

AGENDA

CALL TO ORDER

ROLL CALL / QUORUM ANNOUNCEMENT

OLD BUSINESS

- [1.](#) **Approval of Minutes, April 17th, 2024, Regular Meeting**

NEW BUSINESS

- [2.](#) **Case 2024-CP-001- Annual Comp Plan Review**

Lansing 2030: A Vision for Tomorrow the Comprehensive Plan for Lansing was adopted in December 2014. Since then, Lansing 2030 has not been updated. K.S.A. 12-747 governs the adoption and usage of any Comprehensive Plan in the state of Kansas. KSA 12-747 (d) states: (d) At least once each year, the planning commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions or additions to the same. The procedure for the adoption of any such amendment, extension or addition to any plan or part thereof shall be the same as that required for the adoption of the original plan or part thereof. The City has failed to review or reconsider Lansing 2030 since the time of adoption. Staff is proposing to review the plan in stages, beginning with a revision of Section 1: Introduction, select maps and tables, and an update to the Implementation strategy found in Section 6: Funding, Statutes and Implementation.

NOTICES AND COMMUNICATIONS

REPORTS - Commission and Staff Members

- Commission Members
- Director, Community & Economic Development
- Director, Public Works / City Engineer
- Director, Wastewater Utility
- Building Inspector, Community & Economic Development

ADJOURNMENT

For information on how to view prior meetings, please visit our website at <https://www.lansingks.org>. If you require any special assistance, please notify the Community and Economic Development Director prior to the meeting.



PLANNING COMMISSION APRIL WORK SESSION MEETING

Council Chambers, 800 1st Terrace, Lansing, KS 66043
Wednesday, April 17, 2024, at 7:00 PM

MINUTES

CALL TO ORDER

The April work session meeting of the Lansing Planning Commission was called to order by Chairman Jake Kowalewski at 7:02 p.m.

ROLL CALL / QUORUM ANNOUNCEMENT-

In attendance were Chairman Jake Kowalewski, Commissioners Janette Labbee-Holdeman, Jerry Gies, Richard Hannon and Mike Suozzo. Commissioners Brian Payne and Nancy McDougal were not in attendance. Chairman Jake Kowalewski noted that there was a quorum present.

OLD BUSINESS-

1. Approval of Minutes, January 17th, 2024, Regular Meeting

Motion was made by Commissioner Labbe-Holdeman to approve the minutes as written, and it was seconded by Commissioner Gies. Motion passed 5-0.

NEW BUSINESS-

2. Case 2024-UDO-001: Minimum Lot Size, Accessory Dwelling Units & Parking Requirements

Staff was tasked with reviewing the Unified Development Ordinance (UDO) to recommend revisions that would open up opportunity for development within the City. Staff reviewed the UDO and returned with the following three revisions to promote Residential and Commercial property development within the City. The three revisions are: 1) Reduce the minimum lot size for the R-1 and R-2 zoning districts (UDO Section 4.02); 2) Open Accessory Dwelling Unit development (UDO Section 4.03 & 4.04); and 3) Amend the Required Parking ordinance (UDO Section 7.03)

The open hearing was opened at 7:04 pm. There was no public present and no discussion for the public hearing. The public hearing was closed at 7:05 pm.

1. Discussion started with Commissioner Labbe-Holding expressing her concerns about reducing the minimum of lot sizes. Commissioner Geis stated that there are no limited space issues in Lansing. Commissioner Hannon asked why we would need to limit size. Various discussions occurred about these issues among the Planning Commission members as well as the potential and options that could occur in the future. There was also discussion about what has worked in the past for other counties/cities and what would work best for the citizens of Lansing.

Motion was made by Commissioner Hannon for approval of reduction of the minimum Lot size requirement (R-1 and R-2) as presented and it was seconded by Commissioner Suozzo. Motion passed 4-1.

2. Discussion then began about Accessory Dwelling Units with Commissioner Geis, regarding shed sizes and garages, stating there can be no more than one per lot with the exception of ADU. It was stated that we should allow people to do, within reason, what they want on their property. Mr. Gentzler explained that we are keeping the requirement the rear coverage of thirty percent of your lot area, as is. There was then discussion about the size of the unit vs the percentage of lot space that it takes up, and which one should be allowed. There was further discussion on the different types and sizes of ADU's and what should or should not be allowed.

Motion was made by Commissioner Hannon to approve Accessory Dwelling Unit development ordinance and it was seconded by Commissioner Labbee-Holdeman. Motion passed 4-1.

3. Discussion was held about parking requirements for different zoning areas, and what the needs are vs. what we require for the use of those properties. The purposed amendment changes that the minimum parking requirements would become suggested parking requirements. Which allows businesses to dictate how much parking is needed to meet their customer demands. In this, we would establish maximum parking, just not requiring a minimum parking.

Motion was made by Commissioner Labbee-Holdeman to approve the amendment of required parking ordinances and it was seconded by Commissioner Suozzo. Motion passed 5-0.

NOTICES AND COMMUNICATIONS- None

REPORTS-

ADJOURNMENT-

Commissioner Hannon made a motion to adjourn the meeting, the motion was seconded by Commissioner Labbee-Holdeman and the meeting was adjourned by acclamation at 8:21 pm.

Respectfully submitted,
Melissa Baker, Secretary

Reviewed by,
Joshua Gentzler, Community and Economic Development Director



Planning Commission Staff Report
May 15, 2024

Case 2024-CP-001 Annual Comp Plan Review

Summary

Lansing 2030: A Vision for Tomorrow the Comprehensive Plan for Lansing was adopted in December 2014. Since then, **Lansing 2030** has not been updated. K.S.A. 12-747 governs the adoption and usage of any Comprehensive Plan in the state of Kansas. KSA 12-747 (d) states:

(d) At least once each year, the planning commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions or additions to the same. The procedure for the adoption of any such amendment, extension or addition to any plan or part thereof shall be the same as that required for the adoption of the original plan or part thereof.

The City has failed to review or reconsider **Lansing 2030** since the time of adoption. Staff is proposing to review the plan in stages, beginning with a revision of Section 1: Introduction, select maps and tables, and an update to the Implementation strategy found in Section 6: Funding, Statutes and Implementation.

Community & Economic Development Comments

Lansing 2030: A Vision for Tomorrow has sat with no updates for many years. The basic demographic information provided in the document is no longer current and should be updated in preparation for a more robust look at the plan in the future. Staff has updated population numbers and certain other demographic information, where available. As the Future Land Use map has not changed, this map will stay the same, while we can update the zoning map to include the most current map in the document.

Acknowledgments

The following City of Lansing staff members reviewed this project and provided information for this report:

- Joshua Gentzler, AICP – Director, Community & Economic Development

Recommendation

Staff recommends that Case 2024-CP-001, Comprehensive Plan Review, is discussed and then tabled for a decision to be made in June 2024.

Action Options

1. Approve the text amendments as proposed and recommend adoption of Case 2024-CP-001 to the City Council; or
2. Amend Staff's proposed text amendments and recommend adoption of Case 2024-CP-001, as amended, to the City Council; or
3. Deny Case 2024-CP-001 for specified reasons; or
4. Table the case to another date, time and place.

Attachments

1. Proposed sections to amend within the Comprehensive Plan



01

INTRODUCTION

The Comprehensive Plan for the City of Lansing, Kansas, serves as the official policy to guide future growth of the city. The plan describes the visions, goals, and recommended activities related to land use, transportation, community facilities/services, and future growth areas. It is based on the desire of the community to achieve the overall vision of the city:



A VIBRANT, GROWING COMMUNITY IN A SAFE AND ATTRACTIVE ENVIRONMENT THAT CONSISTS OF QUALITY RESIDENTIAL NEIGHBORHOODS, A SUPERIOR EDUCATION SYSTEM, AND STRONG VIABLE BUSINESS INTERESTS; AND PROVIDES A VARIETY OF COMMUNITY SERVICES AND ACTIVITIES WHICH PROMOTE INDIVIDUAL GROWTH, FAMILY UNITY, AND SPIRIT OF COMMUNITY.

GENERAL INFORMATION

ORGANIZATION OF THE PLAN

The plan is organized into 7 sections including:

- | | | |
|-------------------|---|---------------------------|
| 1. Introduction | 4. Community Facilities | 7. Appendix - 2014 Update |
| 2. Land Use | 5. Future Growth | |
| 3. Transportation | 6. Funding, Statutes and Implementation | |

Sections 2-5 relate to the specific Comprehensive Plan elements and background data and include maps, visions, goals, and recommended activities which are the legal basis for decisions by the City of Lansing. Section 6 outlines Funding, Statutes and an Implementation Strategy to achieve the recommendations of the plan. The Comprehensive Plan was prepared in 2001 and updated in 2009 and again in 2014. The Appendix includes a 2014 Economic Analysis and Fiscal Impact Analysis.

LEGAL BASIS FOR PLANNING

The Comprehensive Plan was prepared pursuant to the authority granted by K.S.A. 12-741 to 12-768, Planning, Zoning and Subdivision Regulations in Cities and Counties. The City Planning Commission, established by ordinance, has exercised the authorization to prepare and maintain a Comprehensive Plan for the development of the city. The plan also addresses some issues that affect unincorporated areas lying outside of the city, but within Leavenworth County, which, in the opinion of the Planning Commission, forms the total planning area for the community of the City of Lansing. This area is identified as the urban growth management area on any of the maps within this plan. To complete the update of the Comprehensive Plan, the city contracted for professional planning services. The city also established citizen committees to provide input for development of the plan. As authorized by Kansas statutes, preparation of the plan included comprehensive surveys and studies of past and present conditions and trends relating to land use, population and building intensity, public facilities, transportation and transportation facilities, economic conditions, natural resources and other elements deemed necessary within the identified planning area.

The plan includes:

- Demographic and economic information about the community (starting on page 12 in Section 01 – INTRODUCTION);
- Existing residential dwelling unit counts, existing land uses, a list and definitions for the land use classifications, and a future land use map (starting on Page 18 in Section 02 – LAND USE, and the Future Land Use Map can be found on page 34);
- Base information on the existing roadway network, definitions and standards for different road classifications, and a transportation map of the existing and proposed major street network (starting on Page 41 in Section 03 – TRANSPORTATION);
- Information regarding existing community facilities including parks and recreation facilities, schools, fire and polices, public utilities, and a trails master plan (starting on Page 48 in Section 04 – COMMUNITY FACILITIES, and the Trails System Master Plan map can be found on page 60);
- The approach for managing growth, especially along the Main Street corridor, and a map outlining future annexation areas (starting on page 68 in Section 05 – FUTURE GROWTH, and the Annexation Map on page 81);
- Details regarding grant and funding programs, significant State of Kansas statues that impact Lansing, and the implementation strategy (starting on page 83 in Section 06 - FUNDING, STATUTES & IMPLEMENTATION, and the Comprehensive Plan Implementation Strategy, Table 22, can be found starting on page 91);
- A Fiscal Impact Analysis and a Market Analysis for the community (end of the Comprehensive Plan document beginning after page 96 in Section 07 – APPENDIX).



COMPREHENSIVE PLANNING PROCESS

The planning process involved two separate, but mutually supportive and concurrent programs. The technical program consisted of analyzing and revising data and background information regarding existing conditions within the community (including market data), preparing preliminary plans for future community growth and development and finally, refining this information into final plans and policies, including implementation strategies. These implementation strategies have been followed throughout the life of the plan. Citizen input was organized by a series of meetings designed to develop major themes and issues. Then citizens were asked for specific input to address those issues and update the plan. Three meetings were organized to include: an update on progress since the last Comprehensive Plan, identification of the desired future of the City of Lansing (visioning), preparation of goals and objectives, and prioritization of actions necessary to achieve the goals. The nine previous plan modules or topics were used to form the framework of the Comprehensive Plan and include:

- Land Use: Commercial/Business/Industrial
- Land Use: Residential
- Transportation
- Community Facilities & Services: Parks/Recreation/Swimming Pool
- Community Facilities & Services: Fire/Safety/Utilities
- Community & Facilities/Services: Community & Activity Centers/Library/Education
- Future Growth: Main Street
- Future Growth: Neighborhood Revitalization
- Future Growth:Annexation

The final report was prepared based both on technical analysis, as well as input from the committees. The final report was then reviewed by the Steering Committee and the Planning Commission.

PROGRESS SINCE LAST COMPREHENSIVE PLAN

Significant development has occurred since the Comprehensive Plan was prepared in 2001, updated in 2009 and now again in 2014. A brief summary of this is provided below.



RESIDENTIAL DEVELOPMENT

The city has seen tremendous residential growth since completion of the 2001 Comprehensive Plan. Foremost has been the completion of the Wyndham Hill Subdivision, of 125 homes, and the build-out of the Rock Creek West, Carriage Hills, the first several phases of the Rock Creek Ridge, Angel Falls Villas, Lansing Heights, located off of West Mary Street on Frances Lane is fully constructed with 130 units, and Covington Woods, a 48-unit apartment complex located adjacent to Lansing Heights.

Several subsequent housing developments have been platted since the completion of the Comprehensive Plan. At the far north end of Lansing, adjacent to and west of the Leavenworth Country Club, is the Fairway Estates Subdivision. This is an upscale development to be completed in phases, with an assortment of single family residences and zero lot lines residences in which the common areas are owned and maintained by a homeowners association. Phase One of the subdivision contains 36 lots, and Phase Two (which opened in 2000) consists of 44 lots, both now completed. There are two remaining phases of the 60+ acre development. This development ties into the older existing Country Club and Woodland Hills Subdivisions, and provides a means of egress from these subdivisions north to Eisenhower Road. The main entrance to the subdivision is from Eisenhower Road, via Pebble Beach Drive, which is a north-south collector street. This street provides access to the Woodland Hills Subdivision, also finalizing its development to the south of Fairway Estates. The Willows and the Maples at the Woodland Hills have been constructed. This subdivision was also constructed with an east-west collector street, Holiday Drive, which provides a through street to Desoto Road.

At the very south boundary of the city is the Southern Hills Subdivision, a 70 lot subdivision. This subdivision lies adjacent to Nine Mile Creek, and west of the Rock Creek West Subdivision. Cottonwood Drive, the main street through Southern Hills, provides an outlet for Rock Creek residents to Desoto Road to the west. A second phase of that development, Rock Creek Estates, has been completed. This is a 64 lot subdivision. Construction began in the fall of 2000. West of Rock Creek Estates is a subdivision called Rock Creek Ridge. Construction is still in progress on this subdivision, totaling 101 residential lots.

In the center of the city, east of Main Street, is the Hillbrook Subdivision (built out), fronting on East Mary. This 55 lot subdivision opened the summer of 2000 and is currently fully developed. This subdivision is constructed adjacent to Nine Mile Creek, and contains a permanent easement for the construction of a trail system adjacent to the creek.

An additional tract of land south of West Mary Street and east of Desoto Road has been rezoned for residential construction and was preliminary platted in early 2009. The current 80 acre tract lies south of and adjacent to another 60 acre undeveloped agricultural tract within the city. To the east of the tract is an additional 20 acres of undeveloped land that will have access from the proposed subdivision and Bittersweet Street extension.

COMMERCIAL DEVELOPMENT

Attracting commercial development has remained a major emphasis of the city, and three quality commercial subdivisions have been platted.

The largest development is Lansing Towne Center. This is a 32 acre retail development that has been platted and improvements constructed to establish a retail center, and reconstruct a downtown area that was lost to the jurisdiction in the late 1960s. The Towne Center has seen positive initial development, consisting of Country Club Bank, Exchange National Bank and Trust, a car wash, a Sonic drive-through restaurant, and a Scooters Coffee.

The second largest is Eisenhower Crossing, a Planned Unit Development that anticipates retail, residential and assisted living facilities. Medical and retail units have been constructed. Carriage Hills Plaza, a six lot, seven acre subdivision, is anchored by a Holiday Inn Express, and a large retail center. This development has direct access to Main Street, adjacent to the Pizza Hut, with a Dairy Queen across the street. A retail business exists on all but one of the lots. A second retail/office center is planned by the developer and scheduled for construction on one of the rear lots. The main structure of a smaller development, Lansing Depot Shops, has also been constructed, with direct access to Kansas Avenue. This development is intended as a mixed use type of development.

The third development is an eight lot, six acre commercial subdivision, located on the East side of Main Street, north of City Hall, with access from First Terrace, a reverse frontage road. Four lots of this development serve as the home for the Rock Creek Medical Center, a premier wellness, two-story 35,000 square foot Medical Complex and the expansion of the Twin Oaks campus to include independent, assisted, skilled, and rehab facilities. This site is adjacent to a separate medical facility that has also been constructed since the last update of the Comprehensive Plan. Other commercial establishments constructed include a Wood's Mini-Mart, a twenty unit assisted living facility, I-HOP, Garden Center, Shoebox, Aldi's, Tractor Supply, Leavenworth County Co-op, as well as numerous business expansions and changes in existing buildings. While there is substantial commercial business within the city, there are some vacant commercial buildings within some of the developments.

INDUSTRIAL DEVELOPMENT

The major area of the city being considered for industrial development is on Gilman Road, east of Main Street. This area previously contained a quarry operation, and is naturally screened from US73/K-7 by the embankment adjacent to Nine Mile Creek. A number of businesses exist in Lansing Business Center, including a 58 acre industrial park that was approved in 1997, and a wastewater interceptor to serve the area that has been constructed by the City. An additional 10 acre industrial tract, J. Larkin Industrial Park, was platted in 2000 and is currently built out. There is the potential for platting more than 200 acres of industrial development in this area as well as the potential for a regional airport facility in this area.



A recent study of potential airport sites in Leavenworth County ranked the site on Gilman Road east of K-7 as the preferred site for a new airport in the county, to serve smaller and mid sized aircraft. Given this finding, the development of a new airport in this part of the community remains a possibility and its eventual completion could stimulate additional industrial and commercial growth in the southeastern part of Lansing.

MAJOR STREET IMPROVEMENTS

The City has aggressively pursued economic development, geometric improvement, and surface transportation program grants for road improvements through the city. Since approval of the 1994 and 2001 Comprehensive Plans, the following are either completed or ongoing major street construction improvements:

- Rock Creek Crossover: A \$100,000 plus project to provide a crossover on US73/K-7 to Rock Creek Subdivision, completed in 1997.
- Ida Street Traffic Signal: Installation of a traffic signal on US73/K-7 at Ida Street to serve the new Middle School on Ida Street, completed in November 1997, and the addition of a left-turn phasing at that intersection in 2000.
- Gilman Road: A \$700,000 economic development project to reconstruct West Gilman Road as a collector street, completed in 1999.
- Main Street System Enhancement Project: Completed in 2007, provided a turning lane, 7 mile bridge, and sidewalk and trail. This \$18.9 million project completed major improvements to the 2.5 miles of Main Street from Gilman Road north to Connie Street. These improvements include widening, intersection improvement, frontage roads, turning lanes, sidewalks, street lighting, and other improvements to enhance the safety and attractiveness of the city's Main Street; US73/K-7. KDOT accepted the project 5-1-2009.
- East Eisenhower Road provided a widened street surface, sidewalks, and geometric improvements. KDOT accepted the project 12-3-2007.
- Centre Drive is a half mile stretch of local street that was constructed to enable development of the Lansing Towne Center. PW Director accepted the project 5-20-2004.
- East Mary Bridge: The replacement of the East Mary Bridge in a joint project with KDOT, Leavenworth County, and the City, with the addition of a sidewalk on the south side of the bridge, completed in 2000.
- West Mary Project: This 3.8 million dollar project constructed a 1.2 mile collector street between US73/K-7 and Desoto Road, opening approximately 700 acres of additional development. KDOT accepted the project 7-16-2003.
- East Gilman Road: An economic development project to serve the industrial area south of the city, to construct one half mile of collector street, and a new bridge. This is a joint project with KDOT, Leavenworth County, and the City. This project was completed in 2001. KDOT accepted the project 10-21-2002.
- Fairlane Extension: This was an \$800,000 economic development project that extended Fairlane Street, a collector street, to the east across Main Street. This street provides the signalized intersection access for residents east of Main Street, and provides the connecting east link for an east-west collector street to Desoto Road. This project was completed in 2001. KDOT accepted the project 5-19-2005.
- Main Street Safety Project: This is a \$700,000 safety project that widened Main Street, and provided a raised median from Eisenhower Road south to Carol Street and add a center turning lane from Carol to Connie Street. This project was completed in 2001. KDOT accepted the project 5-3-2004.
- 147th Street Improvements (minor arterial)
 - 4-H Road to Cottonwood Street; completed in 2001.
 - Cottonwood Street to McIntyre Road; completed by Leavenworth County in 2004.
 - McIntyre Road to Dempsey Road; completed in May 2008.
- Design has been completed for Desoto Road from Ida Street to Eisenhower Road to include 5 lanes.
- Bittersweet Bridge
- Safe Route to Schools Project
- Gamble Design
- Trail projects

WASTEWATER UTILITY IMPROVEMENTS

The City has also expanded the wastewater collection system to accommodate anticipated growth of Lansing. Completed is the construction project for more than half-mile of an interceptor to serve the industrial area being developed off of Gilman Road and the 9-A interceptor from Main Street to Southern Hills. Under design for construction is the 9-D Interceptor, to be located in the southern annexed areas of the city in preparation for future growth in that area. Another sanitary sewer designed and under construction will extend from the 9-B interceptor through the new High School property to serve west Nine Mile Creek basin. This sewer will be completed in time to serve the high school when it opens.

In addition, the Wastewater Treatment Plant has been updated and expanded, with the treatment process nearly tripling the capacity of the plant to accommodate future development well into the 21st century. A new Wastewater Master Plan is under way to increase interceptor capacity and accommodate potential growth areas.

OTHER PUBLIC IMPROVEMENTS

Various other public improvements that have been made including:

- Sidewalks on both sides of Main Street (with the exception of the area near Ida Street) and on south side of Eisenhower Road.
- Dedication of the Activities Center with Library, and the remodeling of public offices on the north end of the building.
- Renovation of the depot and dedication as a museum.
- Park designation at Gilman Road and Main Street (Kelly Grove Park). This land was designated for use as a nature park. Primitive trails have been developed in the area.
- Construction of a new fire station on prison property.
- Construction of a new Lansing Middle School south of Ida Street and west of Main Street.
- Purchase and initial phase of construction on a 128 acre community park, called Kenneth W. Bernard Park, on Gilman Road.
- Five miles of public pedestrian trail.
- Creation of the Main Street Overlay District.
- Creation and implementation of the Master Park and Trails Plan. Construction of 10 miles of improved trails has been completed.
- Annexation of 153 Acres for a new Lansing High School; 73 million bond issue, currently under construction, design includes with Olympic swimming pool.
- Construction of new elementary school on West Mary.

LOCATION

As of 2013, Lansing has an estimated population of approximately 11,642 people. Lansing is located in Leavenworth County in the northeast corner of the state west the Missouri River. Leavenworth County is located generally northwest of Kansas City, and is one of fourteen counties within the Kansas City Metropolitan Statistical Area (MSA). Lansing is just north of Interstate 70 and Interstate 435 systems interchange and The Legends development. East Leavenworth County is an area with significant public land and employment. The City of Leavenworth, located adjacent to and north of Lansing. Directly adjacent and north of the City of Leavenworth is Fort Leavenworth, a federal military reserve. The City of Lansing is highlighted in Figure I.1.

HISTORY

The community of Lansing was incorporated as an official City of Kansas in 1959, but early development of the community can be traced to the 1860's when the United States experienced significant westward expansion.

The development of Lansing was influenced primarily by establishment in 1827 of Fort Leavenworth and subsequent settlement of the City of Leavenworth to the north. The army post was originally established to protect travelers on the Santa Fe and Oregon Trails, and continued to play a key role in the United States westward expansion with the opening of the Kansas and Nebraska Territories.

In 1861, the state of Kansas selected the area for construction of a state penitentiary. A tract of land was selected five miles south of Leavenworth, near the community of Delaware, at the intersection of Old Military Road and Seven-Mile Creek. Old Military Road connected Fort Leavenworth to Westport in Kansas City, Missouri. Funds were appropriated in 1863 for the state prison, and the first buildings were completed in 1867.

Inmate labor was used to construct the prison facility which was occupied in 1868. The walls were constructed of stone seven feet thick and twenty feet high, and are still in place today. Inmate labor was also utilized to establish a coal mining operation which supplied coal to all correctional facilities in the state. The necessity to transport the coal spurred development of the railroad system and the area soon became a crossroads for the railroad industry.

A bustling community near the prison developed as a result of the building of the new Kansas State Prison and was referred to locally as the “Town of Progress”. Population from the communities of Leavenworth, Kickapoo (north of Leavenworth), and Delaware City (now defunct), as well as from Missouri, were attracted to the area for employment and economic opportunities. Many businesses soon developed to support the railroad, prison facilities, and coal mining industry.

Lansing’s founding father, William Lansing Taylor, was born on October 30, 1831, in New York. During his youth, he studied both law and medicine. He was involved in business in Missouri when the Civil War started. He joined the Seventh Missouri Infantry. Soon after, he was captured and taken prisoner. Taylor was later paroled after agreeing he would not take up arms against the South again. He broke this contract in 1862 by enlisting as a hospital steward in the 7th Regiment of the Kansas Volunteer Cavalry under the name of James William Lansing. After the Civil War, he continued using his new name. He earned a position at the new state penitentiary in Kansas as a hospital steward.

After resigning this position, he opened a general mercantile store in the area called “Town of Progress,” which held the post office and an apothecary business. As a result of the long period he spent as a hospital steward and running the drug store, he became known as “Doc Lansing” - even though he was not a doctor nor was his last name really Lansing.

James William Lansing and his friend John C. Schmidt became co-owners of ninety acres of land that was platted into town lots in 1878. The two partners donated the streets for public use and named the area Town of Lansing. Both the area named Town of Lansing on the west side of the road and the Town of Progress on the east side became known as Lansing. Doc Lansing died in Lansing on March 20, 1886, and was buried at Mount Muncie Cemetery in Lansing.

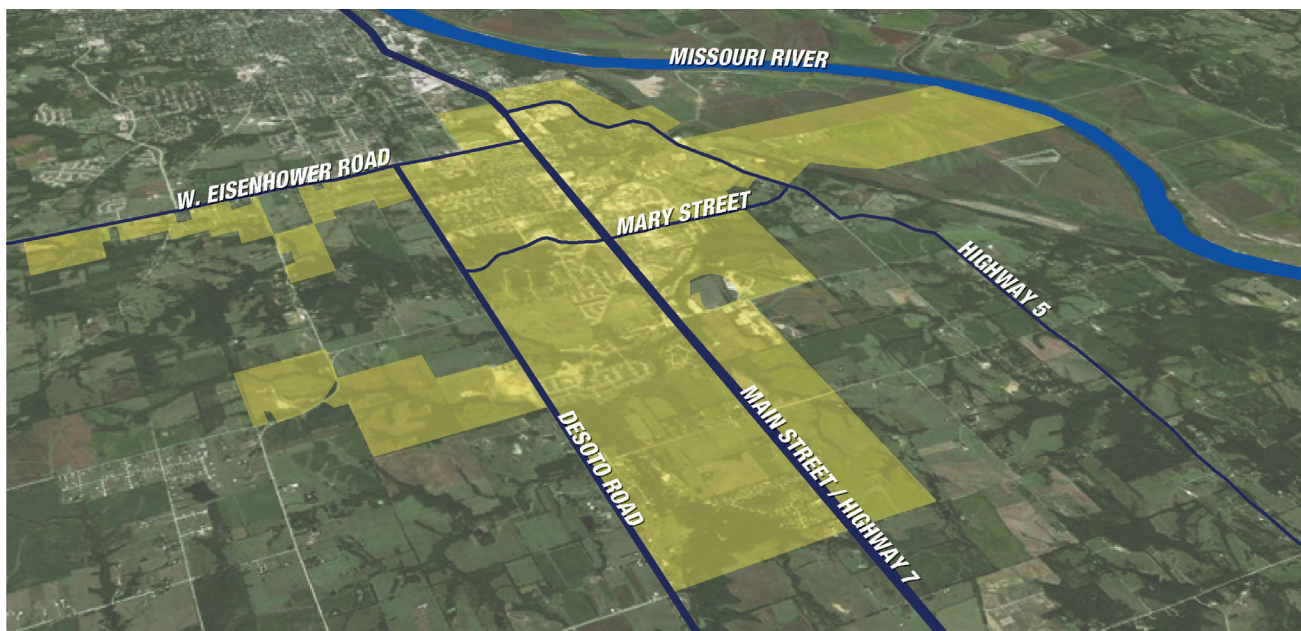


FIGURE 1.1 - LOCATION MAP OF LANSING, KANSAS

Incorporation of Lansing did not happen for almost 100 years because it was denied twice by the Leavenworth County Commissioners. Many town hall meetings were held in the high school gym by Dr. Robert Moore in the 1940s but plans to pursue incorporation were not followed through. In 1950, when the Lansing High School basketball team played in the state tournament, there was a reception for the team at the grade school gym. It was packed and probably was the first time in the town's history that all of the citizens gathered together for a common goal. At this meeting, Dr. Moore said, "...from now on great things will be happening in Lansing." Following that meeting, many volunteers formed Lansing's first fire department. Then the newly formed Lions Club had many local "doers" to get things done to help the City. In late 1958, George Caraway and two others went to Topeka to find out what would be needed to incorporate.

Official incorporation of the City finally occurred in 1959. The Delaware Township Sewer District constituted the voting boundaries for the new City. The City started out with no money, no place to meet, and operated without a source of revenue for two years. The local Lions Club provided funds until the City started receiving tax revenues. The volunteers on the fire department, the Lions Club membership, and the first elected City Councilmen were pretty much the same group of people.

There was talk of the four lane road (now known as Main Street/K-7/US-73) being constructed through Lansing as far back as 1946 when it was mentioned in the 1946 High School Year Book prophecy. The third City Council in the early 1960s voted unanimously to provide Lansing's share of the cost of the four lane highway that was then being proposed by Kansas Department of Transportation. As a result of this new highway, Lansing lost its downtown business district and all the homes on the east side of the road. The State of Kansas bought a total of 17 businesses and homes.

In 1960, Lansing was made up of 1,261 individuals and for the next 40 years expanded its population by nearly 2,000 residents every 10 years. This gave rise to Lansing being called "The City with a Future" as a result of its rapid and constant growth. Today, Lansing continues to grow and is still a mostly single family residential community known for its good school district and a small town quality of life.

ENVIRONMENTAL FACTORS

CLIMATE

As a result of the close proximity to the Missouri River, the environmental features in the Lansing area have very distinct characteristics. This section describes climate, physiography (elevation and drainage basins), conservation areas (slopes, flood plain, and vegetation), and soils.

Data on climate were taken from the Leavenworth and Wyandotte Counties Soil Survey by the Soil Conservation Service. Generally, the climate in Leavenworth County is characterized by warm to hot summers, cold winters, moderate surface winds, maximum precipitation in the warm season, and frequent changes in the weather from day to day. The Gulf of Mexico is the principal source of moisture for precipitation in Leavenworth County. The average yearly precipitation is approximately thirty-five inches, of which approximately seventy percent falls during the growing season (April through September). Rainfall averages about four inches per month from May through September. Precipitation during this season generally occurs as showers and thundershowers at night or early in the morning. Heavy downpours occur at times and can cause severe erosion in cultivated fields. The probability of receiving significant moisture is greatest in late May, early June, and early August.

Winters in Leavenworth County are generally dry. Only about ten percent of the annual precipitation falls during December, January, and February. The average precipitation for each of these months is 1.25 inches. Frequent and significant changes occur in the weather from day to day. The annual range in temperature in Leavenworth County is fairly wide with intense heat possible in the summer and occasional arctic air surges in the winter. The seasonal changes are abrupt. Some occasional severe weather occurs in Leavenworth County, including heavy rain, hail storms, tornadoes, and drought. This severe weather sometimes causes extensive damage and typically occurs in the spring and summer seasons.



PHYSIOGRAPHY

Physiography refers to the character and shape of the surface of the land. The region surrounding Lansing is part of a glaciated region. The shape of the land is significantly influenced by the close proximity to the Missouri River valley.

Lansing is located at the confluence of the Seven Mile and Nine Mile Creek basins. These two creeks join just before entering the flood plain of the Missouri River. This geographic feature provides Lansing with the opportunity of servicing two large drainage basins with one sewage treatment plant. The location also emphasizes the importance of managing storm water runoff within the two basins.

Lansing is located approximately nine hundred feet above sea level. The Seven Mile Creek and Nine Mile Creek join at an elevation of approximately seven hundred and fifty feet above sea level. Only a small portion of the City of Lansing currently lies outside of one of these two basins.

The Seven Mile Creek basin covers the northern portion of the City of Lansing. The drainage basin extends from the Missouri River valley westward to approximately Tonganoxie Road. The Seven Mile Creek drainage basin is very linear and is generally characterized by severe slopes south of the creek and more gentle slopes north of the creek. More than half of the drainage basin is located outside of the current city limits and is currently not serviced by sewer lines.

One major ridge which runs generally east to west divides the Seven Mile Creek and Nine Mile Creek drainage basins. The ridge overlooks steep slopes to the north down to the Seven Mile Creek. South of the ridge is the Nine Mile Creek drainage basin. The topography south of this main ridge is generally characterized as gently sloping.

The Nine Mile Creek drainage basin is the larger of the two drainage basins covering the City of Lansing. One-fourth of this basin covers the southern half of the current city limits. Approximately three-fourths of the drainage basin is currently located outside of the city limits within Leavenworth County. A small portion of the drainage basin is located in Wyandotte County. Only the portion within the City of Lansing is currently serviced by sewer lines.

IMPLICATIONS FOR DEVELOPMENT

Lansing is beginning to experience some of the management issues associated with being located at the base of two drainage basins. New development includes more rooftops, parking lots, and paved streets and less open space. This causes increased amounts of storm water with increase rates of runoff. The increase in volume and frequency causes flooding problems in the older developed areas of Lansing and along major drainage ways. To complicate this, some homes in older developments are actually located in the heart of areas (100 year flood plain) that are most affected by the runoff. Additionally, although regulations exist requiring individual new developments to address water runoff, this is done on a micro-scale and the issues of the entire community can only be addressed on a macro-scale. Fortunately, since Lansing is not yet in a critical position, an opportunity exists to study and address the issue comprehensively and implement solutions in the most cost-effective manor. However, as state and federal regulations regarding managing storm water run-off and water quality continue to increase, the city may need to consider the formation of a storm water utility.

Consideration of the impact of new development on the existing sanitary sewer system is also important. It can be costly to upgrade and up-size existing sewer interceptors that are now over 30 years old to accommodate growth upstream and past the original city limits.

CONSERVATION AREAS

Three categories of environmentally sensitive areas are depicted on Map 1, Conservation Areas, on page 11. Environmentally sensitive areas include excessive slopes, 100 year flood plain, and existing heavy vegetation.

SLOPES

Slopes are considered excessive when they generally exceed twelve percent. The Lansing vicinity has two major areas with excessive slopes. They are the bluffs above the Missouri River and the area located to the south of Seven Mile Creek. Some of these slopes are within the City of Lansing. These areas are generally undeveloped, however some residential uses do exist. In general, these slopes could best be used for recreation, wildlife, and greenbelts.

FLOOD PLAIN

The one-hundred year flood plain, as determined by the Federal Emergency Management Agency (FEMA) is identified on the Conservation Areas Map. An extensive flood study of the Seven and Nine Mile Creek Watershed was conducted from 1997 through 2000. The results of that study were officially published in 2001, and provided a revised Flood Insurance Rate Map. The flood insurance rate maps were revised in 2004 and 2009. New maps are scheduled to be published in 2015.

VEGETATION

Vegetation existing within the study area consists primarily of deciduous forest cover. Areas with dense vegetation, as identified on the Conservation Areas Map, typically occur on excessive slopes and in the one-hundred year flood plain.

IMPLICATIONS FOR DEVELOPMENT AREAS

Natural areas and areas of scenic beauty should be considered for public and private open space and development of the public trail system. Particularly, the city should work toward preservation of the Seven Mile Creek and Nine Mile Creek corridors. Development should be avoided in these areas, and adjacent development should be sensitive to the environmental conditions of the area. Incentives should be offered to developers to allow increased densities on high quality development areas in exchange for open space on conservation areas.

SOILS

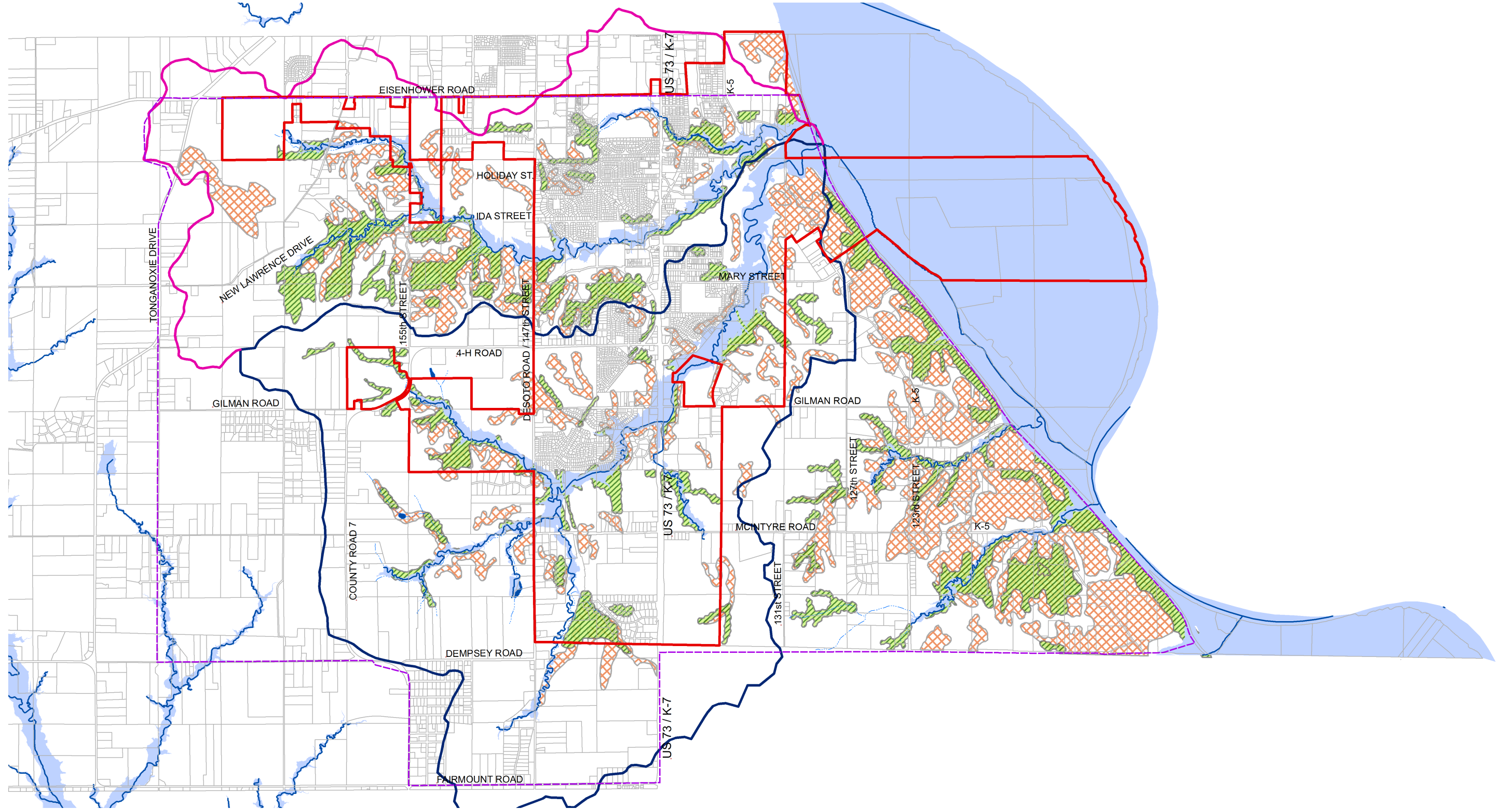
Detailed information regarding soils is available in the Soil Survey of Leavenworth and Wyandotte Counties, Kansas from the USDA, Soil Conservation Service.

IMPLICATIONS FOR DEVELOPMENT

In many of the areas likely for future development, soils do not present a significant limitation on community development. One exception is the area located generally along the Seven Mile Creek and the steep slopes south of the creek. This area is within the range of near future development, therefore any development that occurs here will require more detailed studies.

Constraints to development do exist more in the soils located at the extremes of the study area, but still within the Seven or Nine Mile Creek Drainage basins. Most of the limitations exist with regards to septic field absorption. Because these areas drain into the heart of the Seven and Nine Mile Creek drainage basins, a concern exists for future pollution within the City of Lansing. The development of residential areas with septic fields in this area should not be allowed. Because of the potential severity of this problem, policies should be developed which regulate septic fields.

The prevalence of acidic soils in the Lansing area shorten the life of metal culverts and the prevalence of highly erodible soils require proactive regulation of erosion and sedimentation from construction sites.



LEGEND

- URBAN GROWTH MANAGEMENT AREA
- CITY LIMITS
- COUNTY PARCELS
- 7 MILE CREEK DRAINAGE BASIN
- 9 MILE CREEK DRAINAGE BASIN
- STREAMS
- WATER BODIES
- FLOOD PLAIN
- VEGETATION
- EXCESSIVE SLOPES



SOCIO-ECONOMIC FACTORS

POPULATION

The estimated 2013 population of the City of Lansing according to the U.S. Census Bureau is 11,642. During the ten-year period of 2000 through 2010, there was an increase of 22.5%, or an average 2.25% per year. These calculations include the prison population, which is estimated at approximately 2,400, therefore the remainder of the population in Lansing is estimated to be approximately 9,200. Some public services, such as utilities and fire, must consider the City of Lansing population inclusive of the inmate population. Other public services, such as park and school facilities, generally consider the city population exclusive of inmate population. This information and a comparison with other cities within Leavenworth County is displayed in Table 1 and Table 2, below.

	1990 ¹	2000 ¹	2010 ¹
CITY OF BASEHOR	1,677	2,238	4,613
CITY OF EASTON	405	362	253
CITY OF LANSING²	7,120	9,199	11,265
CITY OF LEAVENWORTH³	38,495	35,420	35,251
CITY OF LINWOOD	409	374	375
CITY OF TONGANOXIE	2,347	2,728	4,996
LEAVENWORTH COUNTY	64,371	68,691	76,227

TABLE 1 - POPULATION

	2000-2010 ¹
CITY OF BASEHOR	106.1%
CITY OF EASTON	-30.1%
CITY OF LANSING	22.5%
CITY OF LEAVENWORTH	-0.5%
CITY OF LINWOOD	0.3%
CITY OF TONGANOXIE	83.1%
LEAVENWORTH COUNTY	11.0%

TABLE 2 - PERCENT CHANGE IN POPULATION

¹ U.S. Census Bureau Official Census.

² Includes Prisoners at the Kansas State Penitentiary.

³ Includes Fort Leavenworth, Prisoners at the Federal Penitentiary, Military Disciplinary Barracks, CCA.

POPULATION BY AGE

2010 US Census Bureau data indicates that Lansing has a slightly higher percentage of work age population (18-64) than compared with the State of Kansas as a whole. This may be somewhat affected by the relatively large local prison population of 2,400.⁴ The percentage of adults 65 years of age and older is somewhat lower compared with the State. The population break down by age group for Lansing and the State of Kansas is provided in Table 3: 2010 Population by Age, below. A comparison of the population break down by age group for the State of Kansas and the United States is provided in Table 4: 2010 Population by Age – State & Nation.⁴

	LANSING, KANSAS		STATE OF KANSAS	
	POPULATION	%	POPULATION	%
UNDER 5 YEARS	608	5.4	205,492	7.2
5 TO 9 YEARS	712	6.3	202,447	7.1
10 TO 14 YEARS	757	6.7	198,884	7.0
15 TO 19 YEARS	724	6.4	203,821	7.1
20 TO 24 YEARS	702	6.2	204,454	7.2
25 TO 29 YEARS	782	6.9	197,783	6.9
30 TO 34 YEARS	856	7.6	179,937	6.3
35 TO 39 YEARS	923	8.2	172,388	6.0
40 TO 44 YEARS	961	8.5	174,285	6.1
45 TO 49 YEARS	1,061	9.4	201,830	7.1
50 TO 54 YEARS	917	8.1	204,434	7.2
55 TO 59 YEARS	776	6.9	182,512	6.4
60 TO 64 YEARS	549	4.9	148,735	5.2
65 TO 69 YEARS	340	3.0	107,755	3.8
70 TO 74 YEARS	199	1.8	82,634	2.9
75 TO 79 YEARS	138	1.2	69,466	2.4
80 TO 84 YEARS	131	1.2	56,943	2.0
85 YEARS AND MORE	129	1.1	59,318	2.1
MEDIAN AGE	37.6	-	36	-

TABLE 3 - 2010 POPULATION BY AGE

⁴ 2010 US Census Bureau Data

	STATE OF KANSAS ⁵		UNITED STATES ⁵	
	POPULATION	%	POPULATION	%
UNDER 5 YEARS	205,492	7.2	20,201,362	6.5
5 TO 9 YEARS	202,447	7.1	20,348,657	6.6
10 TO 14 YEARS	198,884	7.0	20,677,194	6.7
15 TO 19 YEARS	203,821	7.1	22,040,343	7.1
20 TO 24 YEARS	204,454	7.2	21,585,999	7.0
25 TO 29 YEARS	197,783	6.9	21,101,849	6.8
30 TO 34 YEARS	179,937	6.3	19,962,099	6.5
35 TO 39 YEARS	172,388	6.0	20,179,642	6.5
40 TO 44 YEARS	174,285	6.1	20,890,964	6.8
45 TO 49 YEARS	201,830	7.1	22,708,591	7.4
50 TO 54 YEARS	204,434	7.2	22,298,125	7.2
55 TO 59 YEARS	182,512	6.4	19,664,805	6.4
60 TO 64 YEARS	148,735	5.2	16,817,924	5.4
65 TO 69 YEARS	107,755	3.8	12,435,263	4.0
70 TO 74 YEARS	82,634	2.9	9,278,166	3.0
75 TO 79 YEARS	69,466	2.4	7,317,795	2.4
80 TO 84 YEARS	56,943	2.0	5,743,327	1.9
85 YEARS AND MORE	59,318	2.1	5,493,433	1.8
MEDIAN AGE	36	-	37.2	-

TABLE 4 - 2010 POPULATION BY AGE (STATE & NATION)

POPULATION PROJECTIONS

The population of Lansing, including inmates at the state prison, was 9,199 in 2000 and 11,316 in 2010. Using population forecasts prepared by the Mid-America Regional Council for Leavenworth County, population forecasts have been prepared for the City of Lansing. The MARC forecast for the year 2020 anticipates total population growth for the county of 7,649 residents for the ten year period between 2010 and 2020. From this population growth projection for the county, the plan assumes that Lansing would capture 33.5 percent of the overall county population growth for the decade, resulting in an increase in the City’s population of 2,562 from 2010 to 2020. The assumption that the City of Lansing would capture at least one third of the county’s overall growth is based on the fact that the City of Lansing captured 19 percent of the county’s growth during the 1980s, 48 percent in the 1990s, and 34 percent during the 2000s. Overall, the population of Lansing is anticipated to reach 13,878 by 2020 and 16,395 by 2030, using this methodology. The information is presented in Table 5 on the following page.

⁵ 2010 US Census Bureau Data

LEAVENWORTH COUNTY ⁶ - CITY OF LANSING ⁷				
	LEAVENWORTH COUNTY POPULATION	CHANGE IN POPULATION	LANSING - ASSUMED CAPTURE OF COUNTY GROWTH	FORECAST POPULATION
2000	68,691	-	-	9,199
2010	77,384	7,536	-	11,265
2020 (PROJECTED)	83,883	7,656	33.5%	13,830
2030 (PROJECTED)	91,539	7,656	33.5%	16,395

TABLE 5 - CITY OF LANSING PROJECTED POPULATION

These calculations are based on the overall population in Lansing including the inmate population. Since the inmate population is currently at maximum capacity of 2,409, the forecast population for the City of Lansing, exclusive of inmate population, is calculated based on the assumption that the inmate population will remain constant at maximum capacity of 2,409. Based upon the assumption that the state prison will remain at full capacity, the 2010 population of Lansing, exclusive of the inmate population, was estimated to be 8,856 residents. The city's population exclusive of the state prison population is projected to reach 11,421 by 2020 and 13,986 by 2030.

	LANSING WITH PRISON	INMATE POPULATION	LANSING WITHOUT PRISON
2000	9,199	2,409	6,790
2010	11,265	2,409	8,856
2020	13,830	2,409	11,421
2030	16,395	2,409	13,986

TABLE 6 - LANSING PROJECTED POPULATION WITHOUT PRISON

ECONOMIC ANALYSIS

INCOME

Current estimates (2012) regarding per capita personal income are available for Leavenworth County, the Kansas City Metropolitan Statistical Area, and the State of Kansas. Leavenworth County is above the State of Kansas but below the Kansas City MSA in terms of per capita personal income and is increasing at a faster rate than both areas. See Table 7: Per Capita Income⁸ below.

	2000	2012	CHANGE
LEAVENWORTH COUNTY	\$20,292	\$25,813	27.2%
KANSAS CITY MSA	\$23,102	\$27,908	20.8%
STATE OF KANSAS	\$20,506	\$25,045	22.1%

TABLE 7 - PER CAPITA INCOME⁹

6 Mid-America Regional Council Population Forecasts.

7 2000 Population based on U.S. Bureau of the Census, 2010 and 2020 Forecast Population based on change in Leavenworth County population as forecast by Mid-America Regional Council.

8 U.S. Bureau of Economic Analysis.

9 U.S. Bureau of the Census.

The household income in Lansing is higher than many of the surrounding communities and significantly higher than the City of Leavenworth, as displayed in Table 8, below.

	1990	2000	2012
CITY OF LANSING	\$37,724	\$61,193	\$70,520
CITY OF LEAVENWORTH	\$29,629	\$41,215	\$46,547

TABLE 8 - MEDIAN HOUSEHOLD INCOME ¹⁰

Another measure of the economic health of an area relates to the reported incomes by employment sector. The average income (of part-time and full-time employees) in most employment sectors is lower in Leavenworth County than it is statewide. However, due to the significance of federally-based employment at Fort Leavenworth, the VA Hospital, and the federal prison, and the presence of a significant number of management positions at the federal level within these institutions, the average income for government employees in Leavenworth County is significantly higher than that for the State of Kansas overall. The data outlined encompasses all of Leavenworth County and not just the City of Lansing. However, a significant portion of the total employment in Lansing is in the government sector. The average incomes in the manufacturing and transportation sectors in Leavenworth County are below the averages for the state, and as a result the area may be more competitive in attracting new companies.

	LEAVENWORTH COUNTY	STATE OF KANSAS
AGRICULTURAL SERVICES	N/A	\$36,716
MINING	N/A	\$56,734
CONSTRUCTION	\$40,898	\$47,281
MANUFACTURING	\$46,953	\$52,141
TRANSPORTATION / PUBLIC UTILITIES	\$25,468	\$41,105
WHOLESALE TRADE	N/A	\$61,834
PROFESSIONAL AND BUSINESS SERVICES	\$53,829	\$61,057
GOVERNMENT	\$53,391	\$38,036

TABLE 9 - AVERAGE INCOME BY EMPLOYMENT SECTOR ^{11,12}

¹⁰ U.S. Bureau of the Census.

¹¹ U.S. Bureau of the Census.

¹² Bureau of Labor Statistics, 2012

PROPERTY VALUES AND TAXES

Historically, Lansing has had very high property values and achievable rentals. In a comparison of owner-occupied median value and renter-occupied median rent for the City of Lansing, Leavenworth County, Wyandotte County, Johnson County, and the State of Kansas in 1990, Lansing’s median rent was the highest of any of the areas being compared and Lansing’s median home value was exceeded only by Johnson County. Current rental rates for Lansing continue to be high with average rent at \$491 for an apartment and \$1,070 for a house.¹³ The average cost of a residential lot in Lansing is \$15,000-25,000. These figures indicate that Lansing should continue to be attractive to developers of both apartment and single family construction.

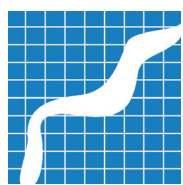
Additionally, Tax Levy Rates in Lansing continue to be comparable to other communities in Leavenworth County and below the rates of other Kansas City area communities. This will continue to enhance residential growth in Lansing. Table 10: Lansing 2014 Property Tax Rates¹⁴ is displayed below.

CITY	40.927
COUNTY	36.570
SCHOOL	61.871
STATE	1.5
FIRE DISTRICT I	6.291
TOTAL PROPERTY TAX MILL LEVY	147.159

TABLE 10 - LANSING 2014 PROPERTY TAX RATES

¹³ Leavenworth Area Development, 2000.

¹⁴ City of Lansing, Kansas



02 LAND USE

This section of the Comprehensive Plan sets forth a specific map and vision statement, goals and recommendations, to guide future land use within the City of Lansing and the surrounding community. Map 5, Future Land Use Map, page 34; the Commercial / Business / Industrial Land Use vision, goals and recommendations, page 37; and the Residential Land Use vision, goals and recommendations, page 39, are the legal basis for decisions regarding land development. Once approved by the City Council, the map, vision, goals, and recommendations, can be implemented through the various codes, ordinances, and regulations of the City of Lansing. Specific information related to Transportation, Community Facilities/Services, and Future Growth are provided in subsequent sections of the Comprehensive Plan.

EXISTING LAND USE

Perhaps the most significant factor affecting future development is the existing pattern of land use in a community. Existing users and owners of property have established a land use pattern for which future uses of vacant land must be compatible. During this planning process, the existing land use survey within the city was updated. Map 2, Existing Land Use, is displayed on page 21. Map 3, Existing Zoning is displayed on page 22.

RESIDENTIAL LAND USE

As shown in Table 11, the predominant residential land use is single-family residential. In 1999, single-family residential (including duplex units) accounted for 2,103 of the residential housing units in Lansing (approximately 85% of all housing units). Since 1999, there have been an additional 835 housing units added (based on permits issued), all but 181 of which have been single-family residential or duplex units. As of January 1, 2014, the total number of single-family residential housing units (including duplex units) was 2,757, and the percent of single family residential and duplex units as compared to all housing units has declined slightly to approximately 83%. Mobile home permits are no longer tracked by the City but based on a comparison of the US Census data from 2000 to 2012, which indicate an approximate 30% decline in the total number of mobile homes over that 12 year time period, it can be assumed the total number of mobile homes within the City has declined, but specific numbers based on permit activity are not available.

	PRE 2000	'00	'01	'02	'03	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	TOTAL
SINGLE FAMILY	2,055	57	44	87	78	56	102	41	25	24	25	11	19	16	19	2,659
DUPLEX	48	0	0	0	0	22	4	18	6	0	0	0	0	0	0	98
MULTI-FAMILY	113	0	3	30	0	0	0	0	0	0	0	0	48	0	0	294
MOBILE HOME	262	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262
TOTALS	2,478	57	47	117	78	78	106	59	31	24	25	11	67	16	19	3,313

TABLE 11 - CITY OF LANSING HOUSING UNITS

UNDEVELOPED RESIDENTIAL LAND

Within the city, some parcels of undeveloped residential land include Conservation Areas. These sites have many constraints that make development less economically feasible for an investor. The good news for the city is that some of the areas that ideally should be conserved for the benefit of the community have not been developed, thereby allowing for future conservation of these areas. Map 4, Undeveloped Residential Land, displays the location of the remaining undeveloped parcels within the city and their relationship with conservation areas (100-year flood plain, excessive slopes, and wooded areas) and proposed trails. Since the remaining undeveloped sites have many development constraints, the City of Lansing should assist existing owners and developers with developing plans that allow greater densities on the buildable portion of the site in exchange for open space conservation areas. This technique is called 'cluster housing' which means to group single family detached dwellings or townhomes together on the more buildable area of a property and maintain the remaining, less buildable area as common open space or as a conservation area. The underlying zoning requirements regarding dwelling type (single family detached dwellings or townhomes) and maximum net density (dwelling units allowed per acre) are typically followed. However, through the establishment of a Planned Unit Development (PUD), the minimum

LOCATION	TOTAL ACREAGE	CONSERVATION ACREAGE	NET DEVELOPMENT ACREAGE	STREET ACREAGE ¹⁶	NET ACREAGE
EAST OF MAIN ST.	32.74	20.99	11.75	2.94	8.81
WOODLANDS EXT.	12.81	2.85	9.96	2.49	7.47
NORTH OF W. MARY	22.77	12.10	10.67	2.67	8.00
SOUTH OF W. MARY	33.80	15.30	18.50	4.63	13.87
SOUTH OF 4-H ROAD	79.35	21.34	58.01	14.50	43.51

TABLE 12 - UNDEVELOPED RESIDENTIAL LAND

¹⁵ Contiguous areas of undeveloped land with less than 5 acres has been excluded.

¹⁶ Twenty-five percent of the net acreage is assumed to be required for street rights-of-way.

lot sizes and building setbacks are typically reduced to accomplish this clustering. Table 12, shows the total amount of undeveloped residential land remaining within the City of Lansing.¹⁵

AGE OF HOUSING

When identifying areas within the city that are good candidates for neighborhood revitalization, the condition of the housing and age of the structure are particularly important data to collect. In the City of Lansing, there are approximately 500 units that are over 50 years old. Housing units that are over 50 years old can be considered historic depending upon the cultural and/or architectural value of the structure. However, more important to neighborhood revitalization is determining where the concentration of aged housing exists. This typically correlates with a concentration of deficient housing. Table 13 displays data on the age of housing.

AGING POPULATION AND HOUSING

Given the projected overall aging of the population in Lansing over the next ten to twenty years, the following residential land use types are likely to increase in demand throughout the community:

- **Patio or townhome units:** These smaller, single level homes, typically developed in an organized community, would present lower maintenance burdens for aging citizens. The smaller size of these residential units, compared to traditional single family detached homes, would also better fit the needs of senior citizens, who often live by themselves or with one other person.
- **Apartment complexes:** With an aging population, the community will likely have an increased demand for apartment units geared to senior citizens. These complexes may allow seniors to live independently, or may provide a variety of services or programs to senior residents.
- **Institutional senior housing facilities:** As the population ages, the community will likely experience increased demand for more formal senior, institutional space (including nursing homes or assisted living care facilities) that provide medical services or day to day care.

BUSINESS LAND USE

The existing businesses in the City of Lansing are documented in Table 14, below. Market analysis conducted several years ago indicated that Lansing was losing retail dollars to surrounding areas. This meant that Lansing residents had to go outside of the city to find retail services to meet their needs. Although some new businesses have been established in Lansing, the retail market does not appear to be capitalizing on the increases in the population. As the city proceeds with redevelopment and revitalization efforts along Main Street, an economic development analysis should be conducted to determine impediments to new retail development in Lansing. Programs can then be developed that eliminate the impediments to development, thereby opening the market to new retail.

UNDEVELOPED COMMERCIAL LAND

Although several small tracts of land exist along Main Street, only one tract of land remains within the City of Lansing that is large and suitable for commercial development. This tract of land is located west of Main Street, south of West Mary Street to 4-H Road. Recently, development has occurred on the east side of Main Street, south of East Mary Street to 4-H Road (including City Hall). This development will complement a business development on the west side and together the areas create an overall Towne Center.

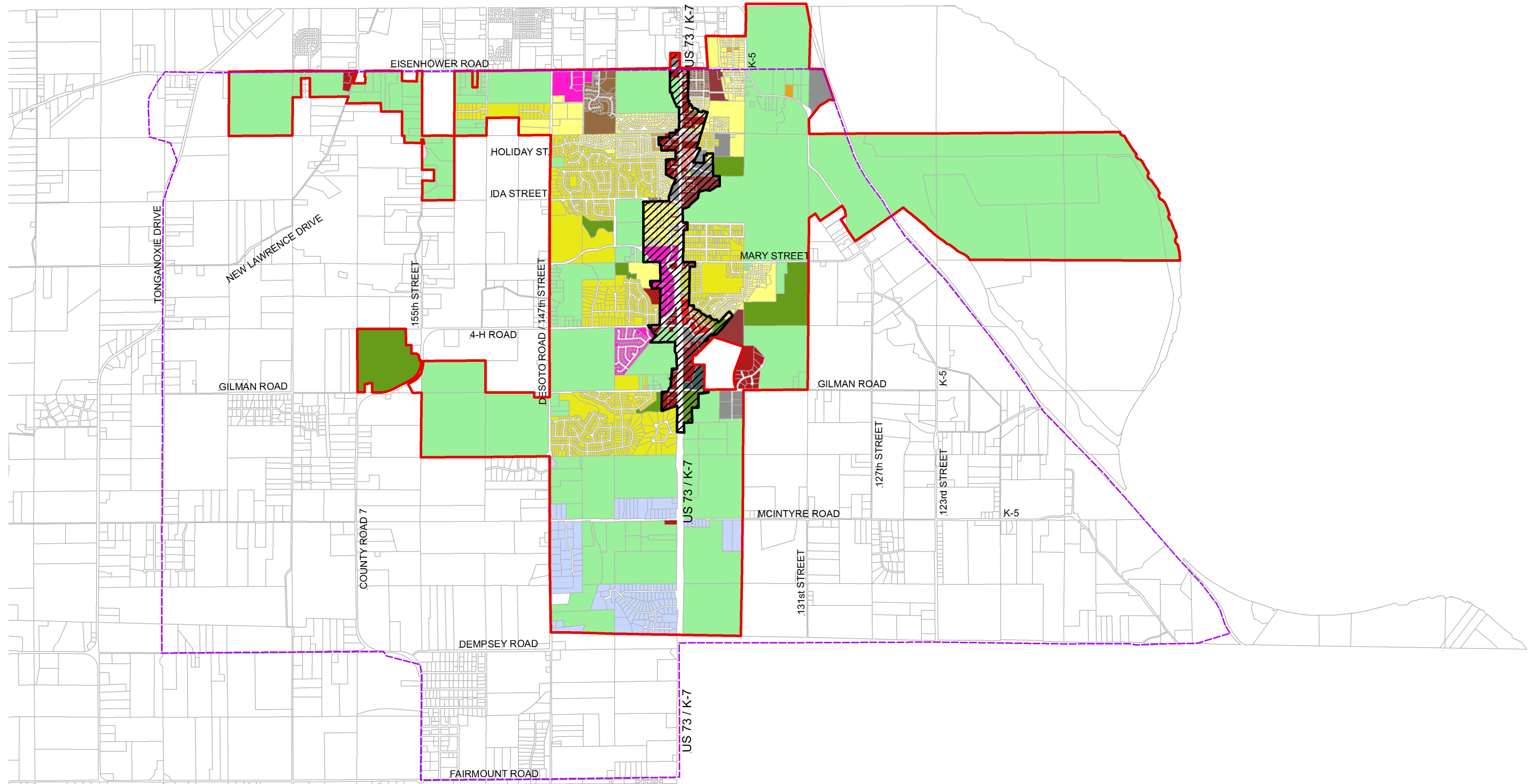
2010 TO 2013	66
1990 TO 2009	633
1980 TO 1989	688
1970 TO 1979	686
1960 TO 1969	299
1950 TO 1959	114
1940 TO 1949	109
1939 OR EARLIER	116

TABLE 13 - HOUSING UNITS BY YEAR BUILT





ESTABLISHMENT TYPE	QUANTITY
RETAIL	31
RESTAURANT	13
HOTEL	3
WHOLESALE	3
SERVICES	29
CHURCHES	7
OTHER BUSINESSES ¹⁷	24

TABLE 14 - EXISTING NONRESIDENTIAL ESTABLISHMENTS















¹⁷ "Other Businesses" are businesses not included in above establishment types, such as contractors, read-mix plants, self storage companies, etc.

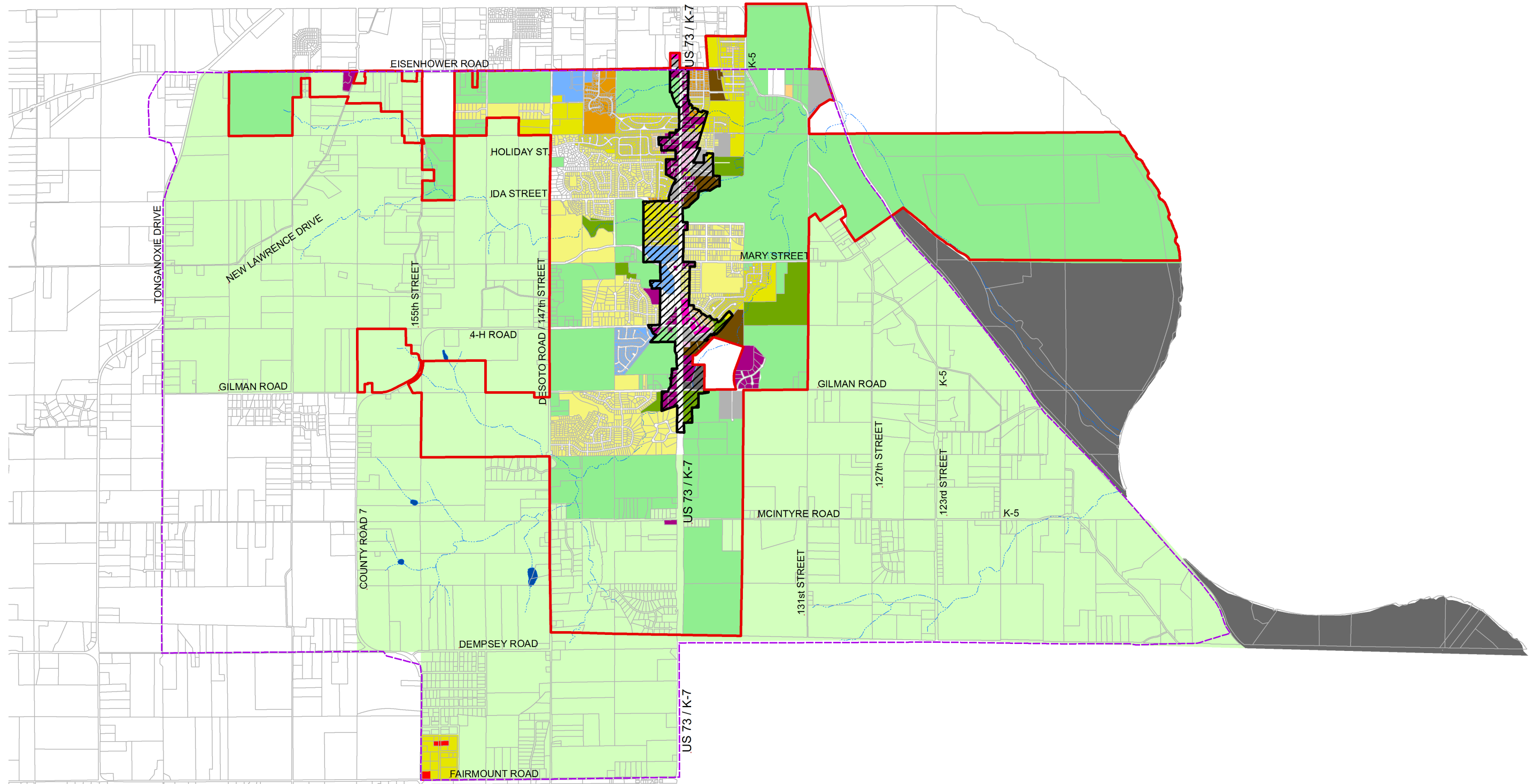


LEGEND
























-  URBAN GROWTH MANAGEMENT AREA
-  CITY LIMITS
-  COUNTY PARCEL
-  EXISTING MAIN STREET OVERLAY DISTRICT (MSOD)

EXISTING LAND USE

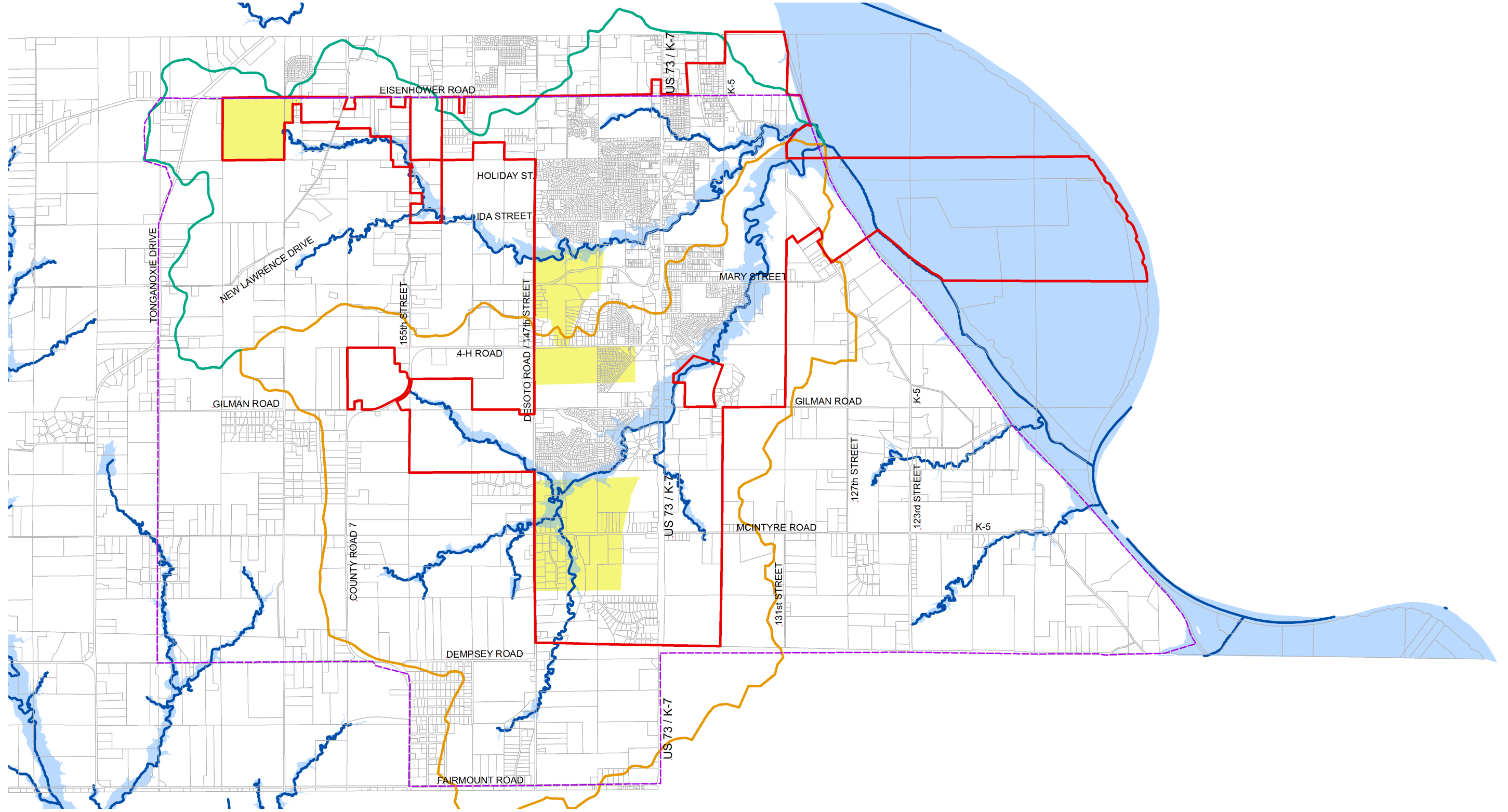
- | | |
|---|--|
|  A-1 AGRICULTURE |  R-1 SUBURBAN RESIDENTIAL |
|  B-1 NEIGHBORHOOD BUSINESS |  R-2 SINGLE FAMILY RESIDENTIAL |
|  B-2 GENERAL BUSINESS |  R-3 DUPLEX RESIDENTIAL |
|  B-3 COMMERCIAL BUSINESS |  R-4 MULTIFAMILY RESIDENTIAL |
|  I-1 LIGHT INDUSTRIAL |  R-5 MOBILE HOME PARK |
|  I-2 HEAVY INDUSTRIAL |  RR-2.5 RURAL HOME RESIDENTIAL (COUNTY) |
|  PUD |  CITY PARK LAND |




LEGEND

- | | | | |
|--|---|---|--|
|  URBAN GROWTH MANAGEMENT AREA | LANSING ZONING |  PUD - PLANNING UNIT DEVELOPMENT |  B-3 GENERAL COMMERCIAL |
|  CITY LIMITS |  A-1 AGRICULTURE |  R-1 SUBURBAN RESIDENTIAL |  I-3 HEAVY INDUSTRIAL |
|  COUNTY PARCEL |  B-1 NEIGHBORHOOD BUSINESS |  R-2 SINGLE FAMILY RESIDENTIAL |  R-2 RESIDENTIAL |
|  EXISTING MAIN STREET OVERLAY DISTRICT (MSOD) |  B-2 GENERAL BUSINESS |  R-3 DUPLEX RESIDENTIAL |  RR-2.4 RURAL RESIDENTIAL |
|  STREAMS |  B-3 COMMERCIAL BUSINESS |  R-4 MULTIFAMILY RESIDENTIAL | |
|  WATER BODIES |  CITY PARK LAND |  R-5 MOBILE HOME PARK | |
| |  I-1 LIGHT INDUSTRIAL | | |
| |  I-2 HEAVY INDUSTRIAL | | |

MAP 4 | UNDEVELOPED RESIDENTIAL LAND MAP



- LEGEND**
-  URBAN GROWTH MANAGEMENT AREA
 -  CITY LIMITS
 -  COUNTY PARCEL
 -  7 MILE CREEK DRAINAGE BASIN
 -  9 MILE CREEK DRAINAGE BASIN
 -  UNDEVELOPED RESIDENTIAL LAND
 -  STREAMS
 -  FLOODPLAIN



06

FUNDING, STATUTES & IMPLEMENTATION

The Comprehensive Plan committees identified a need for significant proactive pursuit of future growth and proper management of that growth. The quality and type of this future growth will be a defining factor in the image and quality of life of the City of Lansing. There exists an ongoing need to enhance and improve the older existing areas of the city, while simultaneously planning for high quality new development. It is recognized that comprehensive improvement plans and programs are necessary to accomplish the goals of this section. Because of the nature of much of the future growth in Lansing, these comprehensive improvement plans require public/private partnerships. Since there are not enough public funds to do all of the improvements to streets, utilities, sidewalks, etc., the City should focus funds into demonstration projects where all street deficiencies in a particular block are corrected and housing improvements are targeted. The incentives should be used to encourage private investment, an essential part of revitalization. Several grants and implementation statutes, in addition to public and private funds, will be a part of future development proposals. Programs that attract investors of all income levels should be a part of the plan. Additionally, many opportunities and constraints that exist within these future growth areas should be considered during the planning stage. Information regarding applicable grants, statutes, and opportunities and constraints is provided on the following pages. This list is not meant to be all inclusive and programs will continue to



change over time. This provides a cross section of applicable programs that should be considered as part of Lansing's implementation strategy. Public/private partnerships should be explored to further leverage funds.

FUNDING AND STATUTES

FEDERAL GRANTS AND FUNDING PROGRAMS

COMMUNITY DEVELOPMENT BLOCK GRANTS

The Department of Housing and Urban Development (HUD) administers federal Community Development Block Grants to address a wide range of unique community development needs including neighborhood stabilization, revitalization and for comprehensive development projects (combining downtown revitalization with housing and infrastructure).

FEDERAL TRANSPORTATION FUNDS

The Kansas Department of Transportation administers federal transportation funds for system enhancement projects, transportation enhancement projects and surface transportation projects. The surface transportation projects are designated through the Mid-America Regional Council. This program requires a local match and is facilitated as reimbursement program, not a grant program. In some situations, Lansing would need to have the capacity to pay a contractor for work prior to submitting for reimbursement of the funds, less the match amount. This is not always the case as some projects are administered by KDOT directly.

HOME FUNDS AND USDA HOME LOAN PROGRAM

The Department of Housing and Urban Development (HUD) administers federal HOME funds. These grants are for low to moderate income homebuyers. The city can apply for these grants to encourage owner occupancy. Grants are available for owner occupied housing rehabilitation. This city recently became eligible to participate in the USDA Home Loan Program.

HISTORIC PRESERVATION FUND

The Historic Preservation Office administers Federal Historic Preservation Grants. These are for survey and planning in historic areas. The City of Lansing could potentially qualify for these grants for the area south of the prison (from Kansas Avenue nearly to East Mary Street). The survey grants would be used to determine the historic and architectural value of the area and the planning grants could then be used to pursue designation on the State or National Register of Historic Places or to develop such things as architectural guidelines for rehabilitation projects.

STATE AND LOCAL GRANTS AND FUNDING PROGRAMS

LOCAL GOVERNMENT OUTDOOR RECREATION GRANTS

The Kansas Department of Wildlife, Parks and Tourism administers both federal and state funds for outdoor recreation improvements. These typically require that City funds are matched dollar for dollar with the grant amount. One example is the Land and Water Conservation Fund that provides 50% reimbursement to selected outdoor recreation projects that are sponsored by political subdivisions and other appropriate public agencies. Qualifying projects include development and/or acquisition of outdoor facilities for the purpose of public recreation. Another available program is the Recreational Trails Grant program that provides matching funds, on a reimbursement basis, for eligible recreational trail and trail-related projects. All projects selected must fall into one or more of three categories: motorized, non-motorized, or diversified recreational trail or trail-related projects. Proposals that provide for improved Americans with Disability Act (ADA) and environmental impacts will receive a high priority. Projects that provide for motorized recreation activities are encouraged, as 30% of the funding is to be devoted to motorized projects. A local match is required for this grant program.

HERITAGE TRUST FUNDS

The Historic Preservation Office administers the State Heritage Trust Fund for preservation activities on listed properties. The maximum grant amount in any given cycle and require a local match. There is no limit on the number of times applications can be made. Grant application deadlines are typically in March.



KANSAS DEPARTMENT OF COMMERCE, BUSINESS AND COMMUNITY DEVELOPMENT DEPARTMENT

Business and Community Development Assistance offers a handful of different services to help revitalize a project. Services can include “developing incentive proposals based on the business’ needs and projected growth; creating strategic and proactive community development plans for communities to address a wide variety of needs; ensuring that all of the Department of Commerce’s available resources are considered for a project.; serving as a liaison with other state agencies, including the departments of Revenue, Labor, and Health and Environment.” Specific programs offered through this department are the Community Development Block Grant Program; the Kansas Downtown Redevelopment Act; the Kansas PRIDE; and Rural Opportunity Zones (ROZ). www.kansascommerce.com

KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT (KDHE)

KDHE serves rural Kansas in multiple capacities. The Kansas Brownfields Program can help communities pay for and perform environmental assessments on potentially contaminated properties. The Office of Rural Health connects rural communities with state and federal resources related to sustainable health care delivery systems and to ensure access to services in rural Kansas. KDHE also invests in water, wastewater and sewer infrastructure. www.kdheks.gov

KANSAS ENERGY OFFICE (KEO)

The KEO’s Facility Conservation Improvement Program (FCIP) assists public entities in using performance contracting to finance energy-efficiency upgrades in public buildings. Other KEO programs are available to assist the public sector with energy efficiency and renewable energy projects. www.kcc.ks.gov/energy

TAX INCREMENT FINANCING

Tax Increment Financing is discussed in detail in Kansas Statutes 12-1770 through 12-1780. Refer to the current statutes for the complete text. A summary of the statute is provided below:

The governing body may adopt a resolution finding a specific project area to be a blighted, conservation, or major tourism area and the conservation, development, or redevelopment of such areas as necessary to promote the general and economic welfare of the city.

A redevelopment district may then be adopted by resolution for public uses and purposes for which public money may be expended and the power of eminent domain exercised (with certain procedures including ultimately a 2/3 vote of governing body, except in conservation areas where eminent domain is not allowed). This requires a comprehensive plan that identifies all of the proposed redevelopment project areas and identifies in a general manner all of the buildings and facilities that are proposed to be constructed or improved.

The purpose of such a district is to define and allow any increment in ad valorem property taxes resulting from a redevelopment district can be apportioned to a special fund for the payment of the cost of the redevelopment project when it is built. The increment is the amount in excess of the amount which is produced from such property and attributable to such property prior to the date of the redevelopment plan.

The special fund can be used for the payment of principal and interest on any special obligation bonds or full faith and credit tax increment bonds issues to finance the project. Special obligation bonds or full faith and credit tax increment bonds may be issued for such things as development financing, acquisition, relocation, site preparation, utilities, streets, sidewalks, plazas, arcades, parking, landscaping, and other amenities. Bonds may not be used for the construction of buildings or other structures to be owned by or to be leased to such developer.

Special obligation bonds are payable from property tax increments; revenues of the City derived from any redevelopment project; private sources; contributions or other financial assistance from the state or federal government; revenue received by the City from transient guest, sales and use taxes if there is a finding by the Secretary of Commerce that the redevelopment project is of statewide as well as local importance; increased revenue received by the city from franchise fees; or revenue received by the city from sales taxes.



To implement the comprehensive plan of the redevelopment district, individual redevelopment plans within the overall redevelopment district can be prepared and adopted. Any redevelopment plan undertaken within the redevelopment district may be in separate development stages. Each plan shall be adopted and shall fix a date for completion (within 20 years). Any city proposing to undertake a redevelopment project within a redevelopment district shall prepare a redevelopment plan in consultation with the planning commission of the city.

BUSINESS IMPROVEMENT DISTRICT

The Business Improvement District Act is discussed in detail in Kansas Statutes 12-1781 through 12-1793. Refer to the current statutes for the complete text. A summary of the statute is provided below:

The governing body may establish one or more business improvement districts within the city and provide for the administration and financing of additional and extended services to businesses within such districts. The purpose of the district is to allow the governing body to annually levy business improvement service fees. The annual fees shall be based on the amount of space used for business, street front footage, building or land square footage, the number of employees, the type of business or other reasonable factor.

The districts can be used for:

- The beautification of the district, such as by landscaping and plantings, fountains, shelters, benches, sculptures, signs, lighting, decorations and similar amenities, including the maintenance thereof;
- The provision of special or additional public services, such as sanitation, the security of persons and property and the care and maintenance of public facilities, including sidewalks and other public areas;
- The provision for or the financial support of public transportation services and vehicle parking facilities open to the general public, including the operation and maintenance of parking facilities which may have been established by the issuance of bonds and the levying of special assessments;
- The development of plans for the general architectural design of public areas and the development of plans and programs for the future development of the district;
- The development, promotion and support of community events and activities open to the general public; and
- Any other services which the city is authorized to perform and which the city does not also perform to the same extent on a city-wide basis.

COMMUNITY IMPROVEMENT DISTRICT

The Community Improvement District act is detailed in Kansas Statutes 12-6a26 through 12-6a36. Refer to the current statutes for the complete text. A summary of the act is provided below:

...any municipality may impose a community improvement district sales tax on the selling of tangible personal property at retail or rendering or furnishing services taxable pursuant to the provisions of the Kansas Retailers' Sales Tax Act, and amendments thereto, within a community improvement district for purposes of financing a project in such district in any increment of .10% or .25% not to exceed 2% and pledging the revenue received therefrom to pay the bonds issued for the project or to reimburse the cost of the project pursuant to pay-as-you-go financing.

The districts can be used to fund:

- Any project within the district to acquire, improve, construct, demolish, remove, renovate, reconstruct, rehabilitate, maintain, restore, replace, renew, repair, install, relocate, furnish, equip or extend:
 - Buildings, structures and facilities;
 - Sidewalks, streets, roads, interchanges, highway access roads, intersections, alleys, parking lots, bridges, ramps, tunnels, overpasses and underpasses, traffic signs and signals, utilities, pedestrian amenities, abandoned cemeteries, drainage systems, water systems, storm systems, sewer systems, lift stations, underground gas, heating and electrical services and connections located within or without the public right-of-way, water mains and extensions and other site improvements;
 - Parking garages;



- Streetscape, lighting, street light fixtures, street light connections, street light facilities, benches or other seating furniture, trash receptacles, marquees, awnings, canopies, walls and barriers;
 - Parks, lawns, trees and other landscape;
 - Communication and information booths, bus stops and other shelters, stations, terminals, hangers, rest rooms and kiosks;
 - Paintings, murals, display cases, sculptures, fountains and other cultural amenities;
 - Airports, railroads, light rail and other mass transit facilities; and
 - Lakes, dams, docks, wharfs, lakes or river ports, channels and levies, waterways and drainage conduits.
- Within the district, to operate or to contract for the provision of music, news, child-care, or parking lots or garages, and buses, minibuses or other modes of transportation;
 - Within the district, to provide or contract for the provision of security personnel, equipment or facilities for the protection of property and persons;
 - Within the district, to provide or contract for cleaning, maintenance and other services to public or private property;
 - Within the district, to produce and promote any tourism, recreational or cultural activity or special event, including, but not limited to, advertising, decoration of any public place in the district, promotion of such activity and special events and furnishing music in any public place;
 - Within the district, to support business activity and economic development, including, but not limited to, the promotion of business activity, development and retention and the recruitment of developers and business;
 - Within the district, to provide for or support training programs for employees of businesses; and
 - To contract for or conduct economic impact, planning, marketing or other studies.

NEIGHBORHOOD REVITALIZATION ACT

The Neighborhood Revitalization Act is discussed in detail in Kansas Statutes 12- 17,114 through 12-17,120. Refer to the current statutes for the complete text. A summary of the statute is provided below:

The governing body of any municipality may designate a neighborhood revitalization area if it finds that the rehabilitation, conservation or redevelopment of the area is necessary to protect the public health, safety or welfare of the residents. The purpose of the designation is to allow any increment in ad valorem property taxes levied by the municipality resulting from improvements by a taxpayer to property in a neighborhood revitalization area to be credited to a neighborhood revitalization fund. All or a part of the property increment can then be returned to the taxpayer in the form of a rebate. Additionally, moneys may be budgeted and transferred to the fund from any source which may be lawfully utilized for such purposes. Any municipality may expend money from the general fund to accomplish the purposes of this act. This is not an income restricted program.

STATUTES

ANNEXATION STATUTE

Annexation is discussed in detail in Kansas Statutes 12-520 through 12-524. Refer to the current statutes for the complete text. A summary of the statute is provided below:

The governing body of a city may annex land if one or more of the following exists:

- The land is platted, and some part of the land adjoins the city.
- The land is owned by or held in trust for the city or any agency thereof.
- The land adjoins the city and is owned by or held in trust for any governmental unit other than another city, except that no city may annex land owned by a county which has primary use as a county-owned and operated airport, or other aviation related activity or which has primary use as a county owned and operated zoological facility, recreation park or exhibition and sports facility without the express permission of the Board of County Commissioners of the county.



- The land lies within or mainly within the city and has a common perimeter with the city boundary line of more than 50%.
- The land, if annexed, will make the city boundary line straight or harmonious and some part thereof adjoins the city, except no land in excess of 21 acres shall be annexed for this purpose.
- The tract is so situated that 2/3 of any boundary line adjoins the city, except no tract in excess of 21 acres shall be annexed under this condition.
- The land adjoins the city and a written petition for or consent to annexation is filed with the city by the owner.
- No portion of any unplatted tract of land devoted to agricultural use of 21 acres or more shall be annexed by any city under the authority of this section without the written consent of the owner thereof.
- No city may annex any improvement district under the authority of this section.

When a governing body pursues annexation of land not permitted under the previous conditions, they present a petition to the Board of County Commissioners of the county requesting a public hearing. This petition must provide a legal description of the land and include a report on the plans for the extension of services.

Board of County Commissioners shall consider the impact of approving or disapproving the annexation of the entire community involved in order to ensure the orderly growth and development of the community. The board will then make specific written findings of fact and conclusions determining whether annexation causes manifest injury to the owners of any land proposed to be annexed, or to the owners of land in areas near or adjacent to the land, or to the city. In determining manifest injury, the Board considers the following criteria:

- Extent to which any of the area is land devoted to agricultural use;
- Area of platted land relative to unplatted land;
- Topography, natural boundaries, storm and sanitary sewers, drainage basins, transportation links or any other physical characteristics which may be an indication of the existence or absence of common interest of the city and the area proposed to be annexed;
- Extent and age of residential development in the area to be annexed and adjacent land within the city's boundaries;
- Present population in the area to be annexed and the projected population growth during the next five years in the area proposed to be annexed;
- The extent of business, commercial and industrial development in the area;
- The present cost, methods and adequacy of governmental services and regulatory controls in the area;
- The proposed cost, extent and the necessity of governmental services to be provided by the city proposing annexation and the plan and schedule to extend such services;
- Tax impact upon property in the city and the area;
- Extent to which the residents of the area are directly or indirectly dependent upon the city for governmental services and for social, economic, employment, cultural and recreational opportunities and resources;
- Effect of the proposed annexation on the city and other adjacent areas and districts;
- Existing petitions for incorporation of the area as a new city or for the creation of a special district;
- Likelihood of significant growth in the area and in adjacent areas during the next five years; and
- Effect of annexation upon the utilities providing services to the area and the ability of those utilities to provide those services shown in the detailed plan.

EXTRATERRITORIAL ZONING & SUBDIVISION AUTHORITY STATUTE

Zoning of land outside city limits is discussed in detail in Kansas Statute 12-715b. Adoption of subdivision regulations and building codes affecting property outside the city is discussed in detail in Kansas Statutes 12-750 through 12-751. Refer to these statutes for the complete text. A summary is provided on the next page:



Cities are authorized to adopt zoning regulations for land outside the city but within three miles (except parcels over three acres under one ownership used only for agricultural purposes), under certain conditions:

- City has a planning commission which provides for the appointment of two commission members who reside outside the city but within the area subject to the zoning, or has a joint metropolitan or regional planning commission,
- The land subject to the zoning regulations has been included within a comprehensive plan recommended by the planning commission and approved by the governing body,
- The county has specifically excluded the land from county zoning, and
- The city has notified the Board of County Commissioners in writing 60 days before initiating zoning regulations.

If the governing body of a city proposes to adopt subdivision regulations (and the building code) affecting property lying outside of the city and governed by subdivision regulations of the county, a copy of the city's proposal shall be certified to the Board of County Commissioners. Within 60 days, a joint committee will be appointed for adoption and administration of subdivision regulation. That committee shall be composed of: three members of the County Planning Commission to be appointed by the chairperson of the County Planning Commission, three members of the City Planning Commission to be appointed by the chairperson of the City Planning Commission, and one member to be selected by the other six members.

COMPREHENSIVE NEIGHBORHOOD REVITALIZATION PLANS

Neighborhood revitalization requires a comprehensive plan to address all aspects of the neighborhood including housing, streets, utilities, and amenities. Therefore public and private stakeholders are required to make revitalization a reality. Various grants are available and should be pursued for revitalization, however, are only one aspect of a comprehensive plan.

Revitalization requires commitment by a city to infuse public funds and incentives. Since there are not enough public funds to do all of the improvements to streets, utilities, sidewalks, etc., the city should focus funds into demonstration projects where all street deficiencies in a particular block are corrected and housing improvements are targeted. The incentives should be used to encourage private investment, an essential part of revitalization. Therefore programs that attract investors of all income levels should also be a part of the plan. Finally, related leisure facilities (parks) and retail services that support a neighborhood should be upgraded to meet the demands of the market.

IMPACT OF FUTURE GROWTH ON SCHOOLS

Aggressive pursuit of future growth will likely have an impact on the Lansing School District. City efforts to make the area more attractive to developers, both residential and commercial, will open the market to higher population growth, and therefore additional school age children. The existing school facilities are adequate for the next several years; however significant growth could change that. The elementary school facilities, in particular, are most likely to require additional space as growth continues south and west of the existing city limits. Sites for an additional elementary school facility to serve the western and southern areas of the district should be explored. This could allow the school district to operate two facilities that serve as neighborhood based elementary schools.

SERVICE DELIVERY IN THE ANNEXATION AREAS

Kansas law allows cities to annex land by several different methods, depending upon the circumstances. Unilateral annexation is permitted in Kansas for annexations that meet certain criteria. Also permitted are consent annexations (given other criteria) and annexations involving the approval of the board of county commissioners.

In order to implement a more strategic and sustainable growth pattern, smaller areas of similar existing conditions should be pursued for annexation (similar to that outlined in this Plan). This allows the city to cater the service delivery to the needs of the particular property owners, and to afford upgrades within reasonable time frames.



Currently most residents of Lansing receive higher levels of service related to water, sanitary sewer, and road improvements/maintenance. Generally speaking, water lines within the city are looped and good pressure is available. Additionally, fire hydrants are properly spaced to adequately supply water for emergencies. Undeveloped areas (mostly in the county) do not have this same level of service due primarily to the rural character. As areas are annexed and development occurs, the city should ensure that water main improvements are implemented not only in new development but also in existing development.

Sewer interceptors should be extended into annexation areas upon annexation. This will allow immediate development to occur in the annexed area. Existing residents who are currently served by septic systems should be provided with specific options for upgrading to sanitary sewer. These options should also outline the comparable maintenance costs that are typical over time with septic systems so that property owners are fully informed in their decision making. Improved road maintenance should occur immediately in the annexed area, and road improvements should be implemented as the annexed area is developed (or in a reasonable amount of time from annexation).

Additional facilities and services that are being implemented as part of this plan include neighborhood parks with children's play areas, neighborhood revitalization, where appropriate, greenway and trail development, bike trails and lanes, and Main Street enhancements. These services should also be planned for future annexation areas so that implementation can occur in the annexed area over a reasonable amount of time.

EXTRATERRITORIAL ZONING & SUBDIVISION AUTHORITY

A primary concern in the future annexation area is to ensure that development occurs in a manner that respects future development of surrounding areas. This can be done through annexation or through zoning and subdivision authority outside of the city. Since practicality and costs prevent annexation of the entire area, zoning and subdivision authority can help the community meet its objectives. Improvements to the existing city regulations will ensure that new development meets the objectives of the community for a high quality living environment. Additionally, zoning and subdivision authority would reinforce the specific goals and recommendations of this plan including:

- contiguous development rather than piecemeal development,
- preservation of agricultural land until such time as contiguous development occurs,
- cluster development to preserve high quality conservation areas and the rural character rather than development facing onto major roadways thereby restricting development of interior land, and
- community sanitary sewer service rather than multiple septic systems.

COMPREHENSIVE IMPLEMENTATION STRATEGY

Transforming plans into public policy is primarily the responsibility of local government. Public policy decisions are put into effect by numerous legal and administrative procedures. Some policy decisions require action on the part of city government; others depend upon the actions of individuals within the city, guided by municipal regulations. While the responsibility for transforming plans into policy rests with the local government, a truly effective program of plan implementation must include both voluntary cooperation of the citizens and direct governmental action and regulation. This Comprehensive Plan report contains plans, visions, goals, recommendations, and minimum standards for all phases of the growth of the City of Lansing. In order to make these various elements a meaningful guide to development, an overall program for their implementation must be developed. To this end, the implementation recommendations of the various Comprehensive Plan components have been incorporated into a Comprehensive Implementation Strategy, Table 22, beginning on page 91.

The City Council and staff should hold an annual strategic workshop on Economic Development to review and prioritize major and minor projects, such as the airport and K5, and create an economic development strategy with short and long term goals and action steps. The Planning Commission and staff should also annually review the Comprehensive Plan, including the implementation strategy table, and propose to the City Council updates and changes as may be warranted.



TABLE 22 - COMPREHENSIVE PLAN IMPLEMENTATION STRATEGY

LAND USE						
COMMERCIAL / BUSINESS / INDUSTRIAL / IMPLEMENTATION STRATEGIES						
Task	Priority	Status	Task Lead	Timeframe	Budget	Impact Estimate
Update and maintain Future Land Use Map to allocate adequate land for commercial development.	High	Updated in 2014	Planning Commission	Annually		Undetermined
Extend MSOD south and along Eisenhower.	High	In-process	Planning Commission	Undetermined		Undetermined
Pursue extraterritorial zoning and subdivision authority in the identified Lansing area of interest or establish joint planning the County.	High		Planning Commission	Undetermined		Undetermined
Encourage the rezoning and redevelopment of properties to be consistent with the Future Land Use Plan and evaluate all future rezoning applications for consistency with the Future Land Use Plan as well as the goals contained within this plan.	High	On-going	Planning Commission	Undetermined		Undetermined
Update the zoning and subdivision regulations to support and advance the goals of this Plan - potentially through the creation of a Uniform Development Ordinance (UDO).	High		Planning Commission	Undetermined		Undetermined
Expand and refine current standards for commercial and industrial developments that address architecture, signage, parking, sidewalks, drainage, utilities, lighting, pedestrian facilities (benches, handicap access, trash receptacles), screening of service areas and trash dumpsters, open space, landscaping, and trail connections to residential developments and public facilities.	Medium	In-process	Planning Commission	Undetermined		Undetermined
Create an economic development strategy based on the recommendations in this plan, including funding for incentives.	Medium		Economic Development Committee	Undetermined		Undetermined
Search for funding opportunities, grants and additional partners for the development of the Leavenworth County Airport within Lansing's growth area, and periodically review and update the airport study in partnership with the County.	Medium		Economic Development Committee	Annually		Undetermined
RESIDENTIAL - IMPLEMENTATION STRATEGIES						
Task	Priority	Status	Task Lead	Timeframe	Budget	Impact Estimate
Review expected population growth for Lansing and update the future land use plan that allocates adequate land for the diverse residential land use envisioned for the community.	High	Updated in 2014	Planning Commission	Annually		Undetermined
Reassess the residential zoning categories with emphasis on establishing a rural or suburban zone and a zero lot line or patio home zone.	High		Planning Commission	Undetermined		Undetermined
Pursue extraterritorial zoning and subdivision authority in the identified Lansing area of interest or joint planning with the county.	High		Planning Commission	Undetermined		Undetermined
Develop and adopt specific building and site design standards for multi-family housing.	High		Planning Commission	Undetermined		Undetermined
Encourage the rezoning and redevelopment of properties to be consistent with the Future Land Use Plan and evaluate all future rezoning applications for consistency with the Future Land Use Plan as well as the goals contained within this plan.	High	On-going	Planning Commission	Undetermined		Undetermined
Continue the Lansing Tree Board and other existing programs (i.e. Master Gardeners) and encourage landscaping through brochures, seminars, and guidance.	Medium		Parks Advisory Board	Undetermined		Undetermined
Review appropriateness of the existing sidewalk standards and include provisions for trail connections within subdivisions and to commercial developments and community facilities. Coordinate with Trails System Master Plan.	Medium		Parks Advisory Board	Undetermined		Undetermined
Continue to develop standards for the location of utility easements and utility service lines.	Low		Public Works Department	Undetermined		Undetermined
Review street light requirements and determine standard for evaluating proposed placement of street lights by Westar.	Low		Public Works Department	Undetermined		Undetermined
Consider the appropriateness of separate standards for rural residential areas.	Low		Public Works Department	Undetermined		Undetermined
Research the need, potential locations, assistance programs, and potential developers for elderly and affordable housing.	Low		Planning Commission	Undetermined		Undetermined



TRANSPORTATION

TRANSPORTATION SYSTEM - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Revise the thoroughfare plan to accommodate current objectives throughout the entire Lansing area of interest and incorporate changes since the last Comprehensive Plan (accomplished with approval of this plan).	High	Updated in 2014	Public Works Department	Undetermined	Undetermined
Develop, design, and execute the existing Main Street System Enhancement Proposal (including intersection improvements, street widening, center turn lanes, traffic control devices, frontage or reverse frontage roads, bridge widening, bicycle paths, sidewalks, enhanced pedestrian crosswalks, green space, landscaping, utility burial/relocation and uniform lighting) to work in concert with an overall Main Street Development Strategy.	High		Public Works Department	Undetermined	Undetermined
Continue an incremental street repair program to accomplish city-wide repairs at a constant rate and improvements to K-7.	High		Public Works Department	Undetermined	Undetermined
Through a planning alliance with the County, an interchange system should be incorporated into the plan.	Medium		Public Works Department	Undetermined	Undetermined
Continue to keep up-to-date the street specifications adopted in 2003.	Medium		Public Works Department	Undetermined	Undetermined
Fund Ida, McIntyre, and Gilman Road projects.	Medium		City Council	Undetermined	Undetermined
Study the concept, potential location, and impact of an alternate route to serve west Lansing (K-5 corridor, as well as 30th Street Trafficway).	Medium		Public Works Department	Undetermined	Undetermined
Develop a distinct Lansing identity through the implementation of street trees, landscaping and gateways within the Lansing city limits.	Low		Public Works Department	Undetermined	Undetermined
Develop a concept for improved access to the Interstate Highway system.	Low		Public Works Department	Undetermined	Undetermined
Coordinate the design of proposed frontage road access for Highway 7/73 with KDOT.	Low		Public Works Department	Undetermined	Undetermined



COMMUNITY FACILITIES

PARKS AND RECREATION - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Develop a plan for open space and aesthetic enhancements (green space, landscaping, enhanced pedestrian walkways and other pedestrian elements, bike paths, enhancement to bridge architecture, public art) along Main Street to be incorporated in conjunction with the existing Main Street System Enhancement Proposal and in cooperation with an overall Main Street Redevelopment/Development Strategy. (Completed Neighborhood Revitalization, MSOD, Master Trails Plan)	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Continue to develop the Parks and Recreation Department and investigate and determine which functions and facilities should be part of that department. Examine the functions and composition of the Parks and Recreation Board as part of this effort.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Explore grants, levies, assessments, etc., to fund park and greenway acquisition, design, and construction.	Undetermined		Parks Advisory Board	Annually	Undetermined
Further develop and implement a plan for acquisition, design, and construction of a city-wide trail system for pedestrians and bicyclists that connects all residential subdivisions, commercial services, and park facilities throughout the Lansing area of interest. This would include development of linear trail systems along the Seven and Nine Mile Creeks in conjunction with storm water improvement projects. (Occurs through development, Stream Buffer Ordinance)	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Assemble a committee to study the concept of a community pool to determine the types of users, type of facility, and the possibility of a joint city/school project. (Completed – Citizens Committee currently doing several studies)	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Continue to develop a plan and implementation proposal for athletic fields on the school district property south of the Middle School in a joint school-city project and/or on other properties.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Form a committee to assess the need for a major sports complex and determine the size and location of sports fields, and other sports facilities needed at this complex.	Undetermined		Parks Advisory Board	Undetermined	Undetermined

COMMUNITY & ACTIVITY CENTERS / LIBRARY / EDUCATION - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Conduct a community survey and an analysis of the current use of the Activities Center to determine the appropriateness of the services provided, the adequacy of the facility, and the economic vitality of the operation.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Determine which services might be transferred to a new center and which ones still need to serve the existing neighborhood.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Determine the requirements for maintaining the current facility as a viable community asset and construction and operating cost estimates for a new facility in the Towne Center.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Continue to maintain and improve a vibrant library facility for the Lansing Community. Determine potential sources of funding and assess the feasibility of joint programs and resources with USD 469.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Expand the spirit of cooperation between elected city officials and the elected school board to promote integrated planning, joint use of facilities, and to foster the spirit of one community.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Assess the need for and types of education and enrichment programs including those for adults and seniors.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Create an integrated, long-range community service plan that addresses multiple sites and venues with specialty locations and a coordinated program between multiple buildings.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Assess the need for a community auditorium for community theater productions, concerts, and other activities in conjunction with USD 469.	Undetermined		Parks Advisory Board	Undetermined	Undetermined
Continue/increase support for the Lansing Historical Museum.	Undetermined		Parks Advisory Board	Undetermined	Undetermined



COMMUNITY FACILITIES

PUBLIC SAFETY AND UTILITIES - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Continue to improve and maintain quality police services.	High		Police Department	Undetermined	Undetermined
Develop a Comprehensive Plan for delivery of fire, police, water, storm sewer, and sanitary sewer in conjunction with and to determine impact on future annexation areas.	High		City Council	Undetermined	Undetermined
Determine future public fire and safety requirements, including facilities, equipment and personnel needed to meet the demands as Lansing continues to expand and grow.	High		City Council	Undetermined	Undetermined
Continue to expand the wastewater infrastructure (interceptors) to serve the remaining internal areas and to provide collection services to the projected growth areas.	High		Waste Water Department	Undetermined	Undetermined
Continue to develop and implement a plan to expand the capacity of the wastewater treatment system and to meet KIDHE requirements.	High		Waste Water Department	Undetermined	Undetermined
Determine the desirability of establishing a storm water utility	High		City Council	Undetermined	Undetermined
Conduct an analysis to determine the coordination, timing, and funding needs as well as an equitable means of assessment to cover funding requirements of converting from a volunteer fire department to a full-time paid fire department.	High	Completed when Fire District One was formed.	City Council	N/A	N/A
Analyze the entire Lansing area of interest to identify future fire facility locations that will best serve a growing community.	Medium		City Council	Undetermined	Undetermined
Continue the ongoing assessment of the flood plain and do a study to determine needs to complete a storm water improvement plan. This plan should incorporate the development of a computer model that will allow detailed analyses of potential impacts on the storm water drainage basin of proposed development actions. (Stream Buffer Ordinance)	Medium		Public Works Department	Undetermined	Undetermined
Prepare an action plan that defines what developers are required to do and provides for a community-wide storm water management system that incorporates gutters, sewers, retention ponds, and well maintained natural drainage creeks.	Medium		Public Works Department	Undetermined	Undetermined



FUTURE GROWTH

MAIN STREET - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Prepare an overall Main Street Development Strategy (including revitalization of existing areas and development of new areas around a central theme).	High		Economic Development Committee	Undetermined	Undetermined
Utilizing the Market Analysis provided with this plan, develop a comprehensive economic development strategy for the Main Street Corridor that is complementary with Eisenhower Road and other commercial areas.	High		Economic Development Committee	Undetermined	Undetermined
Identify, aggressively pursue, and implement economic development and revitalization funding as a part of the above economic development strategy.	High		Economic Development Committee	Undetermined	Undetermined
Enlist help of business owners to develop and implement the Main Street Enhancement Plan.	High		Economic Development Committee	Undetermined	Undetermined
Develop a Main Street Enhancement Plan that provides for landscaping, pedestrian oriented accommodations and gateway identity improvements at the north and south entries to Lansing.	Medium		Public Works Department	Undetermined	Undetermined
Identify and pursue funding to implement proposed Main Street enhancements.	Medium		Economic Development Committee	Undetermined	Undetermined
Continue to employ the Main Street Overlay District standards for properties along Main Street that are consistent with the desired image identified in this plan and by the citizens of Lansing.	Medium		Community Development Division	Undetermined	Undetermined
Develop a comprehensive development concept (including specific identification of desired uses, conceptual design, and feasibility) desired for the Main Street Towne Center site.	Medium	Completed in 2014	Public Works Department	Undetermined	Undetermined

NEIGHBORHOOD REVITALIZATION - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Continue to identify and inventory commercial/industrial areas, residential neighborhoods, natural areas and public facilities/services/utilities appropriate for revitalization.	High	Completed in 2014	Community Development Division	Undetermined	Undetermined
Review, update and enforce standards for housing rehabilitation and infrastructure improvements in older existing neighborhoods.	High		Community Development Division	Undetermined	Undetermined
Create assistance programs for elderly and affordable households.	High		Community Development Division	Undetermined	Undetermined
Identify and aggressively pursue funding sources for revitalization efforts.	Medium		Community Development Division	Undetermined	Undetermined
Develop and execute a consensus building process within the residential neighborhood and commercial revitalization areas (neighborhood action groups).	Medium		Community Development Division	Undetermined	Undetermined
Develop neighborhood revitalization strategies that take an integrated approach to housing rehabilitation, infrastructure improvements, and community involvement.	Medium		Community Development Division	Undetermined	Undetermined
Investigate a rental inspection and licensing program.	Medium		Community Development Division	Undetermined	Undetermined
Implement a neighborhood assistance program with neighborhood boundaries defined by special characteristics of the neighborhood and assistance provided based on housing and infrastructure needs.	Medium		Community Development Division	Undetermined	Undetermined
Review the existing property maintenance code for enforceability and appropriateness and determine the need for systematic code enforcement. Investigate a rental inspection and licensing program.	Medium		Community Development Division	Undetermined	Undetermined
Develop commercial/industrial redevelopment strategies to improve marketability of the commercial/industrial developments.	Medium		Community Development Division	Undetermined	Undetermined
Pursue funding for improvements to natural areas and public facilities.	Medium		Parks Advisory Board	Undetermined	Undetermined



FUTURE GROWTH

ANNEXATION - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Further define the future annexation area by reasonable boundaries based on streets, property lines, and natural boundaries.	Undetermined	Completed in 2014	Community Development Division	Undetermined	Undetermined
Develop a program for systematic annexation of the Seven and Nine Mile Creek watersheds, within the parameters of current annexation legislation, to protect the watersheds and provide sewer connections.	Undetermined		Community Development Division	Undetermined	Undetermined
Pursue extraterritorial zoning and subdivision authority within the limits of the Lansing Urban Growth Management Area.	Undetermined		Community Development Division	Undetermined	Undetermined
Establish a committee to meet and work with county residents in the area of interest, to define their needs and reach a common ground for annexation.	Undetermined		Community Development Division	Undetermined	Undetermined
Develop a program and service delivery plan for systematic annexation of the areas south of Lansing and east of Main Street outside the Seven and Nine Mile Creek watersheds.	Undetermined		Community Development Division	Undetermined	Undetermined
Develop and implement a public information campaign throughout the proposed annexation areas.	Undetermined		Community Development Division	Undetermined	Undetermined
Foster support for annexation by elected city officials.	Undetermined		Community Development Division	Undetermined	Undetermined

LOCAL RENEWABLE ENERGY ALTERNATIVES AND ENERGY CONSERVATION - IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
With the assistance of the Mid-America Regional Council (MARC) serving the Kansas City Metropolitan Area, and other professionals, develop and implement through zoning and building codes Best Management Practices (BMPs) for: <ul style="list-style-type: none"> Solar - photovoltaic and thermal (permitting, promoting and solar ready design, orientation, and access). Wind Energy - small wind energy conversion systems (permitting and promoting - ag/rural only). Geothermal. LED exterior, site, and street lighting. International Building Code energy conservation provisions - thermal building envelope and efficient equipment standards (enforcement and incentivizing). 	Undetermined		Community Development Division	Undetermined	Undetermined
Utilize energy conservation BMPs on city buildings and infrastructure projects when possible.	Undetermined		Community Development Division	Undetermined	Undetermined
Seek out funding and grant opportunities to implement energy conservation BMPs.	Undetermined		Community Development Division	Undetermined	Undetermined

FUNDING, STATUTES AND IMPLEMENTATION

COMPREHENSIVE IMPLEMENTATION STRATEGIES

Task	Priority	Status	Task Lead	Timeframe	Budget Impact Estimate
Conduct a City Council strategy workshop to create an economic development strategy.	High		Economic Development Department	Annually	Undetermined
Review the Comprehensive Plan and Implementation Strategy Tables and update as may be necessary.	High		Planning Commission	Annually	Undetermined