The service area concept can be described in three parts.

1. *Primary service area.* The primary service area includes all land within the City limits. In this area, the City provides such services as sewer and water. Urban land uses and densities are encouraged in the primary service area.
2. *Secondary service area.* The secondary service area is located outside the city limits, but it represents the area in which the City either plans to provide services such as sewer and water or can do so if requested. It also includes land where future City infrastructure extensions are likely, given such characteristics as existing land use, development trends, topography, and environmental factors. Like the primary service area, urban land uses and densities are encouraged in the secondary service area. The secondary service area is not an annexation boundary for the City. The City could utilize bilateral annexation agreements with land owners in the secondary service area that want to use City services to develop their property. Vision 2020 supports this policy.
3. *Rural service area.* This service area has no existing or planned City infrastructure. As such, urban land uses and densities are discouraged in the rural service area. Development in these areas may require additional infrastructure.

Transportation

Major streets. There is a strong relationship between land use and vehicular traffic, and it highlights the need for a planning process that considers both elements together. Vision 2020 identifies the planning area's future major streets, an action that lays the foundation for acquiring the necessary right-of-way (**REF Major Thoroughfare Plan**). Once a street has been designated on the Future Development Plan, it is the Planning Commission's responsibility to consider each plat, replat, and rezoning to determine the need for right-of-way dedications and the scope of improvements for that street. The major street designations provide a framework for the planning area's future land use patterns, as well as guidance on capital improvements programming.

Bicycle planning. Although a full bicycle master plan is beyond the scope of Vision 2020 update, this document provides a forum for identifying the major concerns, issues, and policies involved in bike planning for Tonganoxie and its planning area. Any bikeway issues discussed herein, as well as any related goals or policies, are preliminary statements of intent.

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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Future Land Use
Element

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Chapter 10 - FUTURE LAND USE ELEMENT

Introduction

This section presents a Future Development Plan for the planning area of Tonganoxie Kansas. It includes both a map and a series of policy statements.

The **Future Land Use in Planning Area Map** and the **Future Land Use in Near Term Growth Area Map** updated in May 2006 (see inserts at the end of Chapter 10) is a general, graphic description of Vision 2020's, recommendations. It is meant to be a long-term conceptual look at the future of Tonganoxie. The Future Development Plan Maps are a general guide that should be monitored and updated periodically. The policies of the Future Development Plan are general statements of action, and as such they also provide a general guide to future decisions within the planning area.

The Future Development Plan consists of three planning elements: 1) land use, 2) major streets, and 3) community facilities. This chapter presents the land use element, and the subsequent two chapters present the major street element and the community facilities element, respectively.

The land use element of the Future Development Plan recommends residential, commercial, industrial, public/semi-public, neighborhood preservation and rehabilitation and open space uses in the planning area. In addition, the 2006 Update incorporated a Mixed-Use category to address the unique needs of the Downtown Historic Business District fringe areas. Given the special character of downtown Tonganoxie these fringe areas serve as transition gateways and should include a blend of civic, institutional, residential, and nonresidential uses intermixed in a manner that maintains the continuity of the historic downtown area. Such areas may also integrate off-street parking facilities in limited locations.

The Future Development Plan Maps identify these recommendations graphically within a twenty year time span, while the following text supports the Plan Map with principles and policies for each land use category.

Residential Land Use

Map Interpretation

Residential areas are designated on the Future Land Use Plan Maps. The two major residential categories are: 1) Low Density Residential and 2) Medium Density Residential.

Residential Principles

Principle: A variety of housing should be provided to meet the income levels and needs of all residents of the City.

Residential Policies

The following policies support the residential land use recommendations of the Future Land Use Plan Maps:

1. Residential development should be encouraged to locate adjacent to existing urban development where services are available in order to prevent areas from developing in a haphazard, scattered or unplanned manner. Before any development occurs, the City should verify that adequate utilities and infrastructure would be available in a timely manner to support permitted uses. Development should not occur on areas of steep topography or in areas subject to periodic flooding. Utilities will be extended only to those areas that are designated as appropriate for growth during a particular five-year period.
2. Single-family residential lots should be designed to take access from only local streets. Direct residential access to arterial streets should be avoided.
3. Medium-density residential areas should be located toward the fringe of neighborhood areas or to buffer low-density residential areas from traffic generated by commercial and industrial areas. Medium-density residential areas should be close to parks or incorporate parks within their development. Land use buffers should occur between medium-density residential uses and either low-density residential or commercial/industrial uses.
4. A Neighborhood Preservation and Rehabilitation Area should be the focus of City efforts to renovate existing housing by emphasizing the area next to downtown as well as the renovation of commercial structures with second story apartments.
5. Streets and sidewalks should be separated by grass strips placed on the edge of the street right-of-way. Sidewalks should be located in the street right-of-way. Trees planted between streets and sidewalks or otherwise planted on the street right-of-way are subject to street use and improvements.
6. Neighborhood areas should be planned and designed with respect and sensitivity and preservation of special geographic features such as streams and natural vegetation clusters. If vegetation or tree removal is necessary, replacement should be encouraged.
1. Future utility lines including cable and telephone and existing overhead lines are required to be placed underground when installed or replaced, where this is feasible as determined by the City.

2. Undeveloped property or redeveloped property with frontage on major arterials between major intersections should be developed with medium-density residential land uses. Direct access to arterials should be limited.
9. All new residential construction must include shade trees on residential lots not in the public right-of-way or on utility easements. Maintenance of trees is the responsibility of individual lot property owners who are required to meet existing City standards. Trees that do not survive within 5 years of planting must be replaced by the property owners.
10. Easements should be granted as part of the platting process to develop internal neighborhood walkways for recreational use, where this is feasible as determined by the City. Conservation easements and/or transfer of development rights should be explored as viable alternatives to encourage development while protecting lands identified as worthy of preserving in their undeveloped state.
11. Zero lot line development and cluster development strategies should be considered in exchange for larger areas devoted to open space. Higher density development should be designated to blend in with the natural character of the area.
12. In new subdivisions, single-family homes must have adequate off-street parking for four cars on the lot itself not including equipment or recreational storage areas.
13. Incentives should be continued and new ones implemented for the maintenance, rehabilitation, and preservation of existing housing stock and to solve the problem of deteriorated housing.
14. The city should plan for sufficient residential land to meet the City's future housing needs. This land should be at varying densities to allow for both upper bracket and affordable housing.
15. Vacant land for residential development should be brought into the City through annexation, particularly north of the City limits along U. S. Highway 24/40, south to Kansas Avenue, and further south of the City along Leavenworth County Route 1.
16. New development permitted adjacent to existing agricultural lands should be screened and prevented from interfering with existing agricultural activities.

Principle: Design and develop new neighborhoods with a “sense of community”.

Residential Neighborhood Design Policies

The following policies and guidelines provide the basic framework for future neighborhood development in Tonganoxie. These guidelines are intended to apply to the layout and design of new neighborhoods and infill or redevelopment projects.

1. Establish buffer zones for all natural green spaces (including stream corridors, wetlands, floodplains and their buffers). These buffers should be determined by the classification of the stream and environmental characteristics. An optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions and may be larger based on the 100-year floodplain. Specific buffers must

meet state and federal standards. No floodways or floodplains should be encroached upon.

2. Retain streamway corridors within or adjacent to neighborhoods keeping them largely open and accessible, preferably paralleled by a local street. However in limited areas where development backs up to such spaces, wide view and access corridors should be maintained into the spaces, particularly at the terminus of street intersections.
3. Retain natural green space areas and use it as the basis for laying out a network of streets that will maintain the spaces as continuous and interconnected as possible. Natural green spaces should remain visible and accessible to the public and should not be isolated or secluded behind development.
4. Establish a street network layout based on pedestrian sheds with a “center” defined by a park, neighborhood green, or neighborhood retail plaza space.
5. Establish a neighborhood street network layout consisting of a modified grid pattern of interconnected streets adjusted to local topography, natural green spaces and corridors, and neighborhood centers. Residential blocks should be no longer than 660 feet between centerlines of streets.
6. Connect the street network to all existing or planned developments adjoining properties. Street connections to future development areas on adjoining properties should be no fewer than an average of one street for every 660 linear feet.
7. Provide a range of lot sizes and housing types within each neighborhood.
8. Orient all residential buildings to front onto streets, except for limited locations where residences may front onto community “greens” or parks. Multifamily buildings should not be designed into “complexes” or “pods”.
9. Design residential buildings to limit garages from extending out from the house front. Alternatives to the “snout house” design are strongly encouraged to maintain the historic character of Tonganoxie.
10. Locate parking lots and garages in multifamily developments in a manner that does not dominate the streetscape and therefore promotes the sense of “neighborhood”. Parking areas should typically be located behind or between buildings, not between a building and a street or drive.
11. Design multifamily developments to address the following:
 - a. The massing and use of exterior materials on small multifamily buildings such as duplexes, triplex, fourplex, etc. should be arranged to give the appearance of a large single-family dwelling (“big house”) to the extent possible. When such a design is not practical, small multifamily buildings should be designed with an appearance of individuality between dwelling units including varied rooflines, varied colors, and varied façade depths to create variety and individuality. “Mirror image” design structures with the same general design repeated or flipped between units is not desired.

- b. Provide a variety of exterior building materials and colors to create visual interest and to avoid monotony.
 - c. Articulate building elevations oriented toward the street through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.
 - d. Provide a prominent front entry with a “front porch” design on all facades facing the street. “Snout house” garage projections are not desired. Any attached garages oriented toward the street/drive should not project in front of habitable living space more than 5-feet.
 - e. Integrate attached garages for multifamily buildings into the building design so they do not dominate the appearance of the structure. Attached garages on the street side of any multifamily building must not comprise more than fifty (50) percent of the overall length of the front façade, and every two single-bay garage doors or every double garage door should be offset by at least four (4) feet from the plane of an adjacent garage door(s).
 - f. Provide an on-site system of pedestrian walkways to link all buildings to any detached parking areas / structures, and also link to sidewalks along internal streets / drives.
- 12. Provide a neighborhood green/park/plaza in larger developments of a size generally at least 2-5 acres in size and surrounded predominantly by public streets.
 - 13. Provide sidewalks on both sides of the street in higher density areas.
 - 14. Plan for the location and integration of civic, institutional buildings including future school sites. Such building sites should be well integrated into the neighborhood fabric and easily accessible from within the neighborhood by local streets. Such uses such not be placed as isolated pods fronting onto an arterial street, but should be incorporated within the neighborhood design.

Mixed Land Use

Map Interpretation

Mixed use areas are designated on the **Future Land Use Near-Term Growth Area Map** as the downtown fringe area generally along either side of Fourth Street from U.S. Highway 24/40 to Green Street, and the southern edge of the Historic Business District along the north side of 5th Street. Such areas may consist of a mixture of civic, institutional, residential, and commercial uses either in separate buildings or integrated within the same structure. However, the building and site design of such uses should be consistent with the historic character of downtown.

This category promotes a variety of moderate density residential land uses including single-family, two-family, townhouse, condominium, and multifamily apartment dwellings which may be intermixed throughout the neighborhood. Additional uses including live-work, offices, civic organizations, schools, religious institutions, and limited retail stores are permitted in this category under strict architectural and land use controls consistent with the Design Guidelines for

Tonganoxie's Central Business District. Parking for the downtown area may also be located in the mixed-use area. Nonresidential uses and parking are intended to be placed in locations with a design character that blends into the neighborhood.

Mixed-Use Principles

A major principle of the 2020 Vision Plan is to maintain the 4th Street Corridor and the fringe areas around the Historic Business District with a character consistent with the historic core of the community. The areas around downtown serve as a gateway and are important for maintaining the community's character.

Mixed-Use Policies

The following policies support the Mixed-Use recommendations of the Future Land Use Plan Maps:

1. Require planned zoning for any request to rezone property in a mixed-use designated area to ensure appropriate land use restrictions, as well as compatible site design and building design consistent with the historic character of the area.
2. Review commercial development applications closely to ensure compatibility with residential uses.
3. Use the Design Guidelines for Tonganoxie's Central Business District as the basis for site development design, building design, and signage in areas designated mixed-use.
4. Prohibit automotive-oriented businesses and businesses including drive-through operations, unless such businesses can be designed in a manner consistent with the Design Guidelines for Tonganoxie's Central Business District.
5. Provide rear or side garage access for attached residential structures. Garages for single-family housing must not project in front of the habitable living space if oriented toward the street. Alternative garage orientations for single-family housing are desired.
6. Require shared parking for commercial development in the mixed-use area.
7. Locate surface parking areas on the rear or sides of buildings, but not between a building and street right-of-way. However, parking lots intended to serve multiple businesses and the greater downtown area may be permitted in limited locations with appropriate screening and buffering to minimize their appearance by using features such as decorative architectural walls (not to exceed 3-feet in height), decorative /ornamental fencing, or landscaping.
8. Architecturally integrate buildings designs with the residential character of the area through the use of similar building materials, roof pitches, and architectural detailing.
9. Create a focal point at the corners of major street intersections. A focal point may consist of a building with exceptional architectural design, a vertical architectural feature, public art, and/or exceptional designed public plaza or landscape amenities.

Commercial Land Use

Map Interpretation

Commercial areas are designated on the Future Land Use Plan Maps as the existing highway area along U.S. Highway 24/40. Commercial uses are also located in the existing downtown, as well as in limited locations on either side of Fourth Street as part of mixed-use development. New commercial locations are designated south of the City at the intersection of U.S. Highway 24/40 and County Rt. 1, and within the County Rt. 1 corridor extending south to the I-70 interchange area. Long term commercial development nodes are anticipated in key locations along US Highway 24/40 in the eastern portion of the planning area.

Commercial Principles

A major principle of Vision 2020 is to provide convenient, safe, and appropriately scaled commercial development in the planning area. In addition, Commercial uses should be integrated with surrounding residential developments in a manner that protects and buffers those residential areas. To the extent possible, commercial areas should be restricted to existing commercial areas, the Downtown Commercial area and in the areas designated as new highway commercial centers on the Future Land Use Plan Maps. Since future access to US Highway 24/40 and County Rt. 1 is expected to be limited through access management standards as well as reverse frontage roads where feasible, commercial development in those corridors should occur in areas around planned full access points rather than in linear strips.

Commercial Policies

The following policies support the commercial land use recommendations of the Future Land Use Plan Maps:

1. Commercial areas may include retail, offices and business uses. It may also include shopping centers and business parks. Services and retail stores should be concentrated within the downtown commercial district to the greatest extent possible. The City should provide incentives that encourage certain valuable land uses to locate in the community.
2. Commercially zoned districts should be placed in the most appropriate area, given street capacity and current land use. These districts should be compatible with and sensitive to surrounding neighborhoods, particularly along U.S. Highway 24/40.
3. Requests to zone for commercial development should be analyzed closely in light of potential impact in the downtown commercial district.
4. Commercial curb cuts on major arterials should be discouraged. If direct access cannot be avoided, no more than one curb cut shall be permitted for any development. In no event will curb cuts be located closer than 250 feet from centerline to centerline.
5. Where opposing commercial curb cuts are necessary, they should be offset a minimum of 125 feet. When this distance cannot be met, the curb cuts should be set directly opposite one another.

6. Commercial development proposals should be examined where there is a lack of contiguous urban development. New commercial development should occur within city boundaries.
7. Sidewalks, including grass strips, should be constructed in the road right of way on all frontage roads constructed for commercial development.
8. Landscaping requirements must be included in all commercial development proposals.
9. Future utility transmission lines and existing overhead lines must be placed underground when installed or replaced where this is feasible as determined by the City. There should be coordination between the City and the county when these lines extend outside the City limits.
10. Downtown Tonganoxie should be accessible to and usable by all persons including those who become elderly or disabled.
11. A wide variety of restaurants and unique destination businesses should be encouraged downtown.
12. Civic institutions should be encouraged to remain in their present location within the currently developed part of the City. The Post Office and other governmental office should be strongly encouraged to remain within the current downtown area.
13. Development should be of a scale so as not to destroy the inherent character of the existing downtown. Phased and scattered infill development should be encouraged. Registered historic structures should be protected through the review of development on adjacent properties as required by state statute.
14. Registered historic structures should be protected through the review of development on adjacent properties as required by state statute.
15. Reasonable effort should be made toward preserving and renovating buildings and facades of architectural and historic merit. The City's codes should be enforced with an emphasis on maintaining the overall scale and the character of existing buildings. Development near these historic features should be sensitively designed to not conflict with them.
16. Private signs should contribute to, and not detract from, the appearance of the downtown commercial district; effective communication of important public information should be the primary concern in determining the location, design, and control of signs.
17. The display or storage of any goods should be restricted to certain locations behind the building setback lines. These areas should be adequately screened, required to be well maintained, compatible with surrounding uses and not adversely affect the City's overall appearance.
18. Individual, free-standing office buildings should have adequate on-site parking as well as be landscaped and buffered from surrounding uses.

1. Office developments may be used as a transitional land use between commercial retail and residential areas if: (a) the office development has direct access to a major collector or arterial street, and non-residential traffic is directed away from the neighborhood, and (b) the office area is compatible with the neighborhood in terms of architecture and height, and is screened from the homes.
19. The City should investigate any opportunity to acquire parcels of property to provide additional off-site parking downtown.

Industrial Land Use

Map Interpretation

Additional industrial areas are designated on the Future Land Use Plan Maps.

Industrial Principles

The planning area should be available for diversified industrial uses, served by adequate transportation facilities and public utilities. The arrangement, size, and location of industrial areas is intended to provide sufficient area for expansion of individual operations, be conveniently sited to draw from a local and regional labor pool, and be located to minimize any negative impacts that might be generated (e.g., noise, smoke, dust, toxic spills, odor, etc.).

Industrial Policies

The following policies support the industrial land use recommendation of the Future Land Use Plan Maps:

1. Industrial development should be concentrated on land zoned for industrial use, promoting the proper mix of light to moderate industrial development.
2. Industrial areas should have reasonable and convenient access to major arterials as required.
3. Traffic arteries should serve as boundaries between industrial and other uses.
4. Storage, trash receptacles and other normal rear yard equipment should be screened or placed out of view of streets and highways.
5. Industrial areas should be designed to minimize aesthetic incompatibility with neighboring land uses. To this end, light industrial uses shall be zoned in tiers with Light Industrial along major arterial roads or in areas readily visible to the public. Moderate Industrial uses shall be placed behind the Light Industrial uses with Heavy uses located in interior areas that are well buffered and screened from public view.
6. Any research and development areas, including warehouse districts that would be constructed should include a high degree of visual amenities including screening, landscaping and signage.

Public Facilities, Utilities and Open Space

Map Interpretation

Parkland areas, recreation areas, public areas, semi-public areas and open space/floodplain areas are indicated on the Phased Future Land Use Plan Maps. In general, Open Space/Floodplain areas correspond to the limits of the 100-year floodplain as identified on Tonganoxie's and Leavenworth County's Flood Hazard Boundary Maps. These types of uses are allowed in all districts within the Planning area.

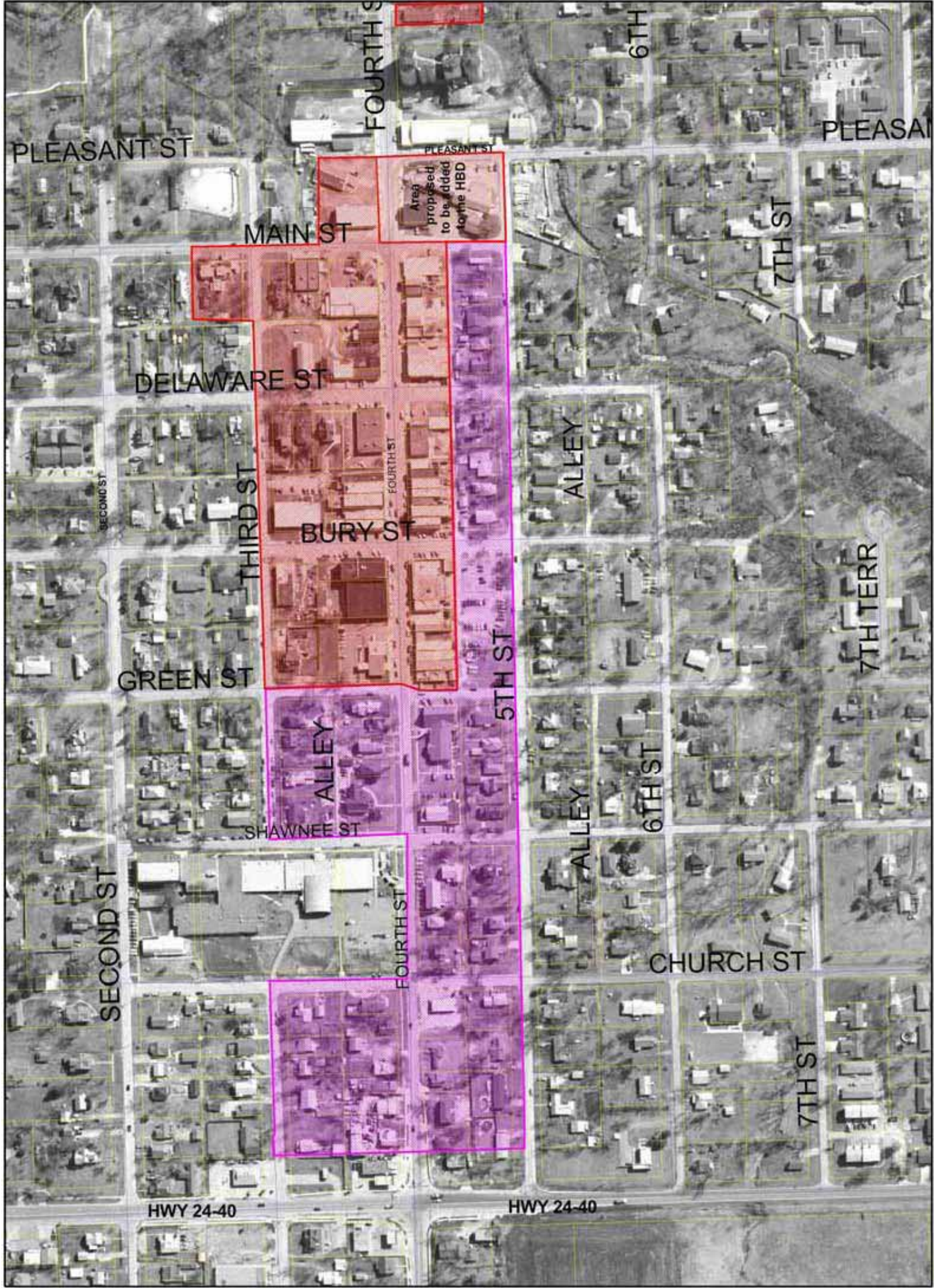
Public/Semi-Public and Open Space/Floodplain Principles

This land use category includes parks, schools, churches, and so forth. Public/Semi-Public uses should be located in convenient locations and on sites of sufficient area to ensure adequate service delivery. The preservation of open space in the planning area incorporates floodplain areas into Tonganoxie's overall land use pattern. Open space preserves land for recreational uses, provides a buffer between incompatible land uses, and provides green space belts.

Public/Semi-Public and Open Space/Floodplain Policies

The following policies support the public/semi-public and open space/floodplain recommendations of the Future Land Use Plan Maps:

1. The City should support the development and expansion of the various facilities serving the segment of persons over the age of 65 years.
2. To the extent possible, areas within the 100-year floodplain should be reserved as open space. Building within or in close proximity to the established floodplain is highly discouraged.
3. The City should develop parks consistent with neighborhood population growth. Linear parks and/or walkways shall be developed to connect parks and to provide neighborhood recreational activity. These may be located in areas such as the former railroad right-of-way, along creeks or drainage ways or in the floodplain. Small pocket parks may be developed alongside the linear park system where it is deemed feasible and desirable.
4. New development plans should establish buffer zones for natural green spaces (including stream corridors, wetlands, floodplains and their buffers).
5. Natural green spaces should remain visible and accessible to the public and should not be isolated or secluded behind development.



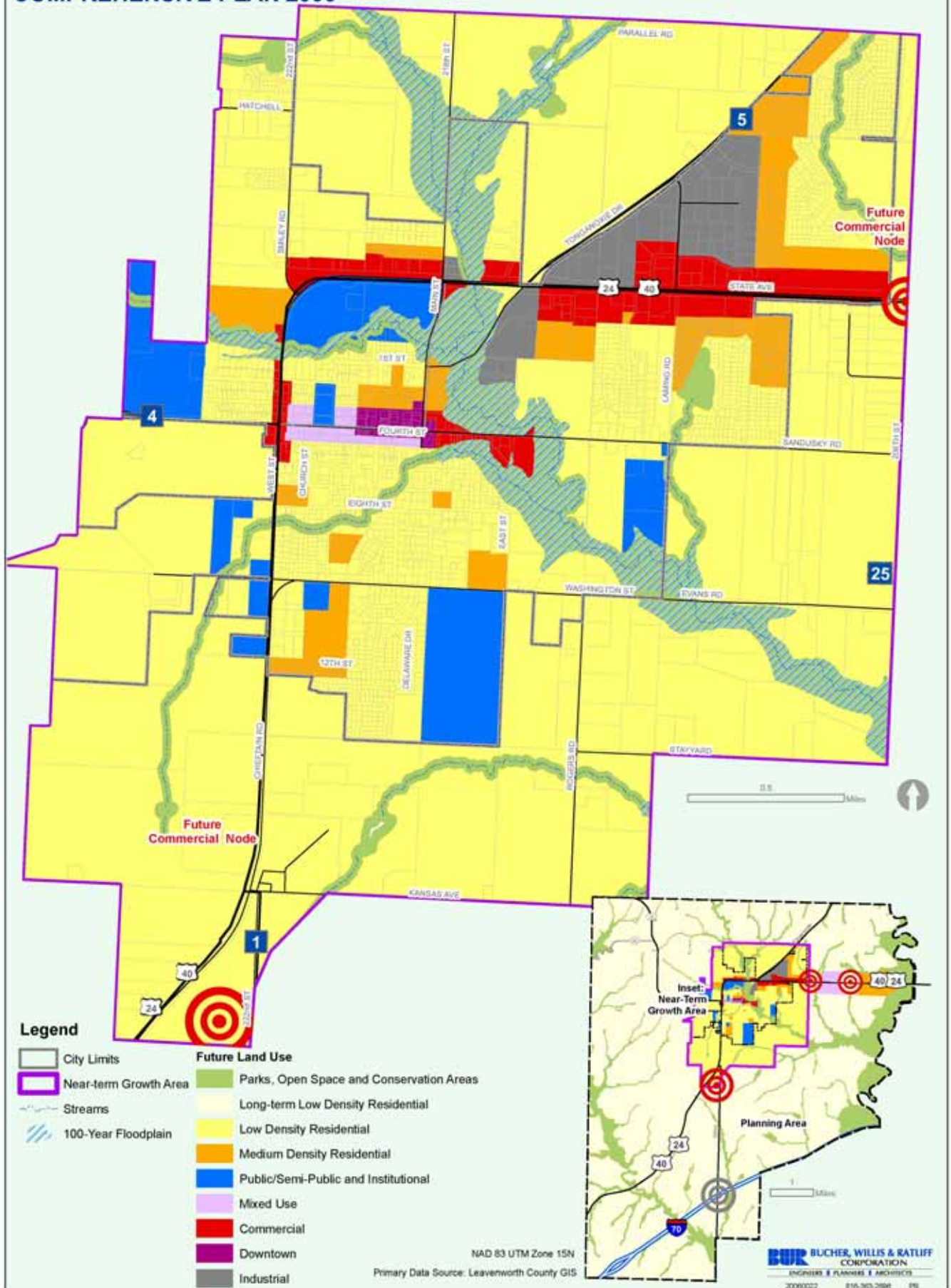
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COMPREHENSIVE PLAN 2006

Future Land Use in Near-Term Growth Area

May 2006



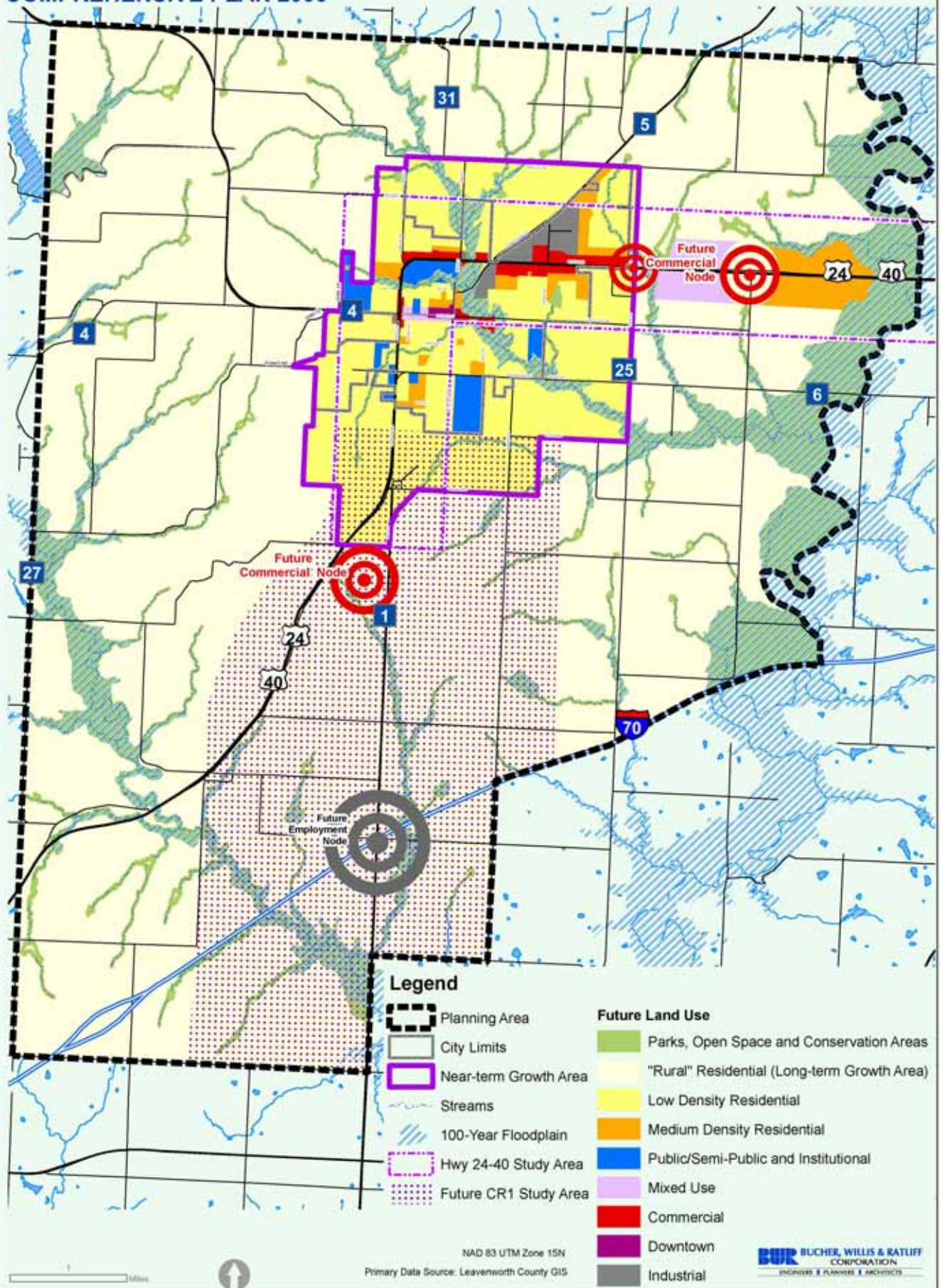
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Future Land Use in Planning Area

May 2006



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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Major Thoroughfare Plan

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Chapter 11 - MAJOR THOROUGHFARE PLAN

Introduction

The Major Thoroughfare Plan element of the Future Development Plan provides a framework for expanding Tonganoxie's major street system to support the proposed land uses in the planning area, both within the city and the unincorporated area surrounding the city. There are three primary goals of the major thoroughfare plan element:

- To promote the orderly development and use of land in Tonganoxie, both within an urban and a rural context.
- To facilitate the safe and efficient movement of people and commodities.
- To provide an interconnected street system grid integrated with the local, state, and national transportation systems.

Street Improvement and Relationship to Regulations

The Planning Commission should develop and utilize the Subdivision process to review proposed plats, particularly to assure that rights-of-way for proposed major streets are dedicated to the City as a part of the plat approval process.

Standard Street Classifications

Street classifications are based on the functions of a hierarchy of vehicle origin-destination movements. Movement from one section of the city to another is carried on arterials that are, ideally, uninterrupted corridors designed for the smooth flow of a large volume of traffic. Sub-section movement occurs on collector streets that connect residential areas with arterials and local traffic generators. The lowest level of the system, local streets, carries the traffic flow to abutting properties.

Tonganoxie's future street system is based on a road hierarchy that includes the following:

Arterial streets: The primary function of an arterial street is to move larger volumes of traffic from one place to another at moderate- to high-speeds, to provide continuous linkages between major traffic generators, and to serve as a transition roadway between collector streets and highways. Access to private property along an arterial should be controlled to avoid hazards and the interference of traffic flow due to ingress and egress traffic

movements. Access control can be achieved at differing levels through subdivision design, street design, and curb cut regulations.



Parkways: A parkway is a wide formally designed arterial street of distinguished character with a broad right-of-way (at least 20 feet additional for median), with an improved median that functions as linear open space, and with formal landscape effects. A parkway standard includes an increased right-of-way dimension to accommodate a median of variable width for landscaping effects, linear open space, special median treatments and public art elements, and for access management controls. The

required right-of-way must be based on the desired street cross-section which may vary in locations, but may be up to 160-feet or more in width. A parkway should also incorporate minimum 10-foot wide trails.

A future parkway corridor is identified on the eastern and southern sides of Tonganoxie in response to anticipated dynamic development expected to occur in this portion of the planning area in the future and the need to accommodate significant future regional transportation needs. The parkway is expected to provide a higher traffic volume roadway alternative for vehicular circulation between County Rt. 5 and County Rt. 1, with a connecting link between County Rt. 1 and US 24-40 Hwy. The parkway corridor requires additional right-of-way preservation and access management controls. In addition, trails should be incorporated along either side of the roadway with connections to future regional trails along Tonganoxie Creek and Stranger Creek..

Collector streets: Collector streets serve traffic desiring to travel between major arterials and local streets and are used mainly for traffic movement within residential, commercial and industrial areas. Collector routes provide the combined services of through traffic service or are developed to discourage any long distance of continuous through traffic.

Local streets: The primary function of local streets is to provide access to abutting property. A grid or modified grid network of interconnected local streets is the desired local street pattern in Tonganoxie. The local street network should have limited use of dead-end and cul-de-sac streets, resulting in a network that encourages walking, reduces the number of automobile trips, and conserves energy by reducing the length of automobile trips.

Major Thoroughfare Plan Map

The Major Thoroughfare Plan Map identifies the anticipated arterial and collector street network in the planning area. Future arterial and collector streets are identified in the Near Term Growth Area as designated on the Future Land Use Plan Maps. Future arterial and collector streets generally have not been determined for areas located beyond the city's Near Term Growth Area.

In addition to arterial and collector streets the Major Thoroughfare Plan Map identifies a future parkway corridor generally along the alignment of County Rt. 25 (206th Street) and the section line located 1-mile south of Kansas Avenue (aligned with Metro Avenue). Additional study

conducted by corridor plans is expected to provide more detail for the desired location and alignment of future arterial and collector streets in the planning area.

Right-Of-Way Standards

Table 11.1 recommends proposed right-of-way standards for the above street hierarchy in the urban area.

TABLE 11.1 - Future Street Right-of-Way Standards	
Street Classification	Minimum Width Right-of-Way (feet)
Arterial	100
Parkway	120-160*
Collector	80
Local	60

*Right-of-way to be determined with additional study.

Corridor Study Areas

The Major Thoroughfare Plan identifies the general areas for future transportation and land use corridor studies. Such studies should provide further detail related to issues such as access management, possible parallel collector/distributor street systems, and future arterial and collector street networks with linkages to major roadways. Corridor Study areas include:

US 24-40 Hwy Corridor Study: A Transportation Corridor Study in southern Leavenworth County along US Highway 24/40 from Honey Creek Road on the west to K-7 Highway is being coordinated by the Mid-America Regional Council over a one year period from 2006 to 2007. The study will focus on integrating current and future land use transportation demands along the corridor. The results of this Corridor Study should be integrated into the Comprehensive Plan.

County Rt. 1 Corridor Study: A future corridor study in partnership with Leavenworth County should be conducted to address issues such as future land use, infrastructure, access management, local street network, community facility needs, parks and open space, and development design guidelines.

Parkway Corridor Study: A parkway corridor study should be conducted to determine the alignment of the roadway, the desired street cross-section(s), access management, design standards, and land uses.

Major Street and Transportation Policies

The following policies support the major street element of the transportation network maps.

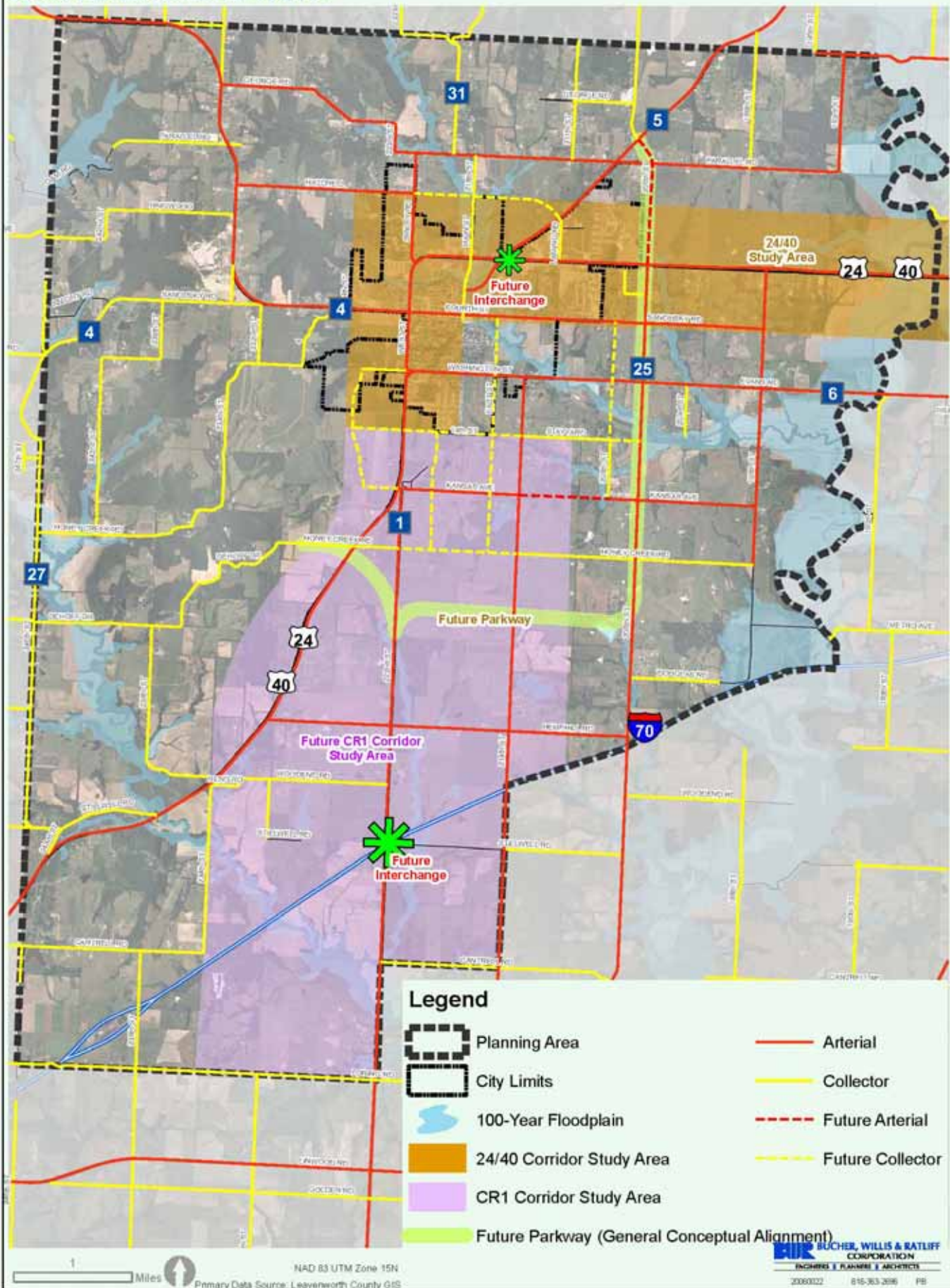
1. Establish and utilize appropriate roadway classification and design standards that are related to land use types, densities and vehicular traffic volumes in a way to reduce congestion.
2. Encourage improvements of major arterials leading into and out of the community. Improvements to these roads should be in place before major new development occurs that will significantly increase the use of these roads.
3. Direct access to arterial streets from business and industrial facilities should be limited through development of an internal street system and/or frontage road construction.
4. Develop a program to buffer existing residential uses from major traffic routes.
5. Promote the development of alternative transportation systems within Tonganoxie, specifically through the provision of pedestrian and bicycle paths.
6. Maintain streets and related improvements, e.g., street paving, intersections, and gutters and sidewalks in a way to prevent physical and aesthetic deterioration. The City should consider providing dedicated tax revenues to improve existing streets and sidewalks to balance parking and needs and physical improvements.
7. Plan for major streets in the undeveloped portions of the planning area that support the land use recommendations of Vision 2020. Ensure that new streets are planned in accordance with existing streets in the community.
8. The entry routes to the City should encourage unified street accessories (street lights, informational signs, etc.) to create a more orderly appearance and to assist motorists.
9. The street edge of properties abutting major entry routes into the City should be uncluttered and as maintenance free as possible.
10. The City should designate specific streets as bicycle routes.
11. The Major Thoroughfare Plan should be updated based on the recommendations of future Corridor Studies.



Major Thoroughfare Plan

May 2006

COMPREHENSIVE PLAN 2006



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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Community Facilities
Element

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Chapter 12 - COMMUNITY FACILITIES ELEMENT

Introduction

The community facilities element of the Future Development Plan consists of principles and policies for public facilities in Tonganoxie.

Parks and Recreation Land Use

Map Interpretation

Community facilities including parks and recreation development (proposed and existing) are shown on the Future Land Use Plan Maps.

Community Facilities Principles

Public facilities such as parks and recreation facilities should be located to take advantage of and protect significant natural areas in the planning area. They should also provide for a variety of outdoor and other activities.

Community Facilities Policies

The following policies support the recommendations of the Future Land Use Plan Maps:

1. Public facilities are intended to serve all members of the community and should be located where their accessibility to all residents of Tonganoxie is enhanced.
2. Public facilities, such as schools and churches, which are primarily oriented toward serving a neighborhood or particular area, may be located in residential areas provided that sufficient loading zones and off-street parking spaces are included to minimize the impact of vehicular traffic on the surrounding residences. Churches and other community facilities should be located where access is available from collector or arterial streets.

3. Civic organizations and service clubs with regular social meetings should be located on a site with sufficient on-site parking and adequate access. Shared parking should be incorporated for these uses when possible.
4. Public uses that are primarily industrial in nature (e.g., equipment storage yards and utility plants) should be located in industrial districts.
5. Public uses should be designed to be compatible with surrounding development in terms of scale, yard setbacks and usage of materials.
6. Public uses with open storage areas should be screened with either fences or appropriate landscaping.
7. All public and semi-public uses should have off-street parking lots of adequate size that are paved and buffered from any adjacent residential areas.
8. Update long-range plans and improvement programs to insure adequate supply and distribution of public utilities, particularly sanitary sewer and water systems. The City should adopt a Storm Water Drainage Master Plan.
9. Establish and maintain a policy of coordinating proposed land use plans with utility master plans thus maintaining opportunity for growth while minimizing consumer costs. To do so, the City will identify and establish a primary service area and a secondary service area for its utility extensions.
10. The city should develop plans for future city utility services within selected growth areas prior to development before acquisition of public land becomes too expensive.
11. Small parks or play lots should be located near the center of a neighborhood to serve the neighborhood population. Small pocket parks may be developed alongside the linear park system where it is deemed feasible and desirable. Linear parks and/or walkways shall be developed to connect parks and to provide neighborhood recreational activity. These may be located in areas such as the former railroad right-of-way, along creeks or drainage ways or in the floodplain.
12. A network of recreational pedestrian/bicycle pathways should be planned within the City connecting downtown, the schools, parks and other important landmarks.
13. Flood plains should be protected and maintained as open space preserves, greenways and parks, as these areas are subject to flooding, require expensive storm drainage systems, and are risky to develop. The City should increase grading requirements in the floodplain and consider alternative planning techniques such as transfer of development rights, acquisition of flood lands and conservation easements. Building within or in close proximity to the established floodplain is highly discouraged.
14. If public sewers are unavailable, individual septic systems should be prohibited from use in areas where there are unsuitable soil conditions.
15. All landscaped areas should be continually maintained and replaced if necessary by more appropriate or suitable materials.

16. Developers should be required to make a dedication of land or other like compensation for various park and recreation needs.
17. A visual buffer between arterial roads and building set back lines should be established to integrate new development with the character of the corridor and to retain open space. This buffer strip should be landscaped and maintained. This buffer would consist of landscaping material and/or screening.
18. The City should review the capacity of the current outdoor swimming pool to meet those recreational needs of its residents.
19. The City should consider the best way to provide access to golf courses for members of the community.

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COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Plan Implementation

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Chapter 13 - PLAN IMPLEMENTATION

Introduction

As a policy guide, Vision 2020 has no direct regulatory authority and thus relies on a variety of implementation tools to bring its recommendations to reality. The two most effective tools are the City's zoning ordinance and subdivision regulations. This chapter presents recommended changes to those documents as a means to implement the recommendations of Vision 2020. Specifically, this chapter suggests the following strategies:

- a) Adopt Vision 2020; Annual Update, December 2002;
- b) Amend the City's Zoning Regulations based on the recommendations of the Future Development Plan;
- c) Amend Subdivision Regulations to extend the City's powers of land use regulation into the extraterritorial area of unincorporated Leavenworth County to protect the City's Primary Growth Areas.

In terms of actual physical development, the recommendations of Vision 2020 will be implemented on an incremental basis as landowners and developers approach the City with development proposals and rezoning requests. These proposals and requests should be consistent with Vision 2020. The final section of this chapter discusses these long-term implementation activities.

Adopt Vision 2020

The first implementation task is to adopt Vision 2020 according to the requirements of K.S.A. 12-747. This task would involve the following subtasks:

- a) *Planning Commission Holds Public Hearing* - The Planning Commission holds a public hearing on the proposed, revised comprehensive plan. Notice of this hearing shall be published at least once in the official City newspaper, at least 20 days prior to the date of the hearing.
- b) *Planning Commission Adopts Plan* - After the public hearing, the Planning Commission may adopt the Plan (in whole or in part) by resolution. The adopting resolution shall identify specifically any written presentations, maps, charts or other materials made a part of Vision 2020.

- c) *Governing Body Approves Plan* - After adopting the Plan by resolution, the Planning Commission presents a certified copy of the Plan and a written summary of the public hearing to the Governing Body. According to state law, the comprehensive plan shall not be effective unless approved by the Governing Body in the manner set forth in K.S.A. 12-747.

Annual Review Process

After the Plan is approved by the Governing Body, state law further specifies that the Planning Commission shall annually review or reconsider the Plan and may propose amendments to it. Each year in October, the Mayor shall appoint a Task Force from the members of the Planning Commission. This Task force shall review Vision 2020 and submit any proposed amendments to the Plan at a public meeting in December. Revisions to Vision 2020 shall be submitted to the Governing Body for adoption at their first meeting in January.

Amend Zoning Regulations Based on Plan Recommendations

Zoning provides one of the principal means of implementing the comprehensive plan. To implement the policies and recommendations of Vision 2020, some amendment of the City's Zoning Regulations are necessary. The City should consider adding several new residential or mixed residential/commercial districts. The City should also consider the use of "Planned" districts. These districts will be formulated during the upcoming review and revision of the Zoning and Subdivision Regulations.

There are other amendments to the Zoning Ordinance that the City should consider to implement some of the proposed policies contained in this Plan. First, the City might consider raising the minimum elevation for buildings in the floodplain from one (1) foot above the base flood level to two (2) feet above such level. This will give potential homeowners an extra measure of protection from flooding. Of course, the best policy is to allow no development at all within the flood plain area. The City might also investigate the use of grant money to purchase easements in this part of the community to preserve open space. Finally, the City should add a provision to its regulations that allows the Planning Commission and Governing Body to designate specific uses for each parcel. Instead of "Open" zoning, where all permitted uses would be allowed, in some instances "Planned" zoning would allow only those specific activities which would be compatible with the existing land uses in the neighborhood.

K.S.A. 12-757 states that a proposal to amend the Zoning Regulations may be initiated by the Governing Body or the Planning Commission. It is recommended that the Planning Commission draft the proposed amendments described in this section, hold a public hearing as required by law, and submit its recommendation regarding the amendments to the Governing Body for adoption.

Review Subdivision Regulations

The City needs to review its Subdivision Regulations in order to implement the policies contained in Vision 2020. The principal impact will be to make sure that the required rights-of-way are consistent with the Plan. In addition, the City may wish to consider requiring developers in new areas to plant shade trees in public spaces as well as on private property.

Adopt Land Use Regulations to Protect Primary Growth Areas

Vision 2020 identifies a number of areas outside the City's boundaries where development should be encouraged (see the Future Land Use Plan Maps). The City should extend its powers of land use control to that area indicated by the Plan to be within the City's potential lands for future growth. To maintain the development potential of these areas, the City should ensure that large-lot, rural density housing served by septic tanks, be discouraged immediately adjacent to the city. If the surrounding lands are allowed to develop at rural densities served by on-lot septic tanks, future sewer extensions may become economically infeasible. By spreading the cost of sewer extensions among relatively few units, the per lot cost would be too high for existing homeowners to absorb. Thus, rather than develop at urban densities served by a municipal sewer system, the area would continue to develop as scattered, large-lot homes, and the physical expansion of Tonganoxie could be restricted.

Thus there is a method available to the City to control growth outside of a city's boundaries. The Kansas Statutes provide that the City can force the formation of a joint subdivision committee with Leavenworth County. The Committee would adopt a separate set of subdivision regulations that would in effect extend City subdivision improvement and design standards into the unincorporated area around Tonganoxie. This approach would be a method to insure that residential development in Tonganoxie's extraterritorial area is built according to city standards.

In addition, of course Tonganoxie may wish to undertake annexations of adjacent property, either with or without the consent of the property owner. Such growth needs to be consistent with the capacity of city utilities to serve additional lands.

Long-Term Implementation Issues

The City should strive to coordinate its responses to development proposals with Vision 2020. Over the long-term, this method is the surest approach to assure consistency with the policies adopted by the Planning Commission and the City Council. There are at least three strategies to accomplish this objective. They involve:

- a) Implementation of Land Use Recommendations
- b) Implementation of Major Street Recommendations
- c) Implementation of Community Facilities Recommendations

Implementation of Land Use Recommendations

In general, the land use recommendations of Vision 2020 will be implemented through the incremental process of rezoning specific tracts of land. It is expected that, over time, most rezonings will be requested by landowners, and that the Planning Commission's primary responsibility will be to recommend to the City Council whether those rezonings are warranted. To implement Vision 2020, the Planning Commission should assess rezoning requests according to the criteria presently contained in the Zoning Regulations. Those regulations fully comply with state statutes and court cases. One of the criteria for approval or denial of a development request concerns conformance with Vision 2020. If a rezoning request is inconsistent with the goals, recommendations, or policies of Vision 2020, then the burden should be on the applicant to demonstrate to the Planning Commission why Vision 2020 should be changed or its recommendations not followed.

Implementation of Major Street Recommendations

The major street element of Vision 2020 may be implemented through administration of Tonganoxie's Subdivision Regulations, which could extend into the extraterritorial jurisdiction of Leavenworth County. For example, as a condition of final plat approval, the City may request the dedication of any required street rights-of-way.

Implementation of Community Facilities Recommendations

The community facilities element of Vision 2020 recommends additional public facilities. The City should consider the placement of these proposals in a Capital Improvements Plan. This is a separate document from Vision 2020. The Plan contains a detailed list of both new capital improvement facilities and maintenance projects on existing uses. The Planning Commission would review the Capital Improvements Plan and provide input about its contents.

COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Implementation
Strategies

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APPENDIX A: IMPLEMENTATION STRATEGIES

Specific Strategies for implementing goals as required by the
KS Department of Commerce and Housing
Community Capacity Builders Grant.

Note: It is understood that the appropriate members of the City Staff will be integrally involved in all aspects of Strategy Implementation. Staff members shall be any one or all of the following: Administrator, City Clerk, Planner, Superintendent, Engineer, Codes Inspector, Codes Enforcement Officer, Chief of Police, Fire Chief, Attorney

ENVIRONMENTAL PRESERVATION GOALS

Goal: Encourage the conservation and protection of natural resources and open spaces within Tonganoxie and the Planning area, while providing for a growing and changing area.

Objective 1 Identify and restrict areas that pose a public health risk.

Strategy 1.a Continued implementation of the Floodplain Management Plan and the Stormwater Detention Plan.

Timeline: Ongoing

Responsible Parties: Planning Commission, Governing Body

Strategy 1.b Protect the ambient air as well as ground and surface waters by restricting all uses that may contaminate these resources either through limiting, banning or mitigating their use within the City and the Planning Area.

Timeline: 2003

Responsible Parties: Planning Commission, Governing Body

Strategy 1.c Require all uses that discharge potentially noxious contaminants into the air, soil or water to obtain a Special Use Permit. Such permit shall define the conditions under which these uses may operate within the City and Planning Area.

Timeline: 2003

Responsible Parties: Planning Commission, Governing Body

Strategy 1.d Identify all sites within the City and the Planning Area that pose a possibility of environmental contamination.

Timeline: 2004

Responsible Parties: City Staff

Strategy 1.e Work with owners of identified sites to create and implement mitigation and/or clean-up strategies.

Timeline: 2006

Responsible Parties: Property Owners, Civic Club, Mirror

Strategy 1.f Revise regulations to establish zoning strategies to strictly regulate uses within the City that may cause a risk to the public health and welfare.

Timeline: 2003

Responsible Parties: Planning Commission, Governing Body

Objective 2 Protect all areas with significant topographic features.

Strategy 2.a Identify areas to protect, including, but are not limited to, flood hazard areas, wetlands, prairie grasslands, ponds and drainage ways, and areas containing steep slopes with soils unsuitable for development.

Timeline: 2004

Responsible Parties: City Staff

Strategy 2.b Create a land use map identifying all areas that should be protected from development. Locations shall be rated according to the level of protection required.

Timeline: 2005

Responsible Parties: City Staff

Strategy 2.c Continue to limit or restrict development in areas highly susceptible to irreparable damage.

Timeline: Ongoing

Responsible Parties: Planning Commission, Site Review Board

Objective 3 Preserve and protect areas of quality natural vegetation including the protection of existing trees in undeveloped areas.

Strategy 3.a Identify areas with quality natural vegetation that should be protected within the City and Planning Area.

Timeline: 2004

Responsible Parties: City Staff

Objective 4 Protect important existing hydrologic features such as the 100-year flood plain to restrict growth that harms the environment.

Strategy 4.a Review all development plans using the Stormwater Detention Plan.

Timeline: Ongoing

Responsible Parties: City Staff

Strategy 4.b Create Comprehensive Stormwater Management Plan for City.

Timeline: 5-10 years

Responsible Parties: City Staff

Strategy 4.c Review and revise Floodplain Plan every five years.

Timeline: Next review 2005

Responsible Parties: City Staff

Objective 5 Promote the planting of new trees throughout the community in areas that do not interfere with traffic safety.

Strategy 5.a Identify areas where street trees are feasible.

Timeline: 2004

Responsible Parties: Tree Board

Strategy 5.b Revisions to Subdivision regulations concerning street trees in all future development.

Timeline: 2003

Responsible Parties: City Staff, Tree Board

Strategy 5.c Identify and initiate planting of trees on all publicly owned spaces.

Timeline: Ongoing

Responsible Parties: Tree Board, Civic Club

PARKS & OPEN SPACE GOALS

Goal: Preserve natural areas, floodplains, forested areas, meadows and other important environmental features as parks and open space resources.

Objective 1 Maintain and expand the local park system to serve all sections of the community.

Strategy 1.a Continue to maintain a minimum of 1 acre of municipal parks per 250 residents as recommended by the national Recreation and Parks Association.

Timeline: Ongoing

Responsible Parties: Planning Commission, Recreation Commission

Strategy 1.b Maintain a minimum of 1 acre of community parks for every 500 residents as recommended by the national Recreation and Parks Association.

Timeline: Ongoing

Responsible Parties: Planning Commission, Recreation Commission

Strategy 1.c Maintain and strive to improve the current level of maintenance of all City owned parks.

Timeline: Ongoing

Responsible Parties: City Staff, Recreation Commission

Objective 2 Support the Recreation Commission and their efforts to increase resources available for recreational areas.

Strategy 2.a City to continue the current policy of sharing services and equipment to help create and maintain park space owned by the Recreation Commission.

Timeline: Ongoing

Responsible Parties: City Staff, Recreation Commission, Civic Club

Strategy 2.b Include the Recreation Commission in all discussions, identification and designation of areas to be used for future open space and parks for the Planning Area.

Timeline: Ongoing

Responsible Parties: Planning Commission, Recreation Commission, County Planner, County Planning Commission

Strategy 2.c Seek input from the Recreation Commission in upgrading of all existing parks within the City.

Timeline: Set up annual review in November, 2003

Responsible Parties: Planning Commission, Recreation Commission

Objective 3 Continue to upgrade existing recreational areas within the City.

Strategy 3.a Establish a method for all new development to contribute to or help provide for public open space and/or parks.

Timeline: 2003

Responsible Parties: Planning Commission, Recreation Commission, County Planner, County Planning Commission

Strategy 3.b Establish a yearly ‘brainstorming’ session between all entities involved with parks in the Planning Area to share information and formulate strategies for maintaining and upgrading the existing park system.

Timeline: First session March 2003.

Responsible Parties: Planning Commission, Recreation Commission, Civic Club, City Staff, County Planner, County Planning Commission

Objective 4 Provide new recreational areas and sports fields as the need arises for use by City residents.

Strategy 4.a Create a future strategy for development of facilities to meet the recommended needs as stated by the National Recreation and Parks Association. Strategy should be based on projected future growth.

Timeline: 2005

Responsible Parties: Planning Commission, Recreation Commission

Objective 5 Promote and encourage new recreational facilities and programs that respond to the special needs and desires of Tonganoxie residents.

Strategy 5.a Determine the number and type of ‘special needs’ recipients in the planning area.

Timeline: 2007

Responsible Parties: Council on Aging, Board of Education, Planning Commission

Strategy 5.b Work with local agencies to formulate a plan for fulfilling those needs when possible and within a reasonable area.

Timeline: 2008

Responsible Parties: Council on Aging, Board of Education, Planning Commission

Objective 6 Study the feasibility of enlarging or rehabilitating the outdoor pool and/or

building a new indoor swimming pool.

Strategy 6.a Form a task force for the expansion of the current pool facilities and the park area.

Timeline: 2007

Responsible Parties: Recreation Commission, Planning Commission, Civic Club

Strategy 6.b Form a task force to study the development of a golf course within the planning area.

Timeline: 2007

Responsible Parties: Planning Commission, Recreation Commission, Civic Club

Strategy 6.c Establish a plan for implementing and financing such improvements.

Timeline: 2006

Responsible Parties: Planning Commission, Recreation Commission, Civic Club

Objective 7 Ensure that adequate recreational facilities are provided which serve major new residential development of all types.

Strategy 7.a Work with developers in the establishment of small pocket parks or linear connection to existing parks in all new residential developments and in commercially zoned districts.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 7.b Work with the Recreation Commission to initiate a program establishing an interconnecting network of combination walkway/bikeways that connect all community parks and where possible the neighborhood parks in the City.

Timeline: 2004

Responsible Parties: Planning Commission, Recreation Commission, Civic Club

Objective 8 Strive to achieve a standard of 12 acres per 1,000 population regarding the type and quantity of park and open space land to be provided within Tonganoxie.

Strategy 8.a Amend the subdivision regulations to allow for accumulation of monies or land to meet this minimum as growth occurs.

Timeline: 2005

Responsible Parties: Planning Commission, Governing Body

Strategy 8.b Establish a joint task force with Leavenworth County to formulate methods by which all development within the Planning Area may contribute to park development.

Timeline: 2007

Responsible Parties: Formation of joint City/County Park & Recreation Board

Objective 9 Plan for new park and open space sites within growth areas prior to development before acquisition becomes too expensive.

Strategy 9.a Identify likely sites within the planning area to establish future parks to accommodate growth.

Timeline: 2004

Responsible Parties: Planning Commission, Recreation Commission

Strategy 9.b Locate possible future sites on a long-range park acquisition map.

Timeline: 2006

Responsible Parties: City Staff

Objective 10 Study the feasibility of a system of jogging trails and bike paths within the city limits.

Strategy 10.a Initiate a plan to develop linear parks and/or joint bikeways and walkways to connect existing and future parks and to provide neighborhood recreational activity. These may be located in areas such as the former railroad right-of-way, along creeks or drainage ways or in the floodplain.

Timeline: 2004

Responsible Parties: Planning Commission, Recreation Commission, Civic Club

Strategy 10.b Small pocket parks may be developed alongside the linear park system where it is deemed feasible and desirable.

Timeline: 2006

Responsible Parties: Planning Commission, Recreation Commission, Civic Club

Objective 11 Encourage private developers to make contributions to the City's recreation system or provide recreation facilities for the residents of new subdivisions.

Strategy 11.a Staff to gather information concerning methods of acquisition used by other similar cities in the Midwest.

Timeline: 2005

Responsible Parties: City Staff

Strategy 11.b Set-up a developer's forum for input and discussion concerning contributions toward City parks and services.

Timeline: 2003

Responsible Parties: Area Developers, Planning Commission, Recreation Commission

Objective 12 Limit any public acquisition efforts to selected sites that have important recreational potential.

Strategy 12.a Compare all proposed recreational, park or open space sites to the established map for that purpose and limit acquisition to those areas. Special exception may be made only by the Governing Body.

Timeline: 2007

Responsible Parties: Recreation Commission, Planning Commission, Governing Body

Objective 13 Encourage the retention of appropriate amounts of open space areas and environmental features throughout the City.

Strategy 13.a Create a land use map identifying all areas that should be protected from development. Locations shall be rated according to the level of protection required.

Timeline: 2005

Responsible Parties: City Staff

BUILT ENVIRONMENT GOALS

Goal: To encourage and manage development within the planning area that will provide for the optimum in public health, safety, quality of life, and individual opportunities for all residents.

Objective 1 Ensure that new development is built using appropriate site design standards consistent with its particular use and location.

Strategy 1.a Continue using the Site Review Board and the established Design Standards to review all proposed development for the City.

Timeline: Ongoing

Responsible Parties: Site Review Board

Objective 2 Promote a balanced housing mix within the community.

Strategy 2.a Develop specialized overlay zoning for infill development and large lot development within the City.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 2.b Devise an incentive program for developers to employ residential planned unit development strategies to mix housing sizes and types within neighborhoods to perpetuate the small town design qualities of Tonganoxie.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 3 Promote intergovernmental cooperation between the City and Leavenworth County regarding issues of future development.

Strategy 3.a Work with the County to establish a policy for the City to have significant input into planning issues involving its planning area.

Timeline: 2003

Responsible Parties: Planning Commission, County Planner, County Planning Commission

Objective 4 Promote, preserve and improve the historical and institutional resources of the community.

Strategy 4.a Establish a formal listing of significant structures and sites that have been figurative in the development of Tonganoxie.

Timeline: 2003

Responsible Parties: Historic Society

Strategy 4.b Nominate qualified structures and sites in Tonganoxie for registry with the State Historical Society and the National Trust for Historic Preservation.

Timeline: 2003

Responsible Parties: Historic Society, General Public

Strategy 4.c Define and establish 'environs' areas near historic structures and sites to protect them from incompatible development.

Timeline: 2005
Responsible Parties: Historic Society

Strategy 4.d Encourage the adaptive reuse of existing structures for housing and other needs.

Timeline: Ongoing
Responsible Parties: Planning Commission, Historic Society

Objective 5 Provide incentives for future growth and development into areas adjacent to existing developed neighborhoods by encouraging new structures that can be easily served by public infrastructure and facilities.

Strategy 5.a Formulate annexation incentive plan for areas designated on the Service Area Maps.

Timeline: 2003
Responsible Parties: Planning Commission, Governing Body

Strategy 5.b Update the Service Area Maps on a yearly basis or as service lines are extended.

Timeline: 2004
Responsible Parties: City Staff

Objective 6 Extend City subdivision controls in cooperation with Leavenworth County for up to three miles outside the City boundaries if conditions warrant their extension.

Strategy 6.a Work with the County to establish a policy for the City to have significant input into planning issues involving its planning area.

Timeline: 2003
Responsible Parties: City and County Planning Commissions

Objective 7 Maintain the quality of existing neighborhoods and land use areas within the community.

Strategy 7.a Encourage the adaptive reuse of existing structures for housing and other needs.

Timeline: Ongoing
Responsible Parties: Historic Society, Planning Commission

Strategy 7.b Initiate zoning regulation changes that encourage the use of development techniques and elements that perpetuate the small town image such as sidewalks, short blocks, varying lot sizes, landscaping, minimal setbacks, etc.

Timeline: 2003
Responsible Parties: Planning Commission

RESIDENTIAL AREA GOALS

Goal: Promote a mix of housing types and residential densities that provide housing opportunities for various socioeconomic groups within Tonganoxie.

Objective 1 Promote approaches to land development that will achieve high quality new residential environments.

Strategy 1.a Create a residential district for large lot development for use in areas that would be difficult to develop because of physical features.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 1.b Provide zoning regulations that included several different types of residential options.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 1.c Staff to arrange yearly workshops for the Planning Commission and the Governing Body to explore various concepts in planning.

Timeline: First workshop to be held in April 2003

Responsible Parties: Staff

Objective 2 Identify appropriate locations for quality new multi-family residential development within future growth areas to appeal to diverse housing markets in Tonganoxie.

Strategy 2.a Identify areas on the future land use map with adequate access for multifamily development.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 2.b Revise subdivision regulations to require that all new multifamily development be connected to the walkway/bikeway system.

Timeline: 2006

Responsible Parties: Planning Commission, Recreation Commission

Objective 3 Encourage housing development that protects existing environmental features.

Strategy 3.a Create a residential district for large lot development for use in areas that would be difficult to develop because of physical features.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 3.b Create a cluster development zoning district with minimum open space requirements.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 4 Promote the development of new residential areas that target both affordable and move-up housing markets.

Strategy 4.a Monitor current incomplete phased developments within the City.

Timeline: Ongoing

Responsible Parties: Staff

Strategy 4.b Create a vacancy list of favorable development locations within the City and the Service Area.

Timeline: 2005

Responsible Parties: Local realtors, Chamber of Commerce

Objective 5 Ensure that new housing development can be served by public services at the least cost.

Strategy 5.a Create a vacancy list of favorable development locations within the City and the Service Area.

Timeline: 2005

Responsible Parties: Local realtors, Chamber of Commerce, LAD

Objective 6 Maintain the aesthetic viability and quality of existing residential neighborhoods.

Strategy 6.a Develop specialized overlay zoning for infill development within the City.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 6.b Use the site review process to regulate buffering of adjacent uses.

Timeline: Ongoing

Responsible Parties: Site Review Board

Strategy 6.c Inspect all new development plans for transition use patterns to protect residential areas from higher intensity uses.

Timeline: Ongoing

Responsible Parties: Planning Commission

Objective 7 Promote the existing neighborhood revitalization program through additional publicity.

Strategy 7.a Continue offering the Neighborhood Revitalization Plan as an incentive to rehabilitation of older homes in town.

Timeline: Ongoing

Responsible Parties: Chamber of Commerce, Planning Commission, Mirror

Strategy 7.b Maintain a good relationship with the official newspaper for the City to easily disseminate information to the public.

Timeline: Ongoing

Responsible Parties: Mirror, Journal World, Leavenworth Times, KC Star

Strategy 7.c Notify the official newspaper of all official meetings of the Planning Commission and Site Review Board, supplying agendas and information on issues to be addressed.

Timeline: As needed

Responsible Parties: Mirror

Objective 8 Protect residential areas from incompatible land uses that may create adverse impacts in part by requiring the proper maintenance of property.

Strategy 8.a Governing Body to adopt an updated city code that addresses life and safety issues as well as safe building practices.

Timeline: 2003

Responsible Parties: Governing Body

Strategy 8.b City to support a codes inspector and codes enforcement officer to assure compliance with building, life and safety codes as well as planning regulations.

Timeline: Ongoing

Responsible Parties: Governing Body

Strategy 8.c Update current zoning and subdivision regulations to reflect goals of the Comprehensive Plan.

Timeline: 2003

Responsible Parties: Planning Commission, Governing Body

Objective 9 Preserve and protect existing housing through efficient code enforcement and preventive maintenance to prevent the negative impact of poorly maintained property upon the viability of neighborhoods.

Strategy 9.a Adopt an updated city code that addresses life and safety issues as well as safe building practices.

Timeline: 2003

Responsible Parties: Governing Body

Strategy 9.b City to support a codes inspector and codes enforcement officer to assure compliance with zoning and subdivision regulations and building codes.

Timeline: Ongoing

Responsible Parties: Governing Body

Objective 10 Promote adequate screening and buffering between residential areas and adjacent commercial and industrial development, including parking and service areas.

Strategy 10.a Amend zoning and subdivision regulations to require a visual buffer between residential uses and arterial roads.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 11 Provide for the housing needs of the elderly and the disabled.

Strategy 11.a Create a zoning district for Elderly and/or Disabled Housing.

Timeline: 2003

Responsible Parties: Planning Commission

COMMERCIAL & OFFICE DEVELOPMENT GOALS

Goal: Maintain and expand the range of retail and commercial service activities available within the City.

Objective 1 Promote new office, retail and commercial development in selected locations within the existing city boundaries to serve existing neighborhoods.

Strategy 1.a Create a database of currently available sites for commercial development. Make this list available to the Chamber of Commerce, Leavenworth Area Development, and place it on our website.

Timeline: 2004

Responsible Parties: Chamber of Commerce, Local realtors

Objective 2 Identify appropriate locations for new retail and commercial service development within future growth areas.

Strategy 2.a Create a Commercial/Industrial development map.

Timeline: 2005

Responsible Parties: Local realtors, Chamber of Commerce

Objective 3 Promote site design that will achieve high quality in new commercial areas.

Strategy 3.a Continue enforcing the site review regulations on all new development.

Timeline: Ongoing

Responsible Parties: Site Review Board

Strategy 3.b Consider the visual character of proposed development with an emphasis on the use of building designs that provide a visual connection with surrounding development.

Timeline: Ongoing

Responsible Parties: Site Review Board

Objective 4 Minimize any impact of commercial activities on neighboring land use areas, particularly residential areas.

Strategy 4.a Use the site review process to regulate buffering of adjacent uses.

Timeline: Ongoing

Responsible Parties: Site Review Board

Strategy 4.b Locate high intensity uses on or adjacent to arterial streets.

Timeline: Ongoing

Responsible Parties: Planning Commission

Objective 5 Promote the use of high-quality signage within and around commercial areas.

Strategy 5.a Revise zoning regulations concerning signage in the City.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 6 Encourage safe and convenient pedestrian access to shopping and service areas within the community.

Strategy 6.a All new commercial developments shall incorporate sidewalks that connect both within and without the area.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 7 Preserve and strengthen the historic downtown area as a special area within the community.

Strategy 7.a Have the downtown area declared a city historic district.

Timeline: 2005

Responsible Parties: Historic Society

Strategy 7.b Continue to promote the use of the CDBG Revolving Loan program for use in rehabilitating building facades in the downtown area.

Timeline: Ongoing through duration of program.

Responsible Parties: KDOC&H/CDBG Revolving Loan Program

Strategy 7.c Establish a Downtown Owners Organization to promote and strengthen the downtown district.

Timeline: 2004

Responsible Parties: Downtown Property Owners

Strategy 7.d Publicize the Revitalization Program and its incentives for rehabilitation of downtown buildings.

Timeline: Ongoing

Responsible Parties: Chamber of Commerce, Civic Club, Mirror

INDUSTRIAL DEVELOPMENT

Goal: Continue to encourage business and industrial development as an important source of revenue and employment for the community.

Objective 1 Ensure that all new business and industrial development is concentrated in areas of similar or compatible use.

Strategy 1.a Revise zoning and subdivision regulations to reflect the new Comprehensive Plan goals.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 1.b Revise zoning regulations to require screening of storage and accessory structures and uses out of view from collector or arterial streets.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 1.c Revise zoning regulations to define a hierarchy of aesthetic considerations, the more visible the site, the more screening and restrictive the visual and landscaping requirements.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 2 Ensure that new industrial development is located in areas where adequate public services, facilities and infrastructure can be provided in an efficient manner.

Strategy 2.a Require all future industrial development to be located in areas that have convenient access to designated arterial streets.

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 2.b Restrict the development of residential uses near industrial uses.

Timeline: Ongoing

Responsible Parties: Planning Commission

Objective 3 Minimize the impact of industrial activities, including traffic, on neighboring land-uses, avoiding environmental hazards.

Strategy 3.a Locate high intensity uses on or adjacent to arterial roads.

Timeline: Ongoing

Responsible Parties: Planning Commission

TRANSPORTATION GOALS

Goal: Provide for the safe movement of automobiles, trucks, service vehicles, and hazardous materials within the community in a manner that does not adversely affect nearby land-uses.

Objective 1 Ensure the decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.

Strategy 1.a Establish a policy defining development's contribution responsibilities toward new roads and streets.

Timeline: 2004

Responsible Parties: Local developers, Planning Commission

Strategy 1.b All new development along Highway 24-40 shall provide for alternate access or connection to an alternate circulation route.

Timeline: Ongoing

Responsible Parties: Planning Commission

Objective 2 Protect arterial and collector streets from encroachment resulting from improper access to adjacent land uses.

Strategy 2.a Revise subdivision regulations, limiting access and/or curb cuts to collector and arterial streets.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 3 Design a road network system within developing areas to acquire sufficient rights-of-way.

Strategy 3.a Create a map that classifies all current streets within the City.

Timeline: 2005

Responsible Parties: City Staff

Strategy 3.b Create a map that classifies all current roads within the Planning Area.

Timeline: 2005

Responsible Parties: City Staff

Strategy 3.c Create overlays for the above maps to project road/street development over the next 20 years.

Timeline: 2005

Responsible Parties: City Staff

Objective 4 Ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers.

Strategy 4.a Require alternate access routes for all development along Highway 24-40

Timeline: 2003

Responsible Parties: Planning Commission

Objective 5 Minimize through traffic within residential neighborhoods.

Strategy 5.a Revise subdivision regulations to define minimum street standards in new subdivisions

Timeline: 2003

Responsible Parties: Planning Commission

Strategy 5.b Revise subdivision regulations to encourage traffic deterrent designing--such as curves, loops and offsets or limited access points--and discourage the use of cul-de-sac or dead-end streets.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 6 Ensure the provision of adequate off-street parking facilities for all types of land uses by encouraging these uses to keep as much of the parking as possible off the street in residential areas.

Strategy 6.a Revise regulations to require adequate off-street parking for all uses.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 7 Provide for safe and convenient bicycle movement within the City and its planning area.

Strategy 7.a Create a combination bikeway/walkway network connecting parks and commercial areas of the city.

Timeline: 2004

Responsible Parties: Planning Commission, Recreation Commission

Strategy 7.b Designate specific routes within the city as bikeways.

Timeline: 2005

Responsible Parties: City Staff

Strategy 7.c Revise regulations concerning all new accessways to include accommodation for bicycles.

Timeline: 2003

Responsible Parties: Planning Commission, Recreation Commission

Objective 8 Maintain policies that protect pedestrian movement throughout the City.

Strategy 8.a Create a capital improvement plan for constructing, improving or replacing sidewalks within the City.

Timeline: 2005

Responsible Parties: City Staff

Strategy 8.b Revise regulations to require walkways along all new streets within the City.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 9 Promote the repair of existing curbs and sidewalks and the construction of curbs and sidewalks where they do not currently exist.

Strategy 9.a Create a plan for constructing, improving or replacing sidewalks within the city.

Timeline: 2005

Responsible Parties: City Staff

COMMUNITY FACILITIES & SERVICES GOALS

Goal: To provide a high level of governmental and civic services and facilities to sustain and enhance the quality of life within Tonganoxie and the Planning Area.

Objective 1 Ensure that all improved properties connect to public sewer and public water systems, in all locations where either or both systems are available.

Strategy 1.c All new construction within the City limits shall be connected to the municipal waste disposal systems. Exceptions only upon recommendation and approval of the City Engineer.

Timeline: Ongoing

Responsible Parties: City Staff

Objective 2 Utilize the provision of public services as a technique for encouraging future land development patterns that promote efficiency.

Strategy 2.a Refer to Service Area Maps when considering annexations and extension of services..

Timeline: Ongoing

Responsible Parties: City Staff

Strategy 2.b Formulate annexation incentive plan.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 3 Maintain, improve and expand existing infrastructure systems to preserve and upgrade the economic value of neighborhoods and development.

Strategy 3.a Begin expansion and upgrading of the Municipal Wastewater system.

Timeline: 2003

Responsible Parties: Governing Body

Strategy 3.b Begin construction of proposed new wells and/or additional water supply and water treatment system.

Timeline: 2003

Responsible Parties: Governing Body

Objective 4 Maintain relationships with all utility providers for the City to coordinate future expansion and improvements to the City.

Strategy 4.a Initiate a yearly utility providers meeting to discuss future expansion and needs.

Timeline: 2003

Responsible Parties: Utility providers, City Staff

Objective 5 Ensure that all public sites and buildings are kept attractive and maintained.

Strategy 5.a Establish two city-wide clean-up days for all publicly-owned parks and open space areas to foster public involvement and ‘ownership’ of public facilities. Combine dates with event such as city-wide barbecue.

Timeline: Spring and Autumn beginning in 2003

Responsible Parties: Recreation Commission, Civic Club, Chamber of Commerce, Tree Board

Strategy 5.b Establish a maintenance checklist and schedule for all city-owned sites and structures.

Timeline: 2003

Responsible Parties: City Staff

Strategy 5.c Initiate an open, juried competition process for design solutions when constructing or renovating any municipal structure.

Timeline: 2004

Responsible Parties: Governing Body

Strategy 5.d Formulate a list of low maintenance, native plants and other materials to be used in public parks and open spaces.

Timeline: 2003

Responsible Parties: Tree Board, Recreation Commission, Master Gardeners

Strategy 5.e Revise zoning regulations to remove public uses from districts where they would be an intrusive presence and place them in districts where they would fit better, such as industrial or commercial districts.

Timeline: 2003

Responsible Parties: Planning Commission

Objective 6 Promote a system of community recycling.

Strategy 6.a Support and promote recycling activities in the community.

Timeline: Ongoing

Responsible Parties: Chamber of Commerce

Strategy 6.b Proclaim May 1, International Save The Earth Day, as a special collection day within the City of Tonganoxie.

Timeline: On-going

Responsible Parties: Chamber of Commerce

Strategy 6.c Encourage recycling of materials in all City departments.

Timeline: 2003

Responsible Parties: City Staff

Objective 7 Support and encourage the development and construction of community facilities to meet social needs such as community centers, sports and playing fields and specialized activity areas for public use.

Strategy 7.a Encourage the designation of land for future school system growth and the construction of neighborhood schools as population growth and educational needs warrant the need for new elementary level facilities.

Timeline: 2003

Responsible Parties: Planning Commission, School Board

Strategy 7.b As new facilities are built, adaptive re-use of existing structures is strongly encouraged to maintain the fabric of existing neighborhoods.

Timeline: On-going

Responsible Parties: School Board, Chamber of Commerce, Civic Club, Historic Preservation Society

Strategy 7.c Encourage adaptive re-use of significant structures in the City to include commercial and industrial buildings.

Timeline: On-going

Responsible Parties: School Board, Chamber of Commerce, Civic Club, Historic Preservation Society

Strategy 7.d Initiate planning design for a City-wide community center facility when the projected population level reaches 7,000.

Timeline: 2011

Responsible Parties: Governing Body, Recreation Commission

Objective 8 Encourage the location and development of residential and social facilities and policies to meet the needs of elderly and special needs residents of the City.

Strategy 8.a Determine the number and type of 'special needs' recipients in the planning area.

Timeline: 2007

Responsible Parties: School Board, Council on Aging, Civic Club

Strategy 8.b Work with local agencies to formulate a plan for fulfilling those needs when possible and within a reasonable area.

Timeline: 2008

Responsible Parties: School Board, Council on Aging, Civic Club

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Appendix

B

COMPREHENSIVE PLAN

City of Tonganoxie, Kansas



Projected Timeline

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APPENDIX B: PROJECTED TIMELINE

For Completion of Strategies Listed in Appendix A

Goal Categories:

EP	Environmental Protection	C&O	Commercial & Office
P/OS	Parks & Open Space	ID	Industrial Development
BE	Built Environment	TR	Transportation & Roads
RA	Residential Areas	CF&S	Community Facilities & Services

YEAR 2003

City Council. In addition to the issues that are normally handled by the Council, many actions listed below, although initiated by other entities, must be submitted to the Governing Body for final approval.

- Adopt and updated City Code that addresses life and safety issues as well as safe building practices. (RA,8.a) *City Staff: Administrator, Codes Inspector, Chief of Police, Fire Chief*
- Encourage recycling in all city departments. (CF&S,7.a) *City Staff: All*
- Approve the adoption of the revised zoning and subdivision regulations. *City Staff: Planner*
- Develop an incentive program for annexation purposes. (BE,5.a; CF&S,2.b) *City Staff: Administrator, Engineer, Planner, Superintendent*
- Staff to arrange yearly workshops for the Governing Body and the Planning Commission to explore various concepts in planning. First workshop to be scheduled for April 2003. *City Staff: Planner*
- Begin construction of proposed new wells and water treatment system. (CF&S,1.b) *City Staff: Administrator, Engineer, Superintendent*
- Begin expansion and upgrading of the Municipal Wastewater system. (CF&S,5.a) *City Staff: Administrator, Engineer, Superintendent*

Planning Commission

- Review and revise the Zoning and Subdivision Regulations to reflect the stated goals of Vision 2020 (RA, 8.c). *City Staff: Planner, Engineer, Superintendent, Attorney*
Zoning Regulations:
 - Protect the ambient air, soil, and ground and surface waters (EP,1.b)
 - Restrict uses that pose a risk to public health and welfare (EP,1.c & 1.f)
 - Develop new residential zoning options: infill, cluster, elderly/disabled, and large lot development (BE,2.a; RA,1.a; RA,1.b; RA,1.c; RA,3.a; RA,6.a; RA,11.a)
 - Signage requirements (C&O,5.a)
 - Screening of storage and accessory uses in commercial and industrial districts (ID,1.b)
 - Establish a hierarchy for aesthetic purposes in industrial park development (ID,1.c)
 - Parking requirements (TR,6.a)
 - Stricter placement of public uses in districts (CF&S,5.e)
 - Industrial development adjacent to or with immediate access to arterial streets (ID,2.a)
- Subdivision Regulations:
 - Street trees in future development (EP,5.b)
 - Limit access/curb cuts to collector and arterial streets (TR,2.a)
 - Require alternate access routes for development along Highway 24-40 (TR,4.a)
 - Define minimum street standards in the various districts (TR,5a)
 - Traffic deterrent designing for residential areas (BE,7.b; TR,5b)
 - Bicycle lanes and walkways (TR,7.c; TR,8.b)
 - Develop incentive programs for cluster development (BE,2.b)
 - Buffering between residential development and arterial roads (RA,10.a)
 - Sidewalks in all new residential and commercial development (C&O,6.a)
- Work toward the formation of a joint city-county planning group or initiative to review proposed development and set policy concerning environmental issues within the Planning Area. (BE,3.a; BE,6.a) *City Staff: Planner, Administrator, Attorney. County Entities: County Planner, County Planning Commission, County Commissioners*
- Work with developers in establishing a policy for provision of parks and other public amenities such as recreation areas and schools in new, large-scale developments. (P/OS,7.a) *Staff: City Planner, City Administrator*
- Develop an incentive program to encourage cluster and mixed-use residential development. (BE,2.b) *City Staff: Planner, Administrator*
- Continue maintaining close contact with utility providers through plat meetings. An annual meeting should be initiated to discuss future expansion and upgrading planned by both the City and the utility provider. (CF&S,4.a) *City Staff: Administrator, Planner, Engineer, Superintendent*
- Create a Future Land Use Map to identify suitable areas for various types of development. (RA,2.a; CF&S,7.a) *City Staff: Planner, Superintendent*

Historic Preservation Society. Staff to work with the HPS in developing a formal listing of significant structures and sites that have been figurative in the development of Tonganoxie. Each site should also be examined to determine if they are eligible for either the State Historic List or the National Trust for Historic Preservation. ((BE,4.a; BE,4.b) *City Staff: Planner, Attorney*

School Board, Chamber of Commerce, Civic Club, Historic Preservation Society. Joint effort for adaptive reuse of existing structures to include significant commercial and industrial buildings, schools and parks. (CF&S,7.b) *City Staff: Planner, Engineer, Attorney, Superintendent*

Recreation Commission. Input desired from the Recreation Commission on all of the following issues. (P/OS,2.c; P/OS,3.b; P/OS,7.a) *City Staff: Planner, Engineer, Superintendent, Administrator*

- Maintenance, expansion and redevelopment of existing parks
- Development of future parks, walkways, trails and bike paths
- Establish an annual review meeting concerning existing and future parks and open space that includes all volunteer and civic groups in the city.

Tree Board. Input is desired from the Tree Board on all issues that concern the landscaping of City owned property to include street rights-of-way. (EP,5.b)

Developers. Request input from developers in formation of policies affecting the dedication of land in new subdivision for public purposes. (P/OS,7.a; CF&S,7.a; P/OS,3.a; P/OS,11.b) *City Staff: Planner, Administrator*

YEAR 2004

Governing Body. Various issues as follows:

- Declare 2 civic clean-up days for all publicly-owned parks and open space areas to foster public involvement and ‘ownership’ of public facilities. Combine dates with an event such as a citywide barbecue. Set dates for spring and autumn. Involve various civic groups such as the Recreation Commission, Civic Club, Chamber of Commerce and the Tree Board (CF&S,5.a) *City Staff: Superintendent, Planner*
- Proclaim May 1, International Save The Earth Day in Tonganoxie. Set up a special recycling collection and combine with various information on the benefits of recycling. Set up in conjunction with various civic groups such as the Chamber of Commerce, Recreation Commission, Civic Club and the Tree Board. (CF&S,6.b) *City Staff: Planner*

Planning Commission. Various issues as follows

- Join with the Governing Body for an annual training workshop on planning issues. (RA,1.c) *City Staff: Planner*

- Define a policy for street improvement needs due to new development. (TR,1.a)

Database(s) Development. City Staff to work with various groups to develop a database on all parcels within the City Limits. The database information can then be used to create datasheets and maps for use by local realtors, developers and builders, the Chamber of Commerce, area Economic Development groups, and City Staff. Information to be contained in the database(s) as follows. (C&O,1.a)

Parcel Information

- Zoning
- Vacancy Rating: Buildable, Redevelopment, Adaptive Re-Use, Expandable
- Access
- Plat restrictions
- Floodplain designation
- Environmental risk designation—wetland, prairie grassland, ponds and drainageways, steep slopes, unsuitable soils, significant natural vegetation (EP,2.a; EP,3.a)
- Sites in danger of environmental contamination due to current or past uses (EP,1.d)

City Property

- Establish a maintenance checklist for city property, parks and open space. (CF&S,5.b) *City Staff: Superintendent*
- Street tree locations (EP,5.a)
- Identify future sites for use as public facilities and parks. (P/OS,9.a; P/OS,9.b) *City Staff: Planner, Superintendent, Administrator*

Tree Board. Identify areas where street trees would be feasible and aid in the compilation of a list of low maintenance, native plants and other materials to be used in public spaces. Other input may be desired from the Recreation Commission and local Master Gardeners Group (EP,5.a; CFR&S,5.b) *City Staff: Superintendent, Planner, Engineer.*

Recreation Commission. Work with the Planning Commission to establish an interconnecting network of walkway/bikeways for all community parks and large neighborhoods within the City limits. Pocket parks or linear parks may be incorporated within this system (P/OS,7.b; P/OS,10.a; P.OS,10.b; TR,7.a) *City Staff: Planner, Superintendent, Engineer*

Downtown Property Owners. Suggest the formation of a property owners organization for businesses located in the downtown area. Group can be used to strengthen the economic viability of the area. (C&O,7.c) *City Staff: Planner*

YEAR 2005

Map Creation. City Staff to use database information gathered in 2002 to create the following maps for use by various civic and municipal entities. (TR,3.a)

- Areas that should be protected from development due to environmental characteristics. Said areas are to be rated according to the developable standards. (EP,2.b; P/OS,13.a)
- Maps depicting the location of vacant, developable lots in the city and planning area. Separate maps should be created for residential, commercial and industrial uses. (RA,5.a; C&O,2.a)
- Current classification of all streets within the City and Planning Area (TR,3.b)
- Overlays depicting future street upgrades or additions for the years 2005,2010, 2015, and 2020. (TR,3.c)
- Map depicting current and proposed parks and open space. (P/OS,9.a; P/OS,12.a)

Governing Body. Various issues as follows:

- Create a capitol improvement plan for constructing, improving or replacing sidewalks within the city. (TR,8.a) *City Staff: Administrator, Engineer, Superintendent*

Recreation Commission. Planning Commission to work with the Rec Commission on developing a strategies for adding the needed amount of park space and facilities to the City to match the population growth as recommended by the National Recreation and Parks Association. (P/OS,4.a; P/OS,5.a; P.OS,11.a) *City Staff: Planner, Superintendent*

Historic Society, Downtown Property Owners. Initiate a movement to have the downtown area declared an historic district by the local historic society. Another consideration would be to establish an environs area around historic structures. (C&O,7.a; BE,4.c) *City Staff: Planner*

YEAR 2006

Governing Body. Initiate an open, juried competition process for design solutions when constructing or renovating any municipal structure. (CF&S,5.c) *City Staff: Planner*

Planning Commission. Various issues as follows:

- Work with various identified property owners to clean up environmental contamination of sites within the city limits. They will also work to create and implement a plan to prevent future contamination of the site. (EP,1.e) *City Staff: Planner, Chief of Police, Fire Chief, Codes Enforcement Officer*

- Revise subdivision regulations to require that all multi-family developments be connected to the proposed connected walkway/bikeway system. (RA,2.b)

YEAR 2007

Governing Body. Various issues as follows:

- Form a task force for the expansion of the current pool facilities and the park area and for the development of a golf course. Involve the Recreation Commission and Civic Club in these plans. Also need to formulate a plan for financing said improvements. (P/OS,6.a; P/OS,6.b; P/OS,6.c) *City Staff: Planner, Engineer, Superintendent*
- Work with the Recreation Commission to designate specific routes within the city as bikeways. (TR,7.b) *City Staff: Superintendent, Chief of Police*

Planning Commission. Various issues as follows:

- Periodic updating of maps is necessary to incorporate new data and projections. *City Staff: Engineer, Planner, Superintendent, Administrator*
 - Maps depicting the projected improvement of streets for the years 2005, 2010, 2015, and 2020 (TR,3.a)
 - Update Extended service area maps for use in annexation and development issues. 2005, 2010, 2015, 2020. (BE,5.b)
- Review and revise the Floodplain Plan every five years, beginning in 2005. (EP,4.c) *City Staff: Planner, Engineer*
- Initiate a joint task force with Leavenworth County to formulate methods by which all development within the Planning Area may contribute to park development for the area. (P.OS,8.b) *City Staff: Planner*

FUTURE CONSIDERATIONS

- Create a Comprehensive Stormwater Management Plan for the City. (EP,4.b)
- Determine the number and type of ‘special needs’ recipients in the planning area and work with local agencies in fulfilling those needs within a reasonable area. Also need to formulate a plan for financing such needs. (P/OS,5.a; P/OS,5.b; CF&S,8.a; CF&S,8.b)

- Initiate planning design for a City-wide community center facility when the projected population level reaches 7,000. (CF&S,7.c)

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