



Comprehensive Development Plan

for the

New Strawn Area, Kansas:

2014-2034



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for the
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2014-2034

PREPARED AND ADOPTED BY THE
NEW STRAWN CITY PLANNING COMMISSION

APPROVED BY THE
NEW STRAWN CITY COUNCIL

technical assistance by
New Strawn City Staff

and



FOSTER & ASSOCIATES
PLANNING CONSULTANTS
WICHITA, KANSAS

OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN APPROVAL

This document, entitled *Comprehensive Development Plan for the New Strawn Area, Kansas*, is an official Plan of the City of New Strawn, Kansas, for the Planning Period 2014-2034.

The Planning Area of 13.5 square miles comprises the City of New Strawn and portions of Ottumwa, Hampden and Burlington Townships in Coffey County, Kansas.

In accordance with K.S.A. 12-747, an officially advertised public hearing was held
on _____, 2017,
and this document was adopted by a Resolution of the New Strawn City Planning Commission
on _____, 2017.

A certified copy of the *Comprehensive Development Plan*,
together with a summary of the hearing, was submitted to the New Strawn City Council.

Richard Croll, Chair, New Strawn City Planning Commission

ATTEST:

Kerry Templeton, Secretary

APPROVED by the New Strawn City Council
on _____, 2017 by Ordinance No. ____
and published on _____, 2017 in *The Coffey County Republican*.

Mark A. Petterson, Mayor

ATTEST:

Kerry Templeton, City Clerk

New Strawn City Council

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Patty Anderson (Served September 2014 – July 2016)

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Acknowledgments

The New Strawn City Council and Planning Commission deemed it desirable to have a Comprehensive Development Plan prepared. Foster & Associates, Planning Consultants, in association with Rice Foster Associates, P.A., Landscape Architecture & Planning, both of Wichita, were selected to undertake the work.

During the course of the project, the City Planning Commission provided direction to the consultants, collected local data, conducted a Community Questionnaire survey, and reviewed the preliminary text and accompanying maps. **Richard Croll** served as Chair during this important period.

Marlas Christian, former City Clerk and Secretary to the Planning Commission, distributed the Community Questionnaire and tallied the results. She also provided information on the City Hall, local schools, housing, solid waste management, parks and recreation, public transit, emergency medical services, and civil emergency planning.

Tammy Allen, also a former City Clerk, coordinated the distribution of the preliminary Zoning and Subdivision Regulations for review as implementing tools of the Comprehensive Plan, and provided important data from the City records.

Mike Skillman provided invaluable assistance helping to conduct the Land Use Survey with the consultants.

Mark Petterson, Mayor, wrote the history of the City, and drafted parts of Chapters 10 and 11.

Richard Croll provided information on local employers.

Doug Feldhausen provided information on local utility services.

Ronald Parkey provided information on the City's water supply, sewage disposal, and stormwater management systems.

Larry Rich provided information on City maintenance facilities.

Terri Tweedy provided information on nursing homes and retirement centers.

Sheriff **Randy L. Rogers** provided information on the Coffey County Sheriff's Office.

Fire Chief/Administrator **Randall Brown** provided information on Coffey County Fire District #1 and the New Strawn Fire Station #8.

Jenifer Trimble provided information on the Coffey County Library in New Strawn.

Special thanks to staff at **Coffey County** and the **Army Corps of Engineers** for their efforts to coordinate the Extraterritorial Jurisdiction.

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CHAPTER 1. Comprehensive Plan and Regional Influence

The Comprehensive Plan

When formally adopted by the New Strawn City Planning Commission and approved by the City Council by ordinance, this document will constitute the *Comprehensive Development Plan for the New Strawn Area, Kansas* for the years 2014 through 2034. This document will then become the official comprehensive plan for the City of New Strawn, Kansas. The *Plan* will need to be reviewed annually and periodically-updated.

This Comprehensive Plan was prepared under the supervision and assistance of the New Strawn City Planning Commission and City staff, with technical assistance by *Foster & Associates*, Planning Consultants, and *Rice Foster Associates*, Landscape Architecture & Planning, both of Wichita, Kansas.

No comprehensive plan shall be effective unless approved by the **governing body** as provided by this section. In New Strawn, the Mayor and the City Council together constitute the governing body. Since the Mayor votes only in case of a tie when making decisions regarding planning and land use regulations, the Mayor is considered to be a separate entity from the City Council. Because the **City Council** is responsible for such an important vote — final approval of the Comprehensive Plan — the term "City Council" is referenced throughout this text as the implementing body.

Planning Area: The designation of a Planning Area recognizes that the City's activities both effect and are affected by the surrounding region. As defined for this Plan, the New Strawn Planning Area includes the City of New Strawn, as well as portions of Ottumwa, Hampden and Burlington townships, all in Coffey County. The New Strawn Planning Area is illustrated in Figure 1-A, and described in more detail later in this chapter.

Planning Period: For this Comprehensive Plan, the Planning Period is the 20-year time span from 2014 through 2034. For this type of plan, this period is typically the practical limit for useful forecasting of both local needs and local resources. So for instance, existing community facilities are assessed within this plan to determine whether they need to be modified or replaced in some way due to changing conditions or population growth, or are likely to last throughout the course of the Planning Period.

A comprehensive analysis involves the examination of a broad range of individual factors such as transportation, land use, and community facilities, as well as an assessment of how those factors interrelate. For example, determining the best location for a school (a community facility) depends on nearby residential neighborhoods (land use), and good road access (transportation system).

A comprehensive plan addresses both short and long range planning situations, so it must be specific in some matters and more general in others—but it should always provide overall direction. Any particular planning situation will need to be considered and studied in detail, and a decision made based on specific conditions at the time.

Legal Basis

The State enabling statutes provide for a broad interpretation of what constitutes a plan. According to the statutes for Planning and Zoning and Subdivision Regulations for Cities and Counties in K.S.A. 12-741, *et seq.*, a planning commission ...

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

In the preparation of such a plan, according to K.S.A. 12-747, the planning commission ...

"... shall make or cause to be made 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 may include any other element deemed necessary to the comprehensive plan ..." and "... shall show the commission's recommendations for the development or redevelopment ..." of the planning area.

Planning Commission: For the plan to become effective when completed, it must be formally adopted as a whole or in parts by a resolution of the planning commission, after a public hearing which has been properly advertised beforehand. Adoption must be based on a majority vote of the total membership of the planning commission. A certified copy of the plan or part thereof, together with a written summary of the hearing, must then be submitted to the governing body.

Governing Body: Following adoption by the planning commission, the governing body completes the process by approval and publication of an ordinance. After receiving the certified copy of the plan or part thereof, together with a written summary of the hearing, the governing body may either:

"(1) Approve such recommendations by ordinance ... ;

(2) override the planning commission's recommendations by a 2/3 majority vote; or

(3) may return the same to the planning commission for further consideration, together with a statement specifying the basis for the governing body's failure to approve or disapprove. If the governing body returns the planning commission's recommendations, the planning commission, after considering the same, may resubmit its original recommendations giving the reasons therefor or submit new and amended recommendations. Upon the receipt of such recommendations, the governing body, by a simple majority thereof, may adopt or may revise or amend and adopt such recommendations by the respective ordinance... , or it need take no further action thereon. If the planning commission fails to deliver its recommendations to the governing body following the planning commission's next regular meeting after receipt of the governing body's report, the governing body shall consider such course of inaction on the part of the planning commission as a resubmission of the original recommendations and proceed accordingly."

Copies of the Plan: An attested copy of the comprehensive plan and any amendments thereto shall be sent to all other taxing subdivisions in the Planning Area which request a copy of the plan.

Annual Review: To maintain the viability of the plan, according to state statutes, 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 it. Amendments to the plan in the future are made by the same procedures as for the original adoption process.

Implementation: The plan or part thereof *"... shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as a wise and efficient expenditure of public funds."*

Although the Kansas Supreme Court views the adoption and annual review of a comprehensive plan as a "legislative function," note that a plan is still a "guide" and actual implementation must take place within the democratic process of local government and other agencies.

On a nationwide scale, the comprehensive plan and the role it plays in the planning and implementation process are assuming an increasingly important role in land use litigation. The consistency of the plan with the implementation "tools", especially zoning and subdivision regulations, is often at the center of such litigation.

The Planning Process

City planning may be defined as a decision-making process which is expressed in the form of a plan, through a series of physical, social and economic goals, policy statements and/or plan proposals, with the broad objective of attaining a better living environment. In other terms, planning involves the application of hindsight to correct the mistakes of the past, seeks ways to preserve the best of the present, and uses foresight to cope with the technological challenges and changing conditions of the future.

Effective planning should be farsighted, but nevertheless realistic in terms of existing resources and potential capabilities. It should be adaptable to changing community needs and opportunities. The success of comprehensive planning depends on a knowledge and understanding of the "public interest". Such interest, when expressed in a plan, must still gain approval through the democratic process.

A basic purpose of planning is to help guide the use of land in an orderly manner, minimizing conflicts between various users of land. Planning also allows community services to be provided efficiently and economically. Compromise in the location of a community service facility affects its efficiency, and therefore its long-term costs. To prevent such costs, the process of planning is a means of making better short-range decisions by relating them to long-range plans.

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The planning process consists of inventorying and then analyzing existing conditions in the planning area, establishing goals and setting standards, projecting future needs, deciding upon alternative solutions to problems, and selecting methods of implementing the plan. Throughout the development of the plan document, officials and citizens should be involved to the maximum extent feasible, have access to the plan materials, and have a method of communicating their ideas and reactions.

This planning process has been followed in the preparation of this *Comprehensive Development Plan for the New Strawn Area*. A public meeting was held, which provided a forum for members of the community to express their ideas and comment on the proposed goals. In addition, the City Council and the Planning Commission held public discussions of planning goals and policies.

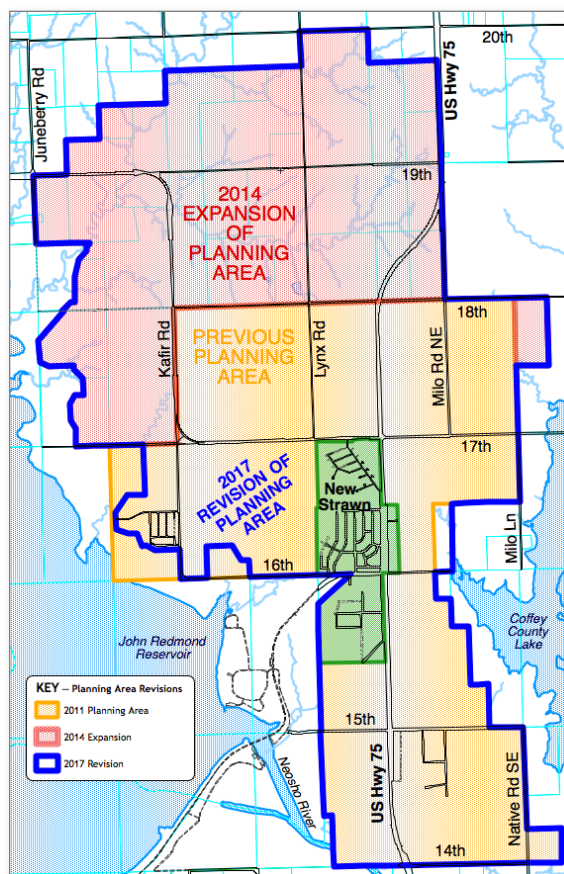
Community Questionnaire – As part of the process of developing this Comprehensive Plan, the opinions of New Strawn area residents were solicited. In 2011, the Planning Commission distributed a Community Questionnaire. Of the 200 survey forms distributed to households in the City and surrounding area, 50 were returned, for a return rate of 25%.

Of the completed surveys, 42 (84%) were returned from households within New Strawn, and 8 (16%) were returned from households within the Planning Area but outside the city limits.

References will be made periodically in this document to the results of this Community Questionnaire. The tabulated results of the Questionnaire are available to the public from the office of the City Clerk at City Hall.

During the development of this Plan, the City's Planning Area was substantially expanded in 2014, and revised again in 2017 to be congruent with the City's extraterritorial jurisdiction as described in Coffey County's updated Zoning Regulations. The process of establishing these revisions resulted in a delay in the completion of the Comprehensive Plan. As a result, the planning process which began in 2011 was not completed until 2017.

The formal approval process for a Comprehensive Plan includes an advertised public hearing by the Planning Commission for their adoption of the Comprehensive Plan, and a recommendation for its approval to the City Council. The *Comprehensive Development Plan for the New Strawn Area* becomes official upon its approval by the City Council and publication of an Ordinance.



Use of the Plan

This Comprehensive Plan has many uses. While some are noted below, others are referred to throughout the text, particularly in Chapter 12 on Plan Implementation:

- To compile information and provide Plan proposals upon which City officials can base short-range decisions within the context of long-range planning.
- To serve as a guide for the overall development of the Planning Area, including providing assistance to potential developers.
- To serve as a planning basis for the administration of Zoning Regulations for the City and an extraterritorial jurisdiction, and as a guide for making reasonable decisions on rezoning and special use applications.
- To provide a planning and legal basis for the administration of Subdivision Regulations for the City and an extraterritorial jurisdiction, and for the review and approval of plats based on growth policies and the availability of community facilities.
- To plan for orderly annexations.
- To balance urban development with the economical provision of community facilities and services.
- To encourage long-range fiscal planning policies such as a capital improvement program.
- To assist in selecting and applying for state and federal grant programs which would benefit the City and the Planning Area.
- To coordinate efforts, avoid duplication, and establish a working relationship for implementing plan proposals between the City of New Strawn and other entities—including Burlington and other cities; Ottumwa, Hampden, and Burlington townships; Burlington Unified School District 244, the Coffey County Board of Commissioners, the State of Kansas, and the federal government.

The New Strawn Planning Area

For purposes of this Plan document, the "Planning Area" comprises the city limits of New Strawn plus portions of Ottumwa, Hampden, and Burlington townships. The delineation of a Planning Area does not create a regulatory boundary as such, but identifies an area which has an influence on the planning and development of the City and, therefore, should be studied as part of what the state statutes refer to as the "total community of which the city is a part."

The entire New Strawn Planning Area is within Coffey County, and is delineated in Figure 1-A on page 1-7. The extent of the Planning Area is 6.2 miles north-to-south and 3.9 miles east-to-west. This encompasses a total area of 13.5 square miles or 8,637 acres.

Extraterritorial Jurisdiction Boundaries – Limits: According to state statutes, any extraterritorial jurisdiction for Subdivision Regulations or Zoning Regulations around a City cannot exceed the Planning Area as delineated, nor be more than three miles from the city limits, nor more than one-half the distance to another city.

The boundaries of New Strawn's Planning Area are congruent with the City's extraterritorial jurisdiction as described in Coffey County's Zoning Regulations. The County's legal description of the City's extraterritorial jurisdiction excludes the City itself, while the New Strawn Planning Area includes both the City and the extraterritorial jurisdiction.

**City of New Strawn
Extraterritorial Jurisdiction
as described in Coffey County Zoning Regulations**

That land in Burlington, Hampden and Ottumwa townships, excluding the City of New Strawn, which contains the following area:

Township 20 South, Range 15 East

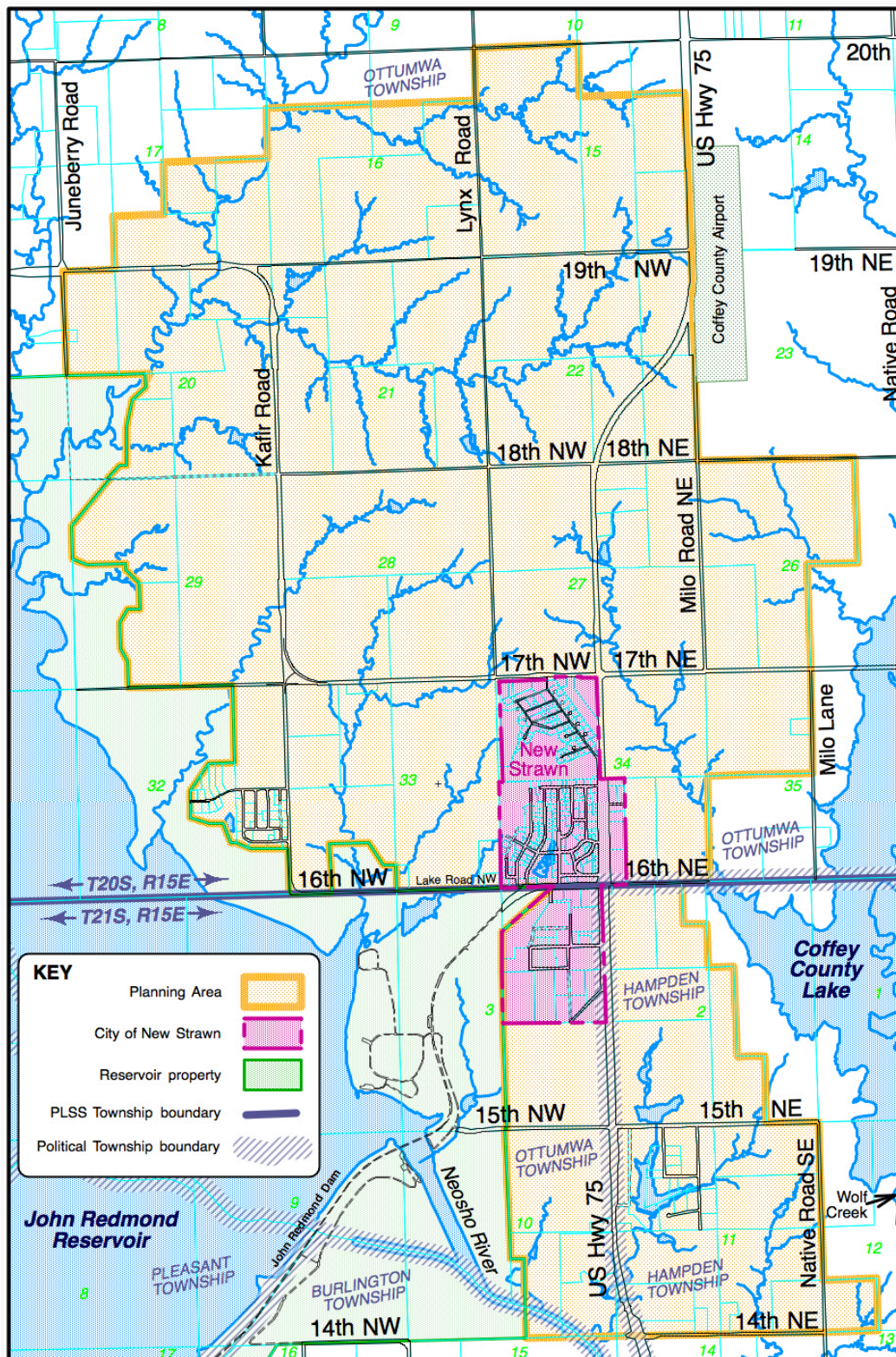
E 1/2 of Section 32; Sections 33 and 34; the NW 1/4 of Section 35; W 1/2 and W 1/2 of the NE 1/4 of Section 26; Section 27, 28 and 29; Everything East of Hickory Creek of Section 30; Everything East and South of East Hickory Creek and the NW 1/4 and the NE 1/4 of Section 20; Section 21 and 22; SE 1/4 and SE 1/4 SW 1/4 of Section 17; Less N 1/2 of NE 1/4 and N 1/2 of NW 1/4 of Section 16; Less N 1/2 of NE 1/4 of Section 15; no land contained within the property of the John Redmond Reservoir or high water easement of the John Redmond Reservoir shall be part of zoning in the above jurisdiction and

Township 21 South, Range 15 East

Section 2; Everything South and East of Embankment Road of Section 3, Section 9 South and East of John Redmond Reservoir; Section 10 and 11; and the SW 1/4 SW 1/4 of Section 12; except:

That land in the Wolf Creek Generating Station Perimeter Boundary described as beginning at the NW Corner Sec. 12-T21S-R15E, thence West to the SW corner E 1/2 SE 1/4 Sec. 2-T21S-R15E, thence North 1,700 feet, thence West 670 feet, thence North to the North line S 1/2 NE 1/4 of said Sec. 2, thence West 600 feet, thence North to a point 720 feet West of NE Corner SE 1/4 Sec. 34-T20S-R15E, thence East to the center of Sec. 35-T20S-R1 5E, thence South to point of beginning. No land contained within the perimeter of the John Redmond Reservoir or high water easement of the John Redmond Reservoir shall be part of zoning in the above jurisdiction.

Figure 1-A: New Strawn Planning Area



Regional Planning and Development

By their nature, some factors impacting a community's planning decisions extend beyond planning area boundaries into a regional context. In particular, communication systems and transportation systems must be considered from a larger perspective. Many environmental factors are also regional issues—including air quality, water quantity and quality (both surface and underground), and drainage and flooding.

Transportation and communication networks link the New Strawn Planning Area to the region and to points beyond, broadening the community's area of influence for economic, social and recreational functions. People are often motivated to shop and attend cultural and sports events that they learn about through their regional communications network, which influences the population's area of contact and the range of their activities.

Regionally, the Planning Area is influenced heavily by Burlington, to a lesser extent by Emporia, and to some degree by Ottawa, Topeka, and Kansas City—for employment, shopping, cultural and sporting events, health facilities, education, library services, information systems and other activities.

Regional Organizations

Economies of scale determine that many public and private services are most efficiently delivered on a regional basis. In order to effectively manage such regional issues, smaller-governmental units often cooperate across political boundaries by utilizing intergovernmental agreements. In addition to many such agreements between groups of cities and counties, numerous state and federal agencies operate by regional divisions.

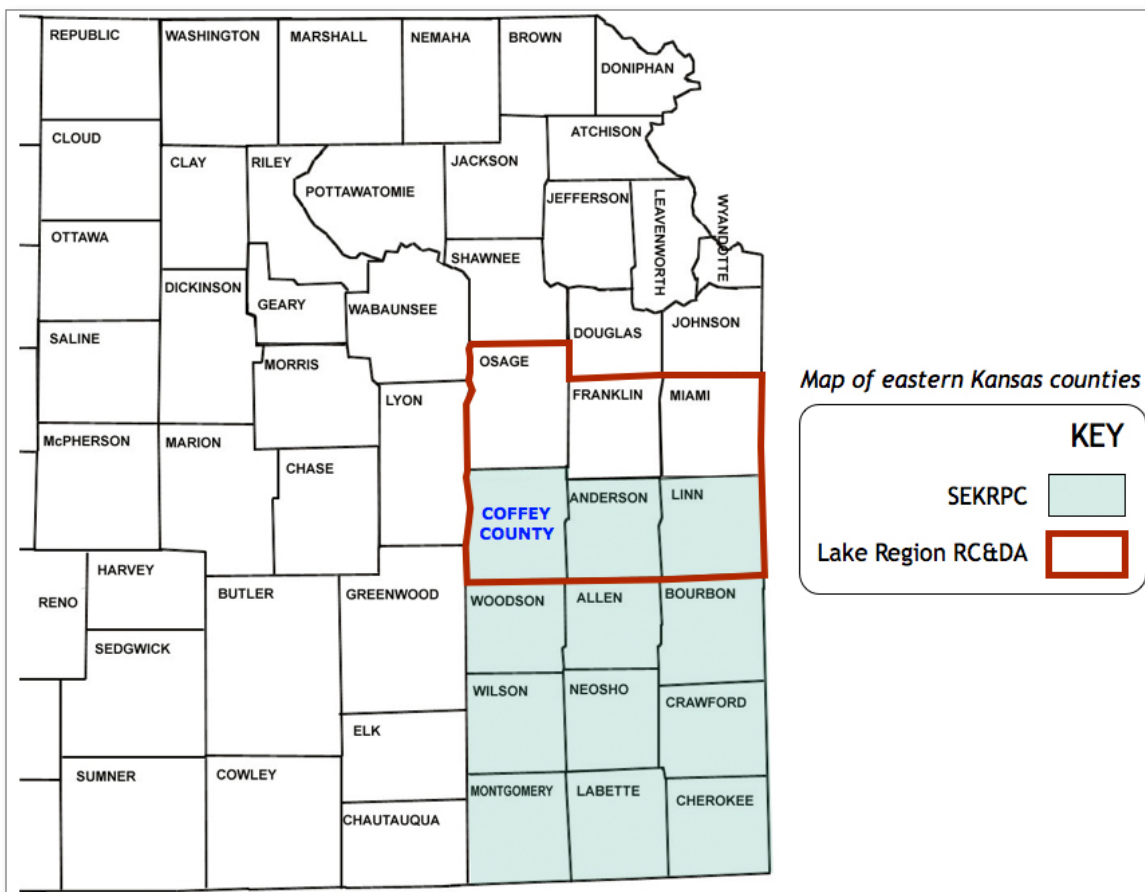
There are many regional planning, development and service structures which perform many different functions for the local, state and federal levels of government. These include such activities as health services for the elderly, economic development, highways, manpower, mental health, libraries, agricultural services, and conservation and watersheds, among others. Because of reduced state and federal funding, a number of these organizations have changed status and some have disbanded.

Many regional groups which are created by local governments are financed and appointed by or served on by members of the Coffey County Board of Commissioners. New Strawn is represented in many regional organizations indirectly through the County Board of Commissioners.

Cooperative Extension Service: The Northeast Area Extension Office in Manhattan at Kansas State University, in cooperation with their local Coffey County educational office in Burlington, serves to provide a wide variety of information on development, but does not write applications or provide grant monies. Many training programs have been conducted on the "how to" of community development and on leadership for officials and civic leaders. The Extension Service is active statewide in implementing the PRIDE Program for cities. More information is available on the Extension website at www.Coffey.ksu.edu.

Southeast Kansas Regional Planning Commission (SEKRPC): One of the most successful regional organizations in this period of budget constraints is the Southeast Kansas Regional Planning Commission (SEKRPC). With a limited staff in Chanute, it serves a 12-county area which includes Coffey County. SEKRPC carries out a wide variety of economic development grant efforts and evaluates projects for their potential success. More information is available at www.sekrpc.org.

The Lake Region Resource Conservation and Development Area, Inc.: Since 1976, this nonprofit organization's volunteers have been working to improve the agricultural business economy in Coffey, Anderson, Franklin, Linn, Miami, and Osage Counties. Based in Ottawa, they seek grants to undertake a variety of projects which could be useful to the Planning Area. More information is available at www.lakeregionrcd.org.



CHAPTER 2. Historical Development

Knowledge of the past historical development of an area is often important to an understanding of its future. Factors which influence growth or change may extend their effects for decades.

Buildings change their purposes over periods of time as the intensity of uses varies. Their location, however, most often becomes a focal point to attract further growth. Almost like the natural features of an area, roads when once laid out have a sense of permanency that endures for generations. For example, the location of one-third of the streets and highways in the nation were laid out before the automobile was even invented.

Historic Preservation Because of New Strawn's unique background, no structures of historic significance currently exist in the City, and historic preservation is not a pertinent planning issue.

The following account of the formation and development of New Strawn was prepared by Mayor Mark Petterson.

New Strawn, Kansas

New Strawn is the newest town in Coffey County, Kansas. First settled in 1961, and incorporated in 1970, the town was built when the construction of John Redmond Dam and Reservoir forced residents of the original city of Strawn to relocate.

The new town was sited on higher ground than the original city, on the north rim of the reservoir. It is adjacent to the recreation and public use areas, as well as U.S. 75 highway. New Strawn is located 11 miles south of Beto Junction, where Interstate 35 and U.S. 75 intersect. (BETO stands for Burlington, Emporia, Topeka and Ottawa, the major towns on I-35 and U.S. 75 located near BETO Junction.)

Since its beginning, new construction has been steady in New Strawn. Being located along a major highway has contributed to its growth, as well as the workforce required to construct and operate nearby Wolf Creek Generating Station, the state's only nuclear power plant.

Strawn



The town site for the original community of Strawn was surveyed in 1871, and Strawn became a town in 1872. The first frame house in Strawn was built in 1855, six years before Kansas became the 34th state of the United States of America.

The town was named after Enos Strawn, who was instrumental in getting the Missouri, Kansas and Texas (MK&T) railroad through Strawn. The original MK&T (Katy) railroad was built around 1870, from Junction City down through Emporia to Parsons. Mr. Strawn came to Coffey County in 1855, left for a short time, and then returned in 1857. He was the first mail carrier from Strawn to Ottumwa, riding on horseback. He was a Coffey County probate judge for one term, and a justice of the peace for 41 years. He was also one of the commissioners appointed to locate the county seat, which was established in LeRoy. (Later it was moved to Burlington.)

Some of the first houses in Strawn were moved there from Ottumwa.
A tornado destroyed some of the houses in Strawn on April 18, 1880.

The population of Strawn began to boom in 1912, when the A.L. Scott Lumber Company and the S.A. Hutchinson & Sons Elevator were built. Over the years, the population usually ranged from 100 to 200 people.

From 1944 to 1947, the Strawn Tigers men's basketball team was the pride and joy of Strawn. The teams combined for a 77-4 record and did not lose any games during the regular season. During that span, the Tigers outscored their opponents by 4,834 to 2,323 points. Life magazine was going to send a photographer to photograph the 1945-46 team, if they won the state tournament – but they lost in the first round.

The MK&T railroad depot ceased operation in 1947, and was demolished in 1958.

Although originally the town was believed to have been built above flood stage, from 1904 to 1951 the old townsite of Strawn was plagued by flooding of the Neosho River. As more buildings were constructed, woodlands cleared, and fields drained, the river carried more water, and the floods steadily worsened.

Residents begged for flood control, believing that a dam should and would be placed directly upstream of Strawn, that everything in the town would remain intact, and that flood waters would be controlled. This, indeed, was the first plan; the project was authorized as the Strawn Dam.

But after geologic tests were made at the proposed dam site, the plans were suddenly changed. The proposed dam would instead be sited *downstream* of the town, and the waters backing up behind it would submerge the existing townsite. The Army Corp of Engineers claimed the original town for flood area. The name of the proposed dam was changed by an act of Congress in 1958, to John Redmond Dam.

As people realized that construction of the John Redmond Dam in its proposed location meant that everyone in Strawn would have to move, resentment and bewilderment grew. Old Strawn was largely made up of retired residents and farmers who lived there within a few miles of their farms. No one knew which way to turn.

The day Howard Claycamp and M.C. Williamson came up with the idea of moving *as a town* seemed a great day to many residents. They immediately began their efforts to acquire the land which the town of New Strawn now occupies. The property was purchased from Mr. and Mrs. Ross Raymond, by an agreement dated March 30, 1960.

John Redmond Dam and Reservoir

The John Redmond Dam, located one mile west of New Strawn on the Grand (Neosho) River, controls runoff from 3,000 square miles of rolling Kansas prairies. Before the Dam's construction, farming in the area was hazardous. The fertile valley now protected by the Dam had been flooded 57 times in 34 years. The worst was the Great Flood of 1951, which inundated downtown Burlington and Strawn; some locations were under 30 feet of water.

The dam was named in honor of John Redmond, a Burlington native who worked for the *Emporia Gazette* under William Allen White. He later became editor and publisher of *The Jeffersonian*, a Burlington newspaper that eventually became *The Daily Republican*. He was editor and publisher of *The Daily Republican* for 55 years, from 1898 to 1953. John Redmond worked for many years to promote flood control on the Neosho and Cottonwood rivers and, in May of 1949, was part of the Neosho River Flood Control delegation that went to Washington D.C. to lobby successfully for the John Redmond Reservoir.

The original flood control project was authorized by Congress under the Flood Control Act of 1950, and called Strawn Dam. In 1958, the relocated project was renamed the John Redmond Dam and Reservoir. It was built and is operated by the Army Corps of Engineers.

The entire design and construction of the project was completed by the Tulsa District office of the Army Corps of Engineers, at a cost of \$29,264,000. The construction on the reservoir started in 1959; the reservoir was dedicated in 1965.



John Redmond Dam

John Redmond Dam has a concrete spillway 664 feet long with an earthen embankment section, which is 20,740 feet in length. The spillway discharges are regulated by 14 tainter gates, each 40 feet wide and 35 feet high. The reservoir has a storage capacity of 664,800 acre-feet. The surface area at the top of the conservation pool is about 9,400 acres.

Water from John Redmond Reservoir can be pumped to Coffey County Lake, which is the cooling lake for Wolf Creek Generating Station.

Growth of New Strawn

At the time of the construction of John Redmond Dam and Reservoir, the towns of Strawn and Ottumwa were relocated six miles eastward on higher ground. The old town of Strawn is now mostly under water, and little is left to show that a town ever existed there.

The new townsite, consisting of 330 building lots on 160 acres, was platted by Burgwin and Martin Engineers of Topeka. By September 1961, streets were laid out in New Strawn. Two months later, Mr. and Mrs. Frankie Ferris had the first home in New Strawn.

The move to the new site in 1962 was a gradual process. The federal government purchased the old homes, while families arranged for building new ones. In 1963, two homes moved from Strawn into what is now known as New Strawn. Along with them was the Ottumwa-Strawn Christian Church, which didn't miss a single Sunday service.

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All of the other homes, stores and building were built new, making the town's name, New Strawn, appropriate in two aspects – new location and new facilities. A few businesses were lost due to the move, but others were gained.

In 1962, area newspapers reported building in New Strawn. Construction of a \$150,000 school was expected to start in 1963. Classes were held in the school building for several years, before being consolidated with the Burlington schools.

By June 1963, more than 20 structures had been completed, or were under construction, in New Strawn. Braymen and Minking were awarded a sewer contract. By the end of August, Strawn State Bank and the post office were open for business. Strawn State Bank was the first bank in the County to offer drive-through banking service.

In November 1962, Rural Water District No. 1 was organized in Coffey County. Lines were being staked out in May 1964.

New Strawn was incorporated on May 18, 1970. New Strawn residents elected their first governing body on June 23rd – Mayor M.C. Williamson and Council members Roy Tompkins, E.M. Boyce, Robert Rathke, Jim D. Brown and Frankie Ferris were elected.

The Daily Republican reported on Sept. 29, 1970, that New Strawn had grown to a population of 117.

Arrowhead Hills, a 160-acre subdivision, was organized in January 1971, adjoining New Strawn to the north. The subdivision was platted with a 9-hole golf course.

A March 24, 1972, clipping of *The Daily Republican* listed 51 houses finished and occupied: one duplex, one fourplex, 10 mobile homes, 16 businesses, one of which was the Arrowhead Complex where New Strawn City Hall is presently located. Sixteen buildings housed 24 businesses: Lakeview Motel and Café-Service Station, Edgar Williamson's Garage, Strawn State Bank, grade school building, red barn, boat storage, Chrisman Plumbing, Wilkerson's Bait Shop, Rathke Lumber Yard, Custo Glass, Strahm Boats plant, one new business building, Boyce Insurance, post office, museum, gift shop, snack bar, ceramics shop, barber shop, S&S Gas, laundry, Arrowhead Hills, Inc., Tompkins Construction, Jacob's Creek West, Bahr's Concrete, and one empty Tastee Freeze building. Six houses were under construction, with three more ready to be built.

New Strawn experienced an influx of people during the construction of Wolf Creek Generating Station in the late 1970s and early 1980s. The Wolf Creek nuclear power plant is located about four miles southeast of New Strawn. Wolf Creek began commercial operation on Sept. 3, 1985. The facility generates about 1,200 megawatts, which is enough electricity for approximately 800,000 homes. On Nov. 20, 2008, the Nuclear Regulatory Commission extended Wolf Creek's license from 40 years to 60 years.



Wolf Creek Generating Station

In order to avoid the need for a cooling tower for the Generating Station, Coffey County Lake was created to serve as a water source for the nuclear facility. If necessary, water can be pumped from the John Redmond Reservoir 5 miles east to Coffey County Lake, to keep the lake's water above its mandatory level.

A number of mobile homes, campers, and recreational vehicles were located in New Strawn during Wolf Creek's construction. Once the construction workers began moving out, a number of Wolf Creek's permanent employees began moving in to make New Strawn their home.

The park area of New Strawn was remodeled in 1985 with the cooperation of the Jones Foundation and the USD 244 Recreation Commission. The pond was cleaned and piers were added to make a 3.5-acre city lake. New Strawn City Lake has become a center of recreational sport fishing. Aggressive fish management by the City of New Strawn and the Kansas Department of Wildlife, Parks and Tourism has afforded both residents and visitors a great fishing experience. A City lake user permit and a valid Kansas fishing license are required to fish in New Strawn City Lake. Trout are stocked in the lake from late January to early February. The city lake has been used for youth fishing tournaments associated with OK Kids, as well as family fishing derbies.

East of the city lake are tennis courts and a basketball court, as well as a playground area, picnic shelters, and a community center.

As a result of an effort by Coffey County Fire District No. 1, a fire station was built, and opened with 21 volunteer firemen in October 1990. The property for the station was purchased with money donated by local citizens, and from fundraisers held during the City's first annual Strawnfest celebration.

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The New Strawn Community Center, located at Third and Getz Streets, is used for community events, and can also be reserved for private events such as birthday parties, wedding receptions, reunions, fundraisers, auctions and business gatherings.

The community center's 50x100 foot structure was erected in 1996. Funds for the building came from a \$25,000 youth center grant from the Coffey County Commission, and from money raised by New Strawn Community Improvement Organization (NSCIO) fundraisers. The city paid for the heating / ventilating / air conditioning system, and a number of individuals and businesses donated labor. The first use of the building was for Strawnfest '96. Originally owned and managed by NSCIO, ownership of the community center was transferred to the City on January 1, 2016.

The New Strawn Branch of the Coffey County Library, located at 365 North Main Street, was completed in 1997. The branch caters to people of all ages, but the collection emphasis is on materials for youth up to ninth grade, senior citizen material and popular best sellers.

New Strawn has two churches. The New Strawn Community Church was moved from Ottumwa, and it is still used today. In 2012, Lamont Wesleyan Church established a church in a building that was originally the Strawn State Bank. Following a fire, Lamont Wesleyan Church temporarily located its church in Burlington; however, in the fall of 2015, church leaders announced plans to build a new church building in New Strawn with construction anticipated to begin in early 2017.

Other uses were found for the school building, once it ceased being used as a school. Wolf Creek used the building for training in the 1980s. Honey Tree Preschool operated from the building. New Eagle Communications manufactured electronic headsets there, through the 1990s and early 2000s. Allen Community College offered classes through its Health Care Academy there, for several years in the late 2000s. The building was sold by the City to private individuals on December 7, 2012.

Lyon-Coffey Electric Cooperative supplies electricity to New Strawn. Atmos Energy began supplying natural gas to New Strawn in the early 1990s.

Originally, New Strawn's water supply came from city wells located on Corps of Engineers property, and the City had its own water treatment plant. In 1997, planning began to improve the water system. By 2002 New Strawn had completed a \$1.25 million improvement project, which included the construction of a new 150,000-gallon water tower, as well as installation of new water lines in New Strawn, and west of town to the Hillview Subdivision 4. New Strawn now purchases treated water from the the City of Burlington.

Coffey County Airport is located two miles north of New Strawn on U.S. 75. The County-owned public-use airport has a 5,500' x 75' concrete runway (18/36). Thirty-two aircraft are based at the airport.

Largely due to the influx of Wolf Creek construction workers, the U.S. Census recorded a high of 457 people living in New Strawn in 1980. That number dropped to 425 in 2000, and although new homes continue to be built, the population had dropped to 394 in 2010.

Chapter 3. Planning Goals

Purpose of Planning Goals

Goals provide a framework for efficient decision-making. Clearly defined goals make it possible to determine mutually recognized **priorities**, and allow resources of time and money to be invested in community needs in an efficient and productive manner. Planning goals address not only the physical needs of a community, but also help shape policy on social, economic and governmental issues.

Public projects often require complex cooperation among stakeholders. Clearly defined goals and priorities allow efficient coordination among governmental entities, and promote efficient working relationships among the private sector, affected property owners, and responsible government agencies.

Cities with defined common goals are more successful at achieving the kind of community in which residents wish to live, to work, and to find cultural and social satisfaction. As New Strawn grows during the Planning Period, meaningful goals will help it establish a unique identity which will distinguish it from other area communities and enhance its ability to compete for residents, resources, and economic development.

Planning Goals for the New Strawn Area

Specific goals and objectives for each planning topic are noted throughout this Plan, but overall goals establish basic principles to guide the future development of the community. General goals for the New Strawn Planning Area follow; they are not listed in order of priority. These overall goals were generated from community input during the public meeting held on March 31, 2012, and from responses to the Community Questionnaire. They were then refined by the Planning Commission.

Economy

- Support and encourage Main Street revitalization along the business district and enhance the visibility from Highway 75.
- Promote improvements for an attractive business district.
Plan for trees and landscaping, lighting, signage and other elements to unify the district.
- Encourage the expansion and attraction of more local retail and service businesses.
Specifically, pursue location of restaurants and a gas station in the City.
- Continue to promote industrial development east of Highway 75.
- Encourage the development of more community oriented activities.
- Keep the City sales tax low.

Population

- Seek moderate, but continuing growth.
- Encourage new residents to move to New Strawn.
- Use a figure of **600** for the total population goal in the City during the 20-year Planning Period.

Housing

- Promote the development of more new single-family dwellings, and some duplex and multiple-family housing.
- Discourage scattered rural housing, and encourage the formation of properly designed rural subdivisions where satisfactory water supplies and sewage disposal methods are available.
- Discourage the intermixing of single-wide manufactured/mobile homes with site-built dwellings, and recognize the use of residential-design manufactured homes in single-family residential zoning districts.
- In addition to transient housing accommodations, also provide for temporary or semi-permanent housing in joint or separate manufactured home parks and/or recreational vehicle campgrounds.
- Cooperate with the County on enforcement of the sanitation code outside the City.
- Do not seek federal assistance for housing development.

Land Use

- Pursue revitalization of the business district, both physically and economically. Explore the development of a District Plan to include land use, streetscape, landscape, focal points, and the roles of owners, users, nonprofit support groups and government.
- Improve the appearance of the industrial area east of Highway 75.
- Establish policies and plans to guide development into desirable and efficient land use patterns, consistent with long-range community goals and responsive to local development influences.
- Concentrate urban development in and adjacent to the City so as to avoid scattered urban sprawl and, thereby, maximize the efficiency and economy of providing utilities and community facilities and services. Require annexation or a temporary waiver of annexation as a requirement for adjacent developments served with any City utility or service.
- Protect the character and quality of residential areas from the intrusion of incompatible land uses, unnecessary through traffic and negative environmental features.
- Utilize the concept of urban forestry to encourage the planting of appropriate trees on public and private land.
- Preserve throughout the Planning Area those natural and unique settings of woodlands, creeks and natural drainage ways that in addition to their environmental benefits also serve as buffers between land uses.

Transportation

- Pave all new City streets.
- Develop an on-going program for installation of street curbing.
- Plan for the paving of Industrial Drive as a frontage road east of Highway 75.
- Assess the need for more City street lights and plan future installation.
- Develop a five year plan for street improvements.
- Promote walking. Study the potential for a pedestrian and bicycle path system in town. Plan for pedestrian connections within and between neighborhoods.

Utilities and Community Facilities

- Remodel City Hall at its current location or investigate a new location in or adjacent to the business district.
- Explore development of a Community Center building.
- Plan for development of future community and neighborhood park land in conjunction with residential growth.
- Continue to promote special events for all age groups at the City Park.
- Pursue a grant for additional Ball Fields.
- Seek additional recreational activities with the USD 244 Recreation Commission.
- Plan for a Community Mural.
- Provide basic services and utilities in as self-sufficient manner as possible.

Plan Implementation

- Approve and maintain the Comprehensive Development Plan document as a guide for future development of the Planning Area.
- Adopt and maintain new Zoning Regulations for the City and extraterritorial jurisdiction, to guide development activities according to the Future Land Use element of this Plan.
- Adopt Subdivision Regulations for the City and an extraterritorial jurisdiction.
- Promote upkeep of property through proper zoning and code enforcement.
- Encourage citizen participation in open meetings as part of the decision-making process in planning and land use regulations.
- Review all public improvement projects as per state statutes for their conformity to the Comprehensive Plan.
- Prepare a Capital Improvement Program as part of the budgetary process to carry out orderly long-range financing for public improvements.
- Organize a Tree Board to enhance the quality of life and urban forest of the community.
- Pursue development of an Annexation policy.
- Pursue development of an Annexation Waiver policy, so that water and sewer services are provided only to property owners who agree to future annexation.

Chapter 4. Economy

Economic data is collected through the *American Community Survey*, which is administered by the U.S. Census Bureau. The *Survey* is sent to about 250,000 households nationwide each month. Since data collection is ongoing, it can provide updated economic information each year to larger cities, and once every three-years to smaller communities.

Economic information is available in more detail from the U.S. Census Bureau FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including economic data from Census 2000, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Census Definitions

Certain terms used in the following discussion must be understood precisely in order to correctly comprehend the data.

Housing Unit: A house, apartment, mobile home, group of rooms, or a single room that is occupied as separate living quarters, or if vacant, is intended for such occupancy. "Separate living quarters" have direct access from the outside or through a common hall, and the occupants live and eat separately from other people in the building.

Family / Household: A *family* consists of two or more related people residing in the same housing unit. A *household* consists of all people who occupy a housing unit regardless of relationship, and may refer to a person living alone.

Median / Mean: A *median* is the middle number in a distribution of numbers, such that there is an equal probability of being above it or below it. A *mean* is generally understood as the "average" of a set of numbers, calculated by adding all the numbers in a set and then dividing by the total number of numbers. While a mean may be skewed by a single out-of-the-norm number in the set, a **median typically gives a fairly accurate picture of "normal"**.

Existing Economic Conditions

Information in this section originates in the *2008-2012 American Community Survey 5-Year Estimate*. Economic information was not collected in the 2010 Census, so there are discrepancies between the two data sets. For instance, the total population utilized by the *Survey* (405) is different than the official 2010 Census figure (394), and the number of households utilized by the *Survey* (182) is different than the official 2010 Census figure for number of households (163). To maintain consistency within the data, *Community Survey* numbers are used throughout this section, except where specifically noted otherwise.

Income & Earnings

The per capita income figure is a mean, derived by dividing the total income of every person 16 years old and over in a geographic area by the total population in that area. This figure is useful primarily when compared to the same datum for other geographic areas, and should not be construed as an accurate representation of actual income or earnings for a typical New Strawn resident.

– Annual Per Capita Income –	
United States	\$28,051
Kansas	\$26,854
Coffey County	\$25,935
New Strawn	\$34,520

The average annual per capita income for New Strawn residents is notably higher than that for Coffey County, the state of Kansas, or the nation.

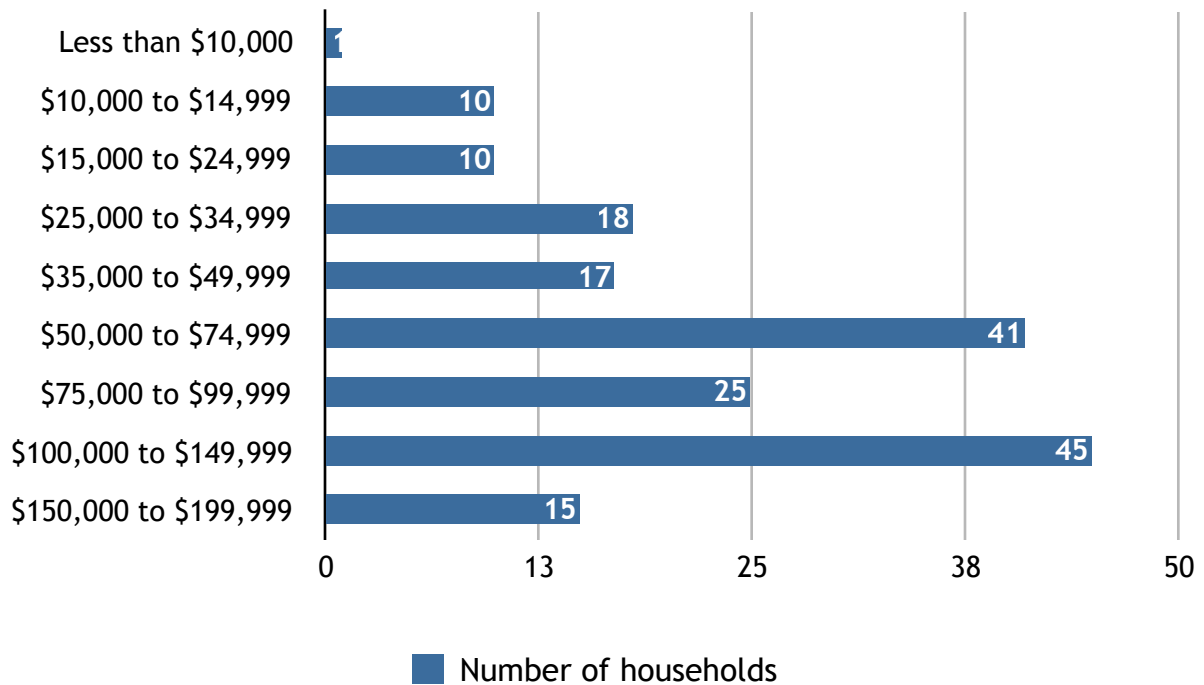
Median earnings noted below are for full-time, year-round workers.

	Median Earnings		Median Income	
	Males	Females	Household	Family
Coffey County	\$45,408	\$31,009	\$50,106	\$62,848
New Strawn	\$54,107	\$31,961	\$72,857	\$83,333

Except for female full-time year-round workers, the median earnings and median income for New Strawn residents are notably higher than that for Coffey County in general.

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In the 2008-2012 American Community Survey 5-Year Estimate, out of 182 households in New Strawn, **annual household income** was distributed as shown; the bars indicate the number of households in each income range.



Census 2000 to 2010: In the decade preceding the 2010 Census (1999 to 2009), income levels for residents in the City of New Strawn increased significantly.

Income Comparisons	Income – Census 2000	Income – Census 2010	Percentage Increase
Per Capita Income	\$22,288	\$32,967	47.9%
Median Household Income	\$64,125	\$79,583	24.1%
Median Family Income	\$70,250	\$84,821	20.7%

Types of Employment

From the 2008-2012 American Community Survey 5-Year Estimate:

Out of a population of 393 persons, there were 338 people (81%) in the City of New Strawn who were 16 years of age and older. Of those, 257 were in the labor force (76% of those 16 and up). Of those in the labor force, none were in the armed forces, and five (1.9%) were unemployed. The following three tables show data for the 252 employed civilians, by the class of worker, by occupational category, and by the industry in which they were employed.

Class of Worker	Persons	Percentage
Private wage, salary, and commission workers	177	70.2%
Government workers (working for federal, foreign, international, tribal, state or local government)	62	24.6%
Self-employed (in own business, professional practice, or farm)	13	5.2%
Unpaid family workers (working without pay in a family business or farm)	0	0.0%

Class of Worker: Most of the employed people in New Strawn work in the private sector, but a very significant portion (nearly 25%) work in the public sector.

Occupational Category	Persons	Percentage
Management, business, science, and arts	115	45.6%
Sales and office	46	18.3%
Service	45	17.9%
Natural resources, construction, and maintenance	31	12.3%
Production, transportation, and material moving	15	6.0%

Occupational Category: New Strawn is a very white-collar town, with 63.9% of employed civilians 16 or older working in management, business, science, the arts, or sales and office jobs.

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Industry in which Employed	Persons	Percentage
Transportation and warehousing, and utilities	76	30.2%
Educational services, and health care and social assistance	48	19.0%
Finance and insurance, and real estate and rental and leasing	22	8.7%
Public administration	19	7.5%
Arts, entertainment, and recreation, and accommodation and food services	18	7.1%
Professional, scientific, and management, and administrative and waste management services	17	6.7%
Construction	13	5.2%
Retail trade	12	4.8%
Other services, except public administration	9	3.6%
Information	8	3.2%
Manufacturing	7	2.8%
Agriculture, forestry, fishing and hunting, and mining	3	1.2%
Wholesale trade	0	0.0%

Industry in which Employed: Of the 252 employed civilians in the City of New Strawn, nearly half (49.2%) were employed in two of the industry categories: transportation, warehousing and utilities; and education, health care, and social assistance. Overall, New Strawn residents work in a wide variety of occupation types, for a wide range of employers. This diversity gives the City resilience during economic downturns.

Unemployment

The *2008-2012 American Community Survey 5-Year Estimate* defines the labor force as those individuals, 16 years old or older, who are employed or seeking employment.

Employment	New Strawn		Coffey County		Kansas	
	Persons	%	Persons	%	Persons	%
Labor force	257		4,437		1,513,938	
Employed / military	0	0.0%	1	0.0%	17,799	1.2%
Employed / civilian	252	98.1%	4,157	93.7%	1,395,634	92.2%
Unemployed	5	1.9%	279	6.3%	100,505	6.6%

In a time frame when the national unemployment rate was 9.3%, New Strawn had an **unemployment rate of 1.9%**. The City was doing significantly better than Coffey County in general (6.3%), and the state as a whole (6.7%).

Location of Employment

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked the location of employment for persons in their household.

Community Questionnaire—Location of Employment							
New Strawn		Burlington		Wolf Creek		Other	
6	10.3%	16	27.6%	30	51.7%	6	10.3%

In addition to New Strawn, Burlington, and the Wolf Creek Generating Station, area residents have employment in Beto Junction, Emporia, Gridley, Melvern, and Topeka. The major source of local employment is the Wolf Creek facility, but it is important to note that more than 10% of those who responded are employed *in* New Strawn.

Commuting

Out of 248 workers in New Strawn, 16 years old or older, who commuted to work, commuting methods were as shown in the following table. The mean travel time to work for them was 19.2 minutes. The national average commute time was 25.4 minutes.

Commuting	Persons	Percentage
Drove in car, truck or van—alone	231	93.1%
Drove in car, truck or van—carpooled	11	4.4%
Worked at home	6	2.4%
Walked	0	0%
Public transportation (excluding taxicab)	0	0%

The great majority of New Strawn workers commuted by vehicle, alone.

Local Tax Levies

Mills Property tax rates are expressed in mills, or tax dollars due per one thousand dollars of the assessed valuation of property. Assessed value is substantially lower than market value. Assessments are made and millage is levied in one year for tax payments due in the following year.

Levies may be collected by cities, townships, counties, states, school districts, fire districts, rural water districts, recreation commissions, regional library systems, and various other governmental entities which may provide services in a given area. In New Strawn, property taxes are levied by the entities shown in the table below, as well as by the City itself.

New Strawn Total Levy 2013	Levy in mills
State of Kansas	1.500
Coffey County	47.358
Coffey County Fire District #1	1.710
Burlington USD 244	29.053
Burlington USD 244 Recreational	2.207
Stringtown Cemetery Levy	0.016
<i>Subtotal</i>	<i>81.844</i>
City of New Strawn (General)	38.992
<i>Total 2013 Levy</i>	<i>120.836</i>

The City's total mill levy has been decreasing annually in recent years.

- 2010 – 124.589
- 2011 – 123.254
- 2012 – 122.115
- 2013 – 120.836

The 2013 assessed value of property in New Strawn was \$3,064,225. Applying the 2013 total mill levy of 120.836 would produce total property taxes of \$370,269, to be paid from New Strawn property owners in 2014, to the state, county, fire district, school district, recreation commission, cemetery district, and the City.

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Coffey County 2013 Property Value & Tax Levy		
Coffey County	Total Assessed Valuation	County Levy in mills
2008	\$408,843,617	44.105
2009	\$382,242,489	49.949
2010	\$388,857,591	49.095
2011	\$390,387,054	47.788
2012	\$408,133,554	47.183
2013	\$438,078,663	47.358

The majority of property taxes paid by land owners in New Strawn are paid to the County rather than the City. Coffey County taxes pay for road and bridge maintenance, library services, health services, hospital maintenance, ambulance service, noxious weed control, and economic development, among other purposes.

As shown below, New Strawn's 2013 City mill levy was the third highest of the six municipalities in Coffey County, after Waverly and LeRoy. However, New Strawn had the second lowest total 2013 tax levy; only Burlington's was lower.

Municipalities in Coffey County	2013		2012		2011	
	City Levy in mills	Total Levy in mills	City Levy in mills	Total Levy in mills	City Levy in mills	Total Levy in mills
Burlington	38.899	118.727	38.507	120.874	37.547	120.784
New Strawn	38.992	120.836	39.731	122.115	39.999	123.254
Lebo	31.363	135.299	31.455	131.080	31.740	133.467
Gridley	36.534	135.663	36.441	134.846	36.002	138.552
LeRoy	40.017	139.139	39.156	137.541	40.816	143.424
Waverly	45.369	149.830	44.862	145.026	43.728	146.362

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate the City Tax Levy and the School Tax Levy.

Community Questionnaire—Tax Levies						
	Adequate		Inadequate		Don't Know	
City Tax Levy	34	77%	3	7%	7	16%
School Tax Levy	34	77%	2	5%	8	18%

Shopping Patterns

As of 2014, local New Strawn area businesses included the following, which are listed on the City's website at www.newstrawn.org/uploads/Business_directory.pdf:

- Bahr Storage
- Beauty Boutique
- Bechtel Power
- Buddies Bar & Grill
- Builders Choice Concrete Company
- Burris Energy & Burris Logging
- Burris Roofing
- Casey's General Store (#129)
- Citizen's State Bank
- Coffey County Honda
- Cyberark Technologies
- Farm Bureau Financial Services
- First Start Rental Sales & Service
- Great Plains Construction Inc.
- James H. McMurray, DDS
- Jeff's Towing & Recovery
- L & S Designs, LLC
- Lakeside Liquors
- Lybarger Oil, Inc.
- Newkirk Sales
- Paige's Carpet Cleaning
- Prairie Winds Golf Course
- Quality Collision & Auto Glass Repair
- Rock Creek Technology, LLC
- Rural Water District #3
- Sherman Firearms
- Skillman Construction Company
- Strawn Lumber & Equipment Rental
- Swank Heating, Cooling & Plumbing
- Wolf Creek Resorts

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked where they did most of their shopping for various categories of items.

Community Questionnaire—Shopping Locations										
	New Strawn		Burlington		Emporia		Topeka		Kansas City	
Groceries	2	0.6%	38	11.6%	4	1.2%	1	0.3%	4	1.2%
Medicines	2	0.6%	43	13.1%	1	0.3%	1	0.3%	2	0.6%
Clothing	0	0.0%	1	0.3%	6	1.8%	34	10.4%	15	4.6%
Furniture	0	0.0%	0	0.0%	8	2.4%	23	7.0%	25	7.6%
Appliances	0	0.0%	24	7.3%	6	1.8%	15	4.6%	11	3.4%
Hardware	13	4.0%	31	9.5%	4	1.2%	10	3.0%	4	1.2%
Total Responses	17	5.2%	137	41.8%	29	8.8%	84	25.6%	61	18.6%

The pattern of local shopping behavior is predictable, given the relatively limited retail options in New Strawn, and the proximity of Burlington's shopping venues. Items purchased less frequently are more likely to be obtained in one of the larger cities within a 2-hour drive from New Strawn, or purchased over the internet. The number of local hardware purchases is heartening, however, showing a willingness to shop in New Strawn when the opportunity exists.

When asked what additional stores and services they would like to see in New Strawn, a local **restaurant** (35 votes) and a local **grocery** (16 votes) were most desired by area residents, followed by a motel (10 votes), a cleaners (9 votes), and a clothing store (8 votes). There are practical constraints on how much retail activity can be supported by a given population base, but there is a possibility New Strawn could sustain a small focused version of its most desired businesses.

More market research on exactly what kind of **restaurant** is desired may help inspire some local entrepreneur. Perhaps a deli for breakfasts and lunches could make a go of it, with a compact in-house market supplementing take-out service—or a weekends-only restaurant operated as a part-time occupation. If the community seriously wants a restaurant, local leaders could make a push to identify a good location and recruit an owner who can make the idea work.

New Strawn is not alone in its wish for a local **grocery store**. According to *Rural Grocery Stores: Importance and Challenges*, a 2010 report by the Center for Rural Affairs in Lyons, Nebraska, the necessary population needed to maintain a grocery store was 3,252 in 2005, and rising. Between 2006 and 2009, in Kansas towns of less than 2,500 people, 38% of their existing 213 grocery stores closed.

The Center for Engagement and Community Development (CECD) at Kansas State University has responded to this problem with the *Rural Grocery Store Sustainability Initiative*, which is working to identify and develop models to help small Kansas towns support a local source of fresh groceries. Often, the solution is a **grocery co-op**. If the New Strawn community is interested in exploring this option, there is more information on the Initiative's website at www.ruralgrocery.org.

Economic Development Programs

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Economic Development Promotion. More than three-quarters of respondents didn't know if such efforts existed, or considered those efforts inadequate.

Community Questionnaire—Economic Development Promotion					
Adequate		Inadequate		Don't know	
10	22%	19	42%	16	36%

Local Economic Development

New Strawn has some significant economic development advantages. The community has small town ambience and a rural setting, yet is within easy reach of Burlington's employment opportunities, as well as shopping, medical, and entertainment venues. It has an extraordinary local economic resource in the Wolf Creek Generating Station, with its well-paying jobs. It has immediate access to all the recreational assets of the John Redmond Reservoir and its associated Recreational Areas. And because the entire City was rebuilt only about 40 years ago, the City's infrastructure is in good condition.

To utilize these advantages most effectively, New Strawn needs a plan to maintain the community's long-term economic vitality, and a coordinated effort to put that plan into action. City government may be able to support such an endeavor, but it does not currently have the resources to organize and manage the venture. Community leaders should seriously discuss the possibility of creating a local group of volunteers who can and will focus on long-term economic development for New Strawn—defining goals, making a plan to achieve them, and then implementing the plan.

A number of formats for such volunteer associations exist, and many resources are available to help local groups get started. Such a group would define its own goals, but might consider such possibilities as working to recruit desired businesses to New Strawn, and improving the downtown streetscape. One possibility as a coordinating group is the Coffey County Chamber of Commerce; a handful of New Strawn businesses are already members.

State Economic Development Programs

Either alternatively or in conjunction with local efforts, consider utilizing the resources available from several state programs which exist to assist communities with economic development: PRIDE, SCIP, and the Main Street program. Additional information on these and other programs, is available on the Kansas Department of Commerce website at www.kansascommerce.com.

PRIDE: The Kansas Department of Commerce (KDOC) and Kansas State University Research and Extension administer the PRIDE program, providing technical assistance and training opportunities for local programs. PRIDE is a community-initiated effort that helps local leaders prepare for and manage change through a hands-on approach to community self-improvement. The program addresses such areas as planning, community services, and community enrichment. www.kansasprideprogram.ksu.edu

Small Communities Improvement Program (SCIP): The Kansas Department of Commerce offers grants of up to \$125,000 to small communities that are willing to put sweat equity into local improvement projects. The community provides local labor and equipment, and SCIP provides technical assistance and financial support. Eligible projects include city-sponsored farmers markets, parks and playgrounds, public restrooms, and walking trails, among others. Funding for this program is currently in question, but it may be supported again during the course of the Planning Period.

www.kansascommerce.com/index.aspx?NID=125

Main Street Programs: The National Trust for Historic Preservation established the National Main Street Center in 1980, and since then has successfully helped more than 2000 cities and towns across the country to revitalize their downtowns. In 2013, the Trust formed a new nonprofit subsidiary called the National Main Street Center, Inc., and renamed the program **Main Street America**. Information is available at www.preservationnation.org/main-street/.

In 2012, the Kansas Department of Commerce abruptly ended the Kansas Main Street program at the state level, and allowed it to "transition to local control". Since a certified state organization is required in order for individual local groups to be qualified to join the national organization, some of the 25 existing local Main Street organizations in Kansas worked together to create and fund a new state Main Street organization. In September 2015, after three years of effort, the nonprofit organization **Kansas Main Street, Inc.** was launched, with funding from the United States Department of Agriculture, to serve as the National Main Street Coordinating Program for Kansas.

Main Street programs utilize a four-point approach, which recognizes that a community's ability to organize its people, market its assets, improve its downtown, and restructure its economy are all interrelated. A tiered approach to involvement allows communities to work their way into the program slowly. The first level of participation starts with training a small core of four local volunteers in community development, showing them what other small towns in Kansas are working on, and sharing information and support.

Future Economic Development

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked which of the following types of Economic Development they felt would most benefit the New Strawn Planning Area.

Community Questionnaire—Economic Development		
Light Industry	25	37%
Retail Trade	18	26%
Service Businesses	12	18%
Heavy Industry	5	7%
Wholesale Trade	4	6%
Tourism	4	6%
<i>Total Responses</i>	<i>68</i>	<i>100%</i>

Overall, **light industry** was the most preferred type of economic development, and it makes sense to utilize New Strawn's existing industrial area to its fullest potential. **Retail trade and service businesses** were the next most preferred types of economic development. If New Strawn had more employees working in the City's industrial park, those people would help to support additional retail and service businesses downtown.

Little interest was shown in attracting **heavy industry or wholesale trade** to the area. New Strawn's small town quality of life and its surrounding recreational assets would be compromised by most types of heavy industry, and the City does not have enough transportation connections, particularly rail, to attract wholesale trade.

Tourism

Although tourism won minimal interest as an economic development option, that assumption may be worth reconsidering. New Strawn is definitely not too small to attract tourists, and tourism dollars. The City has the potential to develop a small but effective tourism segment in its local economy, based on the attraction of the John Redmond Reservoir and its associated Recreational Areas, and is easily accessible for weekend trips or vacations for both the Wichita and Kansas City metropolitan populations. For some downtown businesses, tourist dollars could make the difference between "barely making it" and "doing well".

Efforts to attract birders and anglers should be taken seriously, because the economic impact of these groups is extraordinary. According to a December 2013 report by the U.S. Fish & Wildlife Service, there were 47 million birders over the age of 15 in the nation in 2011, and 18 million of them traveled to engage in birding. Kansas had 476,000 birders. Nationally, in 2011, birders spent over \$14.8 billion on trip-related expenditures, as well as \$26 billion on equipment. (Yes, billions, not millions. Annually.)

- <https://griffingroups.com/file/view/50635/birding-in-the-united-states-a-demographic-and-economic-analysis>

According to the 2011 Kansas portion of the U.S. Fish & Wildlife Service's *2011 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation*, 400,000 anglers from both inside and outside the state fished in Kansas in 2011, spending over \$98 billion in trip related expenditures, and over \$112 billion for equipment.

- <http://www.census.gov/prod/2013pubs/fhw11-ks.pdf>

Make a point to emphasize the City's nearby recreational assets on the City website. Provide driving directions from New Strawn to the Recreational Areas, and maps of hiking and biking trails. Engage local birders and anglers to provide information for timely announcements of items of interest, from fishing seasons, to bird migration dates.

The recent development of a Recreational Vehicle campground in the southwest part of the City is an excellent start toward building tourism in New Strawn. Expanding on that beginning, consider the possibility of developing more local hiking, biking, and equestrian trails, a livery stable, a canoe livery, or other appropriate recreational attractions.

Economic Policies for New Strawn

Every city and county competing for economic advantage understands that good public infrastructure, a trained labor force, reasonable taxes, and available land are all necessary to attract economic activity—so most viable competitors already have those assets in place. According to the American Economic Development Council, **it is *quality of life* that makes a community a *successful* competitor.**

The high standards of New Strawn's residential neighborhoods and park lands, as well as its geographic location and its regional recreational assets, all support the City's good quality of life. However, the industrial district is not currently living up to its full potential, and the economic heart of the community—its commercial district—definitely needs improvement.

Industrial Park The Community Survey indicates an interest in attracting more light industry to the City, and the existing industrial zone can support more intense use. Determine what specific *types* of light industry would be most successful in New Strawn, and then figure out if there are cost-effective changes that would make the industrial area more attractive to those kinds of businesses. Actively market your available industrial sites in industry-specific media (such as industry-specific magazines, of which there are *many*), and use your willingness to make improvements as a negotiating tool to attract desired businesses to New Strawn.

Downtown The original City of Strawn had a **walkable downtown**. New Strawn was built with a **drivable commercial district** instead, and the concept has some fundamental flaws which affect not only the economic viability of the businesses located there, but also reduce the quality of life for both residents and visitors.

Consider developing at least a block or two of the existing commercial district as a walkable retail core—infilled with continuous storefronts, shady and inviting for pedestrians, and screened from views of the highway and parking lots. In short, create an attractive and functional downtown for New Strawn, with local character, capable of sustaining a suitable selection of businesses in a synergistic environment. This kind of downtown will give New Strawn a true center, and help to generate the high quality of life which is essential in order to attract and retain residents and businesses in the community for the long term.

Methods of instituting downtown revitalization will be discussed in more detail in Chapter 8.

Updates & Renovations Investments in improving New Strawn's quality of life should be viewed as investments in its economic future. The lifestyle that New Strawn could offer might eventually be its most effective economic development tool.

It has been 50 years since the City was relocated, and everything was new. Review the City's public facilities, assess which areas need updates or renovations to bring them up to prevailing standards. Make sure that available business sites offer current technological support, and refresh the curb appeal of the commercial and industrial districts to meet today's expectations.

Long-term Maintenance Plan It is always more cost-effective to maintain a building or landscape than to fix it after it has fallen into disrepair. Investing in regular maintenance is economically wise. Establish a long-term maintenance program for all public property and facilities. Budgeting a predictable amount each year for a logical sequence of community improvements is much more economical than waiting for infrastructure to fail and then scrambling to pay for an emergency fix.

CHAPTER 5. Population

Population information in this chapter is based on the 2010 U.S. Census, the *2008-2012 American Community Survey*, and on historical U.S. Census data available from the *University of Kansas Institute for Policy & Social Research*.

The U.S. Census is taken only once every ten years, so the *American Community Survey (ACS)*, which is also administered by the Census Bureau, provides updates in the years between censuses. The updates are provided once every three years to small communities, and annually to larger cities. Though more current, the *American Community Survey* is based on a much smaller sample size, so if at any point there is a discrepancy between the two sources, information from the Census is regarded as the official data.

Population information is available in more detail from the U.S. Census Bureau FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including demographic data from Census 1990 and Census 2000, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Analyzing the characteristics of the people now living in New Strawn helps develop an estimate of the potential future population of the Planning Area by the end of the 20-year Planning Period. A reasonably accurate determination of future population is an essential foundation for predicting New Strawn's planning needs over the next two decades, such as water requirements or sewage system storage and treatment capacity needs.

Understanding the physical, social and economic characteristics of the people in the New Strawn Planning Area will help community leaders develop policies to effectively meet residents' needs.

Historical Population Trends

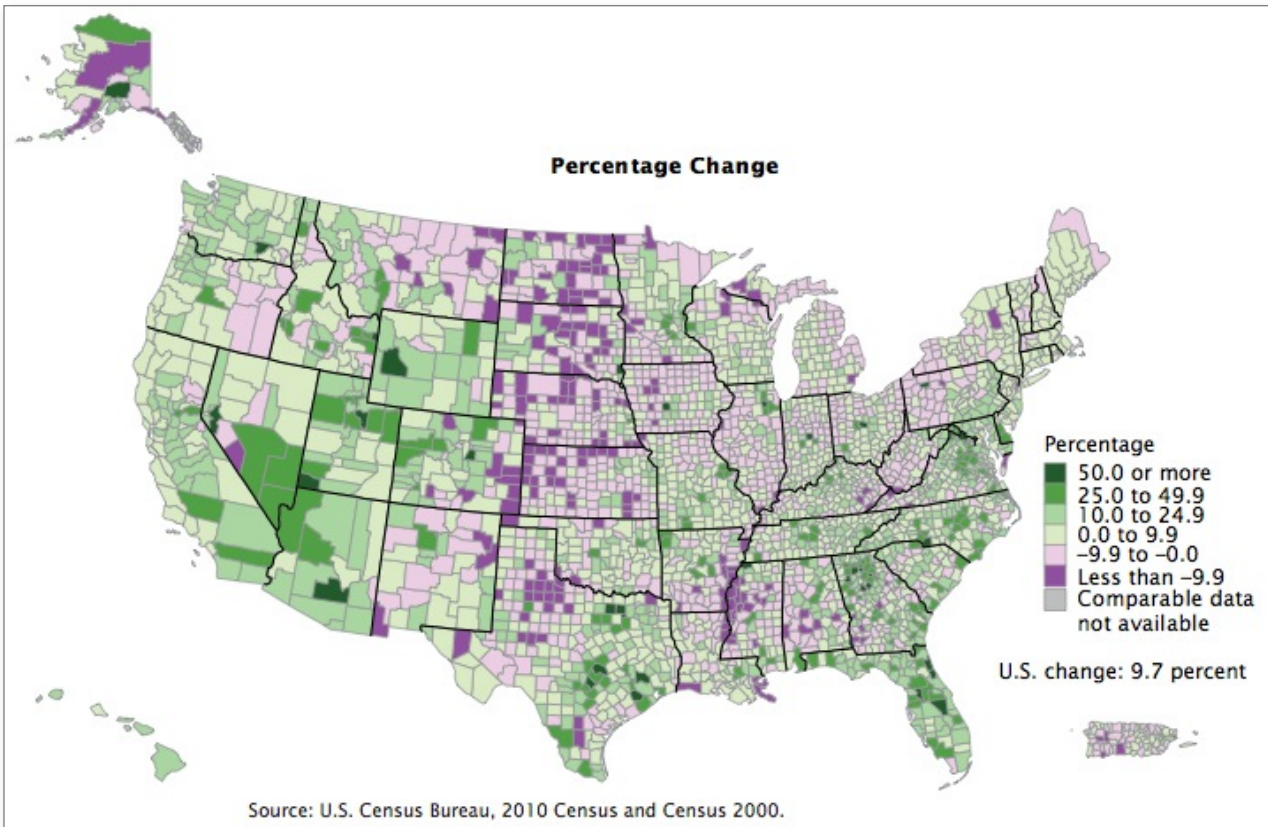
After the American population boom in the post-World War II era, rates of growth became more stable during the 50 years from 1960 to 2010. As detailed in the following table, the population of the United States has been growing by an average of about 11.4% per decade for the last 50 years, while Kansas has been growing by about 5.6%, and Coffey County by about 1.4%. Population changes in Coffey County have been erratic, with a large increase in the 1970s (associated with the development of the Wolf Creek nuclear power facility) and a moderate increase in the 1990s, offset by losses in other decades. Overall during the past 50 years, Coffey County has grown, but at a much slower rate than the nation or the state.

*Comprehensive Development Plan
for the New Strawn Area, Kansas: 2014–2034*

	US		Kansas		Coffey County	
	Population	% Change	Population	% Change	Population	% Change
1950	151,325,798		1,905,299		10,408	
1960	179,323,175	18.5%	2,178,611	14.3%	8,403	-19.3%
1970	203,211,926	13.3%	2,249,071	3.2%	7,397	-12.0%
1980	226,545,805	11.5%	2,364,236	5.1%	9,370	26.7%
1990	248,709,873	9.8%	2,477,588	4.8%	8,404	-10.3%
2000	281,421,906	13.2%	2,688,824	8.5%	8,865	5.5%
2010	308,745,538	9.7%	2,853,118	6.1%	8,601	-3.0%

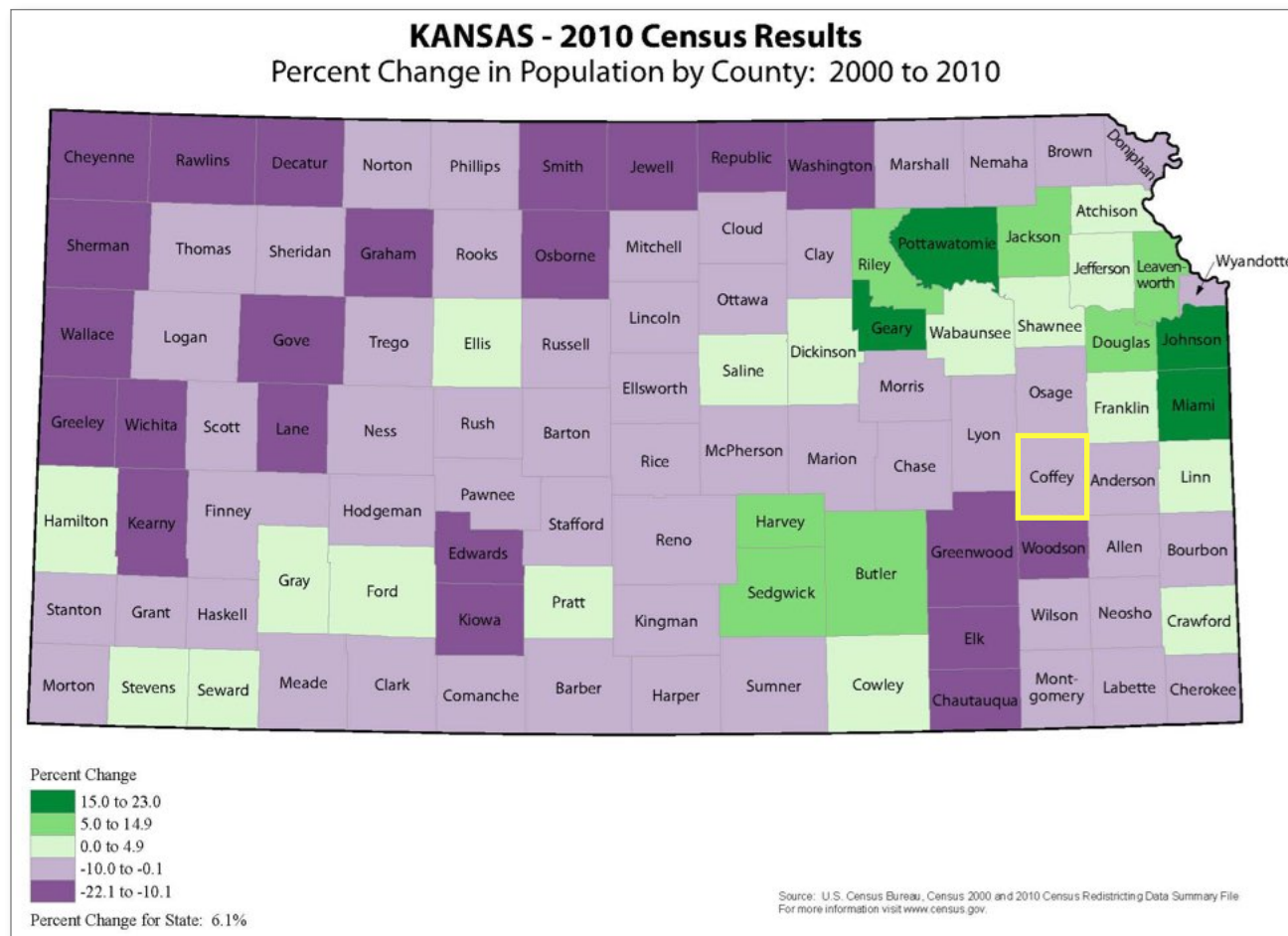
National Population Trends

Recent national population trends show some states and counties losing population, as people move from rural areas to cities, and from the northeast and midwest to the south and west. This map shows the percentage of population change between 2000 and 2010, for each county in the country. Green shades indicate growth; purple shades indicate population loss.



Kansas Population Trends

A similar map for the state of Kansas shows that most population growth in the last decade has taken place in the northeast part of the state (around Kansas City, Topeka, and the university towns of Lawrence and Manhattan), and around Wichita. Coffey County, roughly halfway between the Kansas City metropolitan area and Wichita, lost about 3% of its population between 2000 and 2010.



These national and regional trends certainly influence New Strawn. Many rural midwestern towns have seen significant population loss in recent decades, including New Strawn.

New Strawn Population Trends

Although homeowners began transferring residence from the previous cities of Strawn and Ottumwa to New Strawn in 1963, the City of New Strawn was not incorporated until June of 1970. Therefore, the 1980 Census was the first to collect information from the new City. In the 30 years since then, the City's population has fallen an average of 4.7% each decade.

New Strawn		
Census	Population	% Change
1980	457	
1990	428	-6.3%
2000	425	-0.7%
2010	394	-7.3%

Planning Area Population

The U.S. Census does not provide population data sorted by "Planning Area", so other means will be used to arrive at a reasonable estimate of the Planning Area population.

Household Size The Land Use Survey, along with the aerial analysis of the expanded Planning Area, counted **80 housing units** in the total New Strawn Planning Area, outside of the city limits—mostly in two subdivisions. According to the 2010 Census, the average household size in New Strawn was **2.42 people per household**. Multiplying household size (2.42) by housing units (80) yields a rough estimate of about **194** additional people living in the Planning Area but outside the city limits. Adding that number to the 2010 population of **394** people in the City results in a population estimate of **588 persons in the entire Planning Area, including the City**.

Family Size If one assumes that the 80 rural housing units contain families, then making an estimate based on the average family size in New Strawn in 2010 (**2.72 people per family**) yields a rough estimate of about **218** additional people living outside the city limits, for a total of **612 persons in the entire Planning Area, including the City**.

Depending on which estimate is used, the Planning Area population outside the City ranges from 194 to 218 persons, with an average of **206 people currently estimated in the Planning Area, outside of the City**, and an estimated total of **600 people in the entire Planning Area, including the City**.

Characteristics of New Strawn's Population

In this section, information from the 2010 Census will be used to discuss New Strawn's population growth, age distribution, and household and family characteristics. Information from the *2008-2012 American Community Survey Selected Population Tables* will be used to discuss citizenship, veterans status, ancestry, race, marital status, and educational attainment.

	New Strawn			Coffey County		
	2000	2010	Change	2000	2010	Change
Total Population	425	394	-7.3%	8,865	8,601	-3.0%
Median Age (in years)	36.9	42.0	5.1	39.2	43.0	3.8
% Male	48.9%	49.7%	0.8%	49.0%	49.4%	0.4%
% Female	51.1%	50.3%	-0.8%	51.0%	50.6%	-0.4%

Between 2000 and 2010, New Strawn's total **population decreased by 7.3%**, more than twice as much as Coffey County's decrease of 3.0%. During that same decade, population in Kansas increased by 6.1%, and increased by 9.7% nationally.

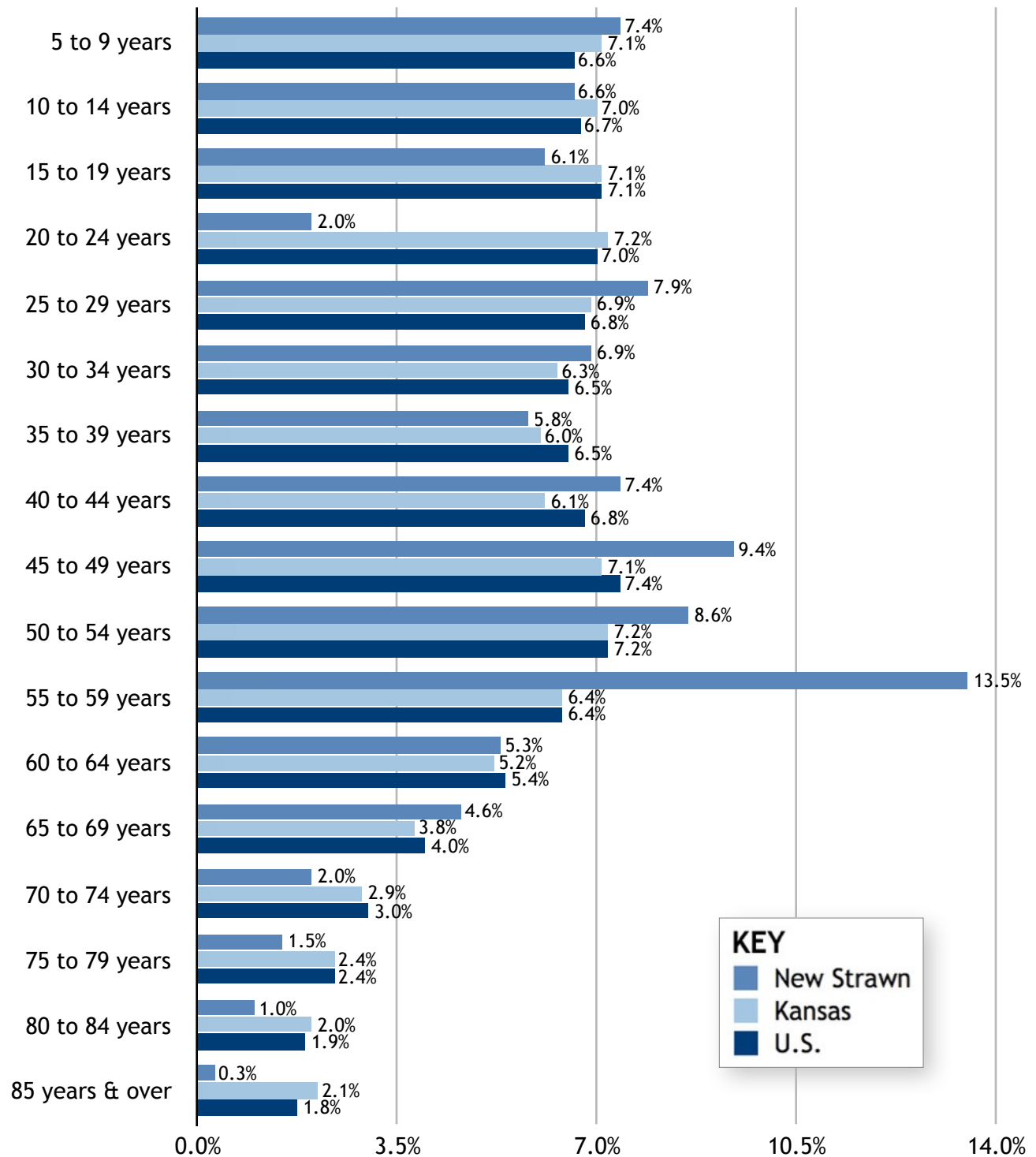
Having more females than males in a population is normal. The gender imbalance in New Strawn is comparable to the rest of the country.

New Strawn's **median age** went up between 2000 and 2010, perhaps due to a large percentage of young people moving away from the community, and older working people remaining in town.

Population by Age

The following chart shows the percentage of each age category for New Strawn residents, compared to figures for Kansas and the United States. New Strawn's population shows a **sharp drop in the 20-to-24-years category**, probably due to a large number of young adults moving away to go to college or find jobs. New Strawn also has a **much higher percentage of 45-to-59 year-olds** than the state or the nation, perhaps due to the attraction of Wolf Creek's employment opportunities for highly trained professionals in that age category. The **lower percentage of people 70 and older** in New Strawn is likely due to the lack of local facilities for aging in place.

2010 Census – Population by Age



Households & Families

Households & Families in New Strawn		
Family Households	126	77.3%
<i>Husband & Wife (no children in household)</i>	71	43.6%
<i>Husband & Wife with own Child(ren) under 18 years</i>	32	19.6%
<i>Male with own Child(ren) under 18 years</i>	8	4.9%
<i>Female with own Child(ren) under 18 years</i>	7	4.3%
<i>Male householder with other relatives</i>	0	0.0%
<i>Female householder with other relatives</i>	8	4.9%
Non-Family Households	37	22.7%
<i>Male living alone (under 65 years)</i>	18	11.0%
<i>Male living alone (65 years and over)</i>	1	0.6%
<i>Female living alone (under 65 years)</i>	9	5.5%
<i>Female living alone (65 years and over)</i>	4	2.5%
<i>Other non-family households</i>	5	3.1%
TOTAL HOUSEHOLDS	163	100.0%

- **Children/Seniors** Out of 163 households in New Strawn, 49 (30.1%) had children under 18 years of age in the household, and 24 (14.7%) had individuals 65 years of age or older in the household.
- **Household & Family Size** As counted by the 2010 Census, the average **household** in New Strawn had **2.42** people, and the average **family** had **2.72** people. Between 2000 and 2010, the average household size changed from 2.83 to 2.42 persons per household, a **decrease of 14.5%**; the average family size changed from 3.21 to 2.72 persons per household, a **decrease of 15.3%**. Household and family sizes are decreasing nationwide.
- **Between 2000 and 2010**, the number of **family** households in New Strawn changed from 120 to 126, an **increase of 5.0%**. The number of **non-family** households changed from 30 to 37, an **increase of 23.3%**. The total number of households changed from 150 to 163, an increase of 8.7%. The large relative increase in non-family households also reflects a national trend.

Population Characteristics from the *American Community Survey*

Information in this section originates in the *2008-2012 American Community Survey 5-Year Estimates*, since some social information was not collected in the 2010 Census. There are minor discrepancies between the two data sets; for instance, the number of households utilized by the *Survey* (182) is different than the official 2010 Census figure for number of households (163), and the total population is 405 in the *Survey* and 394 in the Census. To maintain consistency within the following data, *Community Survey* numbers are used throughout this section.

- **Citizenship** Out of 405 people, 401 were born in the U.S., and 4 were born either in U.S. territory or to American parents abroad. No New Strawn residents are foreign-born.
- **Veterans** Of the civilian population 18 years old or older, in New Strawn, 12.2% were military veterans.
- **Ancestry** The percentage of New Strawn residents indicating various foreign ancestries included German (37.3%), , English (18.0%), Irish (15.1%), Polish (3.7%), American (3.2%), Swedish (3.0%), Slovak (2.2%), Swiss (1.7%), French Canadian (1.5%), Italian (1.5%), Scottish (1.5%), Scotch-Irish (1.0%), French (0.7%), Czech (0.5%), Dutch (0.5%), Welsh (0.5%), and Hungarian (0.2%). Only 0.5% of the City's population is Hispanic.
- **Race** Racially, New Strawn is quite homogenous: 90.1% White, 6.4% Multi-racial, 3.0% American Indian, and 0.5% African-American. There are no Asians or Pacific Islanders in the City's population.

New Strawn Marital Status	Males (15 and over)		Females (15 and over)		All (15 and over)	
Never Married	33	19.8%	26	14.9%	59	17.3%
Married	97	58.1%	115	65.7%	212	62.0%
Separated	0	0.0%	0	0.0%	0	0.0%
Widowed	2	1.2%	19	10.9%	21	6.1%
Divorced	35	21.0%	15	8.6%	50	14.6%
Total	167	100.0%	175	100.0%	342	100.0%

Marital Status Of people in New Strawn 15 or older, 62% were married, 20.7% were widowed or divorced, and 17.3% of them had never married. In 2010, of people 15 or older in Coffey County, 17.9% had never married; in Kansas, 26.9% had never married; in the U.S., 31.0% had never married. The proportion of Americans who have never married has been increasing across all age categories in recent decades.

New Strawn Educational Attainment (25 years and over)		
Less than 9th grade	0	0.0%
9th to 12th grade, no diploma	7	2.3%
High school graduate (including equivalency)	90	30.2%
Some college, no degree	75	25.2%
Associate's degree	24	8.1%
Bachelor's degree	69	23.2%
Graduate or professional degree	33	11.1%
Total	298	100.0%

Educational Attainment

Of people in New Strawn 25 years old or older, **97.7% had a high school degree or higher**, and **34.3% had a bachelor's degree or higher**. New Strawn's population is very well educated compared to the national averages of **85.7%** with a high school degree or higher, and **28.5%** with a bachelor's degree or higher.

Future Population Goal

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked what they *wanted* New Strawn's population to be in 20 years.

Community Questionnaire—Future Population					
Approximately the same		Moderate, continuing growth		Accelerated, higher growth	
7	14%	41	82%	2	4%

A City's population typically grows either through the construction of new residential development within the existing city limits, by annexation of new or existing residential areas outside the current boundaries, or by a combination of the two strategies. New Strawn has the potential to pursue either or both of these options for growth.

The Planning Commission established a goal of planning for an increase in the City's population from 394 people in 2010 to **600 people by the year 2034**, for an increase of approximately 206 individuals or 52% over 20 years—an average population increase of 2.6% annually, or just over 10 people per year.

For the span of the 20-year Planning Period, this translates to **an increase of approximately 85 households, or 4.26 households per year in the City**, applying the 2010 household size of 2.42 persons.

Considering that the City's population has fallen an average of 4.7% per decade for the last 30 years, this population goal is ambitious, and will entail a committed effort. It will require either annexation, or a bold effort to increase housing development in the existing city limits, or both, to achieve this goal.

Population trends may vary from year to year, but this projection expresses the potential magnitude of the increase for which City leaders should plan.

CHAPTER 6. Housing

Quality Housing that is well cared-for, whatever its age or size, is a major factor in a city's quality of life. Properly maintained homes in pleasant neighborhoods are valuable both socially and economically. A comfortable house does not guarantee a happy home life, but the lack of one can certainly cause stress and unhappiness. A house is usually the single largest investment for a family or individual, and houses that are difficult to maintain can generate ongoing physical discomfort and financial concerns.

Housing Alternatives Variety in a community's available housing stock is a major factor in a city's ability to attract and retain residents. If young people, retirees, or families with children cannot find quality housing that suits their current needs, they are likely to move to another community which does offer it. Adequate housing in a range of prices also helps to attract new businesses and their employees.

Within the City of New Strawn, residential **land use** covers more acreage (37.9%) than any other category of developed urban land. In the Planning Area, residential is the third largest category of land use after agriculture and transportation right-of-way.

Residential properties are a major source for the City's tax revenues, but the **economic importance** of housing is not confined to the tax structure. A healthy housing market benefits many businesses—including construction, real estate, insurance, banking, building materials, design, and various retailers. The exchange of money for these services and supplies enhances an area's total economic environment.

In recent years, the nation experienced a **mortgage crisis**. The ability to obtain a mortgage can now be as much of a barrier to buying a home as the cost of housing itself. Many communities, as well as the homebuilding and home financing industries, have reassessed their policies and techniques in order to support the development of affordable housing or starter homes. This responsibility should be assumed by both public and private interests. This chapter analyzes housing statistics and suggests ways in which desirable housing goals may be attained.

Housing Conditions A housing condition survey was not deemed necessary as part of this comprehensive planning effort, because the housing stock in the New Strawn Planning Area is generally in good condition. The few homes in need of minor repair work are scattered, and do not constitute a planning issue in need of a solution.

Housing Data from the U.S. Census Bureau

This section gives an overall picture of the housing situation in the City of New Strawn, based primarily on Information from the *2008-2012 American Community Survey 5-Year Estimates*. Housing information from the 2010 Census is also included; though very limited, it is considered the **official data** on the few points of information which were counted.

Housing information is available in more detail from the U.S. Census Bureau FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including housing data from earlier censuses, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Housing Data from the American Community Survey

The 2010 Census did not collect detailed housing information, which was instead acquired through the Census Bureau's *American Community Survey*. The *Survey* is sent to about 250,000 households nationwide each month, rather than once per decade like the Census, so data collection is ongoing and produces much more current socioeconomic information.

Since the *American Community Survey* is based on a much smaller sample size, if at any point there is a discrepancy between it and the Census, information from the Census is regarded as the official data. For instance, the number of households utilized by the *Survey* (182) is different than the official 2010 Census figure for number of households (163). To maintain consistency within the following data, *Community Survey* numbers are used throughout the rest of this section.

- **Occupancy** Out of 185 housing units in New Strawn, 182 were occupied.
- **Owner / Renter** Out of 182 occupied housing units in New Strawn, 151 (83.0%) were owner-occupied, and 31 (17.0%) were renter occupied.
- **Household Size** The average household size of owner-occupied units was 2.34 persons. The average household size of renter-occupied units was 1.65 persons.
- **Fuel** Out of 182 occupied housing units, 112 (61.5%) use gas as the house heating fuel, 37 (20.3%) use electricity, and 33 (18.1%) use bottled or tank gas.

Year Householder Moved into Housing Unit		
Moved in	number	percent
1969 or earlier	8	4%
1970 to 1979	4	2%
1980 to 1989	21	12%
1990 to 1999	46	25%
2000 to 2009	80	44%
2010 or later	23	13%
TOTALS	182	100%

Length of Residence Well over half (57%) of New Strawn's dwellings have residents who moved in between 2000 and 2012. About one in five of New Strawn's dwellings have residents who have lived there for more than 20 years.

Value of Owner-occupied Housing Units	Number	Percentage
Less than \$50,000	11	7.3%
\$50,000 to \$99,999	43	28.5%
\$100,000 to \$149,999	53	35.1%
\$150,000 to \$199,999	21	13.9%
\$200,000 to \$299,999	23	15.2%
TOTAL OWNER-OCCUPIED HOUSING UNITS	151	100.0%

Value Only 11 housing units in New Strawn are valued at less than \$50,000, while nearly two thirds of them (63.6%) are between \$50,000 and \$150,000 in value. Nearly 30% of New Strawn's housing units are worth more than \$150,000.

- **Median Value** The median value of owner-occupied housing units in New Strawn was \$117,900.

Selected Monthly Owner Costs – Housing Units WITH a Mortgage –		
	number	percent
\$500 to \$699	2	1.9%
\$700 to \$999	31	29.8%
\$1000 to \$1499	43	41.3%
\$1500 to \$1999	14	13.5%
\$2000 or more	14	13.5%
TOTALS	104	100%

Selected Monthly Owner Costs – Housing Units WITHOUT a Mortgage –		
	number	percent
\$200 to \$299	10	21.3%
\$300 to \$399	3	6.4%
\$400 or more	34	72.3%
TOTALS	47	100%

Housing Costs The cost of owning a dwelling varies significantly between those paying a mortgage, and those who do not have a mortgage to pay. Of those *with* a mortgage, the majority (71.1%) paid between \$700 and \$1500 per month in owner costs. Of those *without* a mortgage, 72.3% paid \$400 or more per month in owner costs.

- **Mortgages** Out of the 151 owner-occupied units in New Strawn, 104 (68.9%) had a mortgage, and 47 (31.1%) did not.
- **Monthly Cost** The median monthly owner cost for housing units *with* a mortgage was \$1148, and for housing units *without* a mortgage was \$453.

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Selected Monthly Owner Costs as a Percentage of Household Income				
Percentage of Income	Housing Units WITH a Mortgage		Housing Units WITHOUT a Mortgage	
	number	percent	number	percent
less than 10%	—	—	27	57.4%
10 to 14.9%	—	—	4	8.5%
15 to 19.9%	—	—	2	4.3%
less than 20%	70	67.3%	—	—
20% to 24.9%	9	8.7%	10	21.3%
25% to 29.9%	7	6.7%	0	0.0%
30% to 34.9%	14	13.5%	0	0.0%
35% or more	4	3.8%	4	8.5%
TOTALS	104	100%	47	100%

Housing Costs as a Percent of Income Of those *with* a mortgage, more than three quarters (76.0%) paid less than 25% of their household income per month in owner costs. Of those *without* a mortgage, 65.9% paid less than 15% of their household income per month in owner costs. The 8.5% of people without a mortgage who are still paying more than 35% of their income in housing costs are likely people with a very low household income, such as elderly people on a fixed income.

Gross Rent as a Percentage of Household Income		
Percentage of Income	Householders	
	number	percent
less than 15%	9	29.0%
15% to 19.9%	2	6.5%
20% to 24.9%	1	3.2%
25% to 29.9%	6	19.4%
30% to 34.9%	0	0.0%
35% or more	13	41.9%
TOTALS	31	100%

Rental Housing in New Strawn Of those renting housing units in New Strawn, more than a third paid less than 20% of their household income per month in housing costs. Almost one in five are paying between 25% and 30% of their income on rent. The 41.9% of people who are paying more than 35% of their income on rent are likely people with a very low household income, such as elderly people on a fixed income.

- Out of the 31 occupied units paying rent in New Strawn, 1 (3.2%) paid less than \$200, 8 (25.8%) paid a rent of \$300 to \$499, 9 (29.0%) paid a rent of \$500 to \$749, and 13 (41.9%) paid a rent of \$750 to \$999.
- Median gross rent in New Strawn was \$613 per month.

Housing Data from the 2010 Census

The data on housing that was collected by the 2010 Census is very limited, but is also more accurate, and therefore takes precedence over the far more extensive and detailed data collected from the *2006-2010 American Community Survey 5-Year Estimates*. Where the information under this heading disagrees with that previously described in this chapter, **the following numbers are considered to be the official data.**

- Of the 173 housing units in New Strawn, **163 (94.2%)** were occupied, and 10 (5.8%) were vacant.
- Of the 163 occupied housing units, **135 (82.6%)** were owner-occupied, and 28 (17.2%) were renter-occupied.
- Of the 135 owner-occupied units, 33 (24.4%) were owned free and clear, and 102 (75.6%) were owned with a mortgage or loan.
- A total of **335** people lived in owner-occupied housing units, with an average of **2.48** people per household.
- A total of **59** people lived in renter-occupied housing units, with an average of **2.11** people per household.

Housing Data from the Community Questionnaire

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Housing Availability, Rental Housing, and Housing for the Elderly.

Community Questionnaire—Housing						
	Adequate		Inadequate		Don't Know	
Housing Availability	24	56%	11	26%	8	19%
Rental Housing	19	42%	12	27%	14	31%
Housing for the Elderly	16	36%	14	32%	14	32%

A majority (56%) of the community sees New Strawn as having adequate housing available for purchase, and 42% view the City's available rental housing as adequate. The 31% of respondents who "don't know" whether or not there is adequate rental housing available in New Strawn probably reflects the typical indifference of most homeowners to the rental market in general.

In New Strawn, much of the available rental housing is often occupied by people working temporarily at the Wolf Creek facility. In most communities, renters tend to be largely younger people who can not yet afford to purchase a house, or older people who are downsizing to avoid maintenance chores they no longer want to manage. If the community does not provide enough rental housing to meet all these demands, young adults and downsizing seniors are likely to move elsewhere.

When seniors have to move away, family relationships are often strained. A community's elders should have options to allow them to age in place, if they so desire. Coffey County maintains some nearby housing alternatives for seniors, including The Meadows in Burlington (an assisted living facility), as well as The Sunset Manor in Waverly, and the Life Care Center of Burlington (assisted living and long-term nursing care facilities). New Strawn should also offer options for affordable and accessible housing for local seniors.

No community can afford to lose its young people simply because they are ready for a place of their own, and can't find one locally that they can afford. Once they move away, it becomes much less likely that they will ever move back. Especially since New Strawn wants to see local population growth, the community should make sure that good low-cost housing is available for young renters.

Environmental Conditions

The following table shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked to what degree they felt various environmental conditions are problems in the New Strawn area.

Community Questionnaire—Environmental Conditions						
	Serious		Minor		No Problem	
Unsightly Outdoor Storage	18	38%	18	38%	12	25%
Inoperable Vehicles	11	23%	22	46%	15	31%
Unkempt Vacant Lots	10	21%	24	50%	14	29%
Poor Drainage	8	17%	22	48%	16	35%
Poorly Maintained Housing	6	14%	24	57%	12	29%
Dilapidated Outbuildings	6	14%	24	56%	13	30%
Nuisance Dogs	7	15%	25	52%	16	33%

Environmental problems are listed in this table in order of the percentage of respondents who considered each issue to be a *serious* problem. By this reckoning, **unsightly outdoor storage** (38%) is the most significant environmental problem in New Strawn, followed by **inoperable vehicles** (23%) and **unkempt vacant lots** (21%). No issue is perceived as a serious problem by a majority of respondents.

However, another way of evaluating the level of local dissatisfaction with these environmental problems is to look at *all* those who consider an issue to be a problem, whether serious *or* minor. From this perspective, 65% to 75% of respondents considered all of these environmental issues to be problems of some degree.

- Unsightly Outdoor Storage—75%
- Inoperable Vehicles—69%
- Unkempt Vacant Lots—71%
- Nuisance Dogs—67%
- Poorly Maintained Housing—71%
- Poor Drainage—65%
- Dilapidated Outbuildings—70%

Deteriorating houses and unkempt yards create a blighting effect which can spread like cancer through a neighborhood, decreasing the value of nearby properties, eroding the tax base, and eventually compromising a city's economic development efforts. The current housing stock in New Strawn is in good condition, overall, but the City should pursue additional efforts to maintain high standards of enforcement on environmental issues, which in turn support the community's quality of life and sustain property values in New Strawn.

Construction, Health and Planning Codes

One of the best ways to maintain and improve the quality of a community's housing inventory is by adopting and enforcing construction, health and planning codes.

Codes provide the legal basis for enforcement of standards that protect the health, safety, property and general welfare of both individuals and the community.

Codes:

- set standards for materials and/or performance;
- establish the process for permit approval, licenses, cases, or plats;
- create enforcement procedures for inspection and appeals.

There are many reasons for adopting construction, health and planning codes, including:

- Housing constructed to code standards provides some minimum safeguards to protect the buyer's investment, and provides a better chance for more years of productive service.
- If the surrounding neighborhood is permitted to deteriorate, through lack of codes or their enforcement, it becomes virtually impossible for a homeowner to maintain the value of their own house.
- Codes reduce the effects of blight, and their effective enforcement can also be used to rehabilitate blighted conditions.
- Insurance rates are lower where codes effectively reduce hazards, both in the home and the neighborhood.
- Since most mortgages are resold to a larger secondary lender, code standards are necessary to establish the quality of the housing, especially construction and sanitary codes.
- The tax base is strongly dependent upon the assessed valuation of housing. Unless the quality of construction is built into houses initially, and then maintained, the community's tax base is slowly eroded.
- A community's ability to attract and hold desirable employers and productive workers is directly related to the overall appearance and livability of the community.

Codes versus Zoning and Subdivision Regulations

Zoning regulations and subdivision regulations differ in many ways from codes. Their general purposes are much broader, and their procedures for preparation, adoption and administration are different. However, like codes, zoning and subdivision regulations can have a significant effect on the quality of a community's housing stock.

Zoning regulations:

- regulate the location and use of buildings;
- regulate the uses of land for residential, commercial, industrial, and other uses;
- set standards for maximum building size, height and extent of lot coverage;
- conserve and protect property values;
- facilitate adequate provision of community facilities, utilities, and open space.

Under zoning regulations, existing legal nonconforming uses are grandfathered-in. A grandfather clause allows an existing situation to continue to operate under old rules, even though new rules apply elsewhere. Such an exemption may apply indefinitely or for a specific period of time, or until significant changes occur in the existing situation. Zoning regulations are therefore slow to rectify problem situations, and other codes are needed to bring about desired improvements.

Subdivision regulations are designed to ensure the harmonious development of residential areas and other land uses; provide for the necessary streets and utilities in their proper location; determine an appropriate design for lots and streets; and guarantee the installation of public improvements.

Both zoning and subdivision regulations are discussed further in Chapter 12 on Plan Implementation.

Model Codes

Developing codes is a complex and expensive undertaking, and most communities choose instead to adopt model building codes appropriate to local needs. Model codes are produced and constantly updated by a nonprofit standards organization, which is independent of any governmental jurisdiction, and is staffed by code experts.

Model codes:

- provide relatively simple yet adequate standards for construction;
- are typically less costly than writing a comparable local code;
- periodically offer code training sessions for building inspectors;
- are uniform, and therefore familiar to contractors, designers, and lenders;
- are free from local prejudices;
- reflect expertise with recent construction technology;
- undergo periodic review by technical committees, and regularly scheduled revisions to keep standards updated;
- are prepared by national code organizations, which can provide technical assistance on more complex structural plans;
- are more acceptable to state and federal agencies when a community is pursuing grants, especially for housing.

In the United States, a comprehensive and coordinated set of model codes is maintained by the nonprofit International Code Council (ICC). (See www.iccsafe.org)

ICC Codes include:

- | | |
|--|---|
| • International Building Code | • International Plumbing Code |
| • International Energy Conservation Code | • International Private Sewage Disposal Code |
| • International Existing Building Code | • International Property Maintenance Code |
| • International Fire Code | • International Residential Code |
| • International Fuel Gas Code | • International Swimming Pool and Spa Code |
| • International Green Construction Code | • International Wildland Urban Interface Code |
| • International Mechanical Code | • International Zoning Code |
| • ICC Performance Code | |

The **National Electrical Code (NEC)** is published by the National Fire Protection Association, and provides standards for the safe installation of electrical wiring and equipment. The NEC is updated every three years. (See www.nfpa.org)

Code Ordinance Assistance

The League of Kansas Municipalities maintains reference files of sample ordinances, including one for a minimum housing code (see www.lkm.org/resources/ordinances/). However, care must be exercised in using these examples. Be certain they are applicable to local conditions.

Types of Codes

No single code covers all aspects of construction, health, and planning. Rather, various codes each play a role in protecting the health, safety, and welfare of the public and their property.

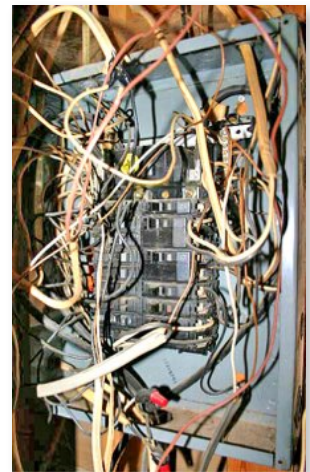
Building Codes govern the construction requirements for all types of buildings by regulating their design, methods of construction, quality of materials, types of use, degree of occupancy, site location factors, and certain equipment required for their construction and operation. Energy-efficiency requirements and historic preservation standards are recent additions to building codes.



Building Code violation

Plumbing Codes are responsible for regulating both sanitary sewer and fresh water carrying systems.

Electrical Codes safeguard persons, buildings, and their contents from hazards arising from the use of electricity in new and remodeled structures.



Electrical Code violation

Mechanical Codes serve to protect individuals and property by controlling the design, construction, installation, quality of materials, location, operation and maintenance of heating, ventilating, cooling, and refrigeration systems, as well as incinerators and other heat producing equipment.

Fire Prevention Codes prescribe regulations for safeguarding life and property from the hazards of fire and explosion.

Sanitation Codes regulate a wide range of health concerns including sewage disposal, water supply, abandoned and inoperable vehicles, pest and animal control, as well as environmental features in and around buildings, such as outside storage, that often lead to health hazards and blighting conditions.

Housing Codes are concerned with the quality of the residential environment and affect the upkeep and maintenance of existing dwellings. They can be enforced on a house-to-house inspection basis, complaint system, or triggered by a change in ownership or renter.



Sanitation Code violation

Dangerous Structures Ordinances cause the repair or removal of dangerous and unsafe structures by the owner or the city.

"City Beautiful" Ordinances are a method of removing or causing the repair of unsightly and blighted structures to promote beautification. Such ordinances are often combined with the minimum standards found in housing codes. They can be used for both principal and accessory structures.



Dangerous / Unsightly Structure

Weed Mowing Ordinances establish a maximum standard for the height of turf grasses and weeds. They require the owner to mow overgrown vegetation, or the city will mow and then assess the cost to the owner.

Manufactured Home Park Codes cover such items as street and parking facilities, water, sewer, and drainage in manufactured home parks and their service areas, as well as density, open spaces and recreational areas, refuse disposal methods, and utility connections. Such codes can also include regulations for recreational vehicle campgrounds. Manufactured Home Park Codes are adopted as health and safety codes, so they are not limited by the grandfather clause inherent in the administration of zoning regulations, and they can be used to upgrade existing parks.

Manufactured Home Park Codes *cannot* control the location of manufactured homes in a community. **Zoning regulations**, however, *can* control the actual location of manufactured home parks, or the locations of individual manufactured or mobile homes scattered in a community. Zoning regulations may also be used to regulate recreational vehicles in campgrounds.

Manufactured Housing Codes

Manufactured, modular, sectional and prefab housing are all constructed in factories. They may cost about half the per-square-foot price of a site-built dwelling, so they are a preferred housing solution for many people. The term "mobile home" applies only when a unit does not meet Housing and Urban Development (HUD) national standards, which is typical only for those built prior to June 15, 1976. Homes which do meet HUD standards are defined as "manufactured homes".

Kansas has an extensive Kansas Manufactured Housing Act (K.S.A. 59-4201, *et seq*), as well as a *Uniform Code on Guidelines for the Installation of Manufactured Housing* which provides standards for the placement of such homes.

Residential-design manufactured homes, as defined by state statutes which took effect on January 1, 1992, must at least meet the minimum HUD standards: they must be 22 feet in width, have a pitched roof, siding and roofing materials customarily used on site-built houses, and be placed on a permanent foundation. Additional architectural and aesthetic standards may be adopted in local zoning regulations to ensure their compatibility with site-built housing.

There currently are no state federal, or institutional guidelines for the installation of such homes. Therefore, many cities are often forced to use the standards for site-built homes which require frost-depth foundations.

Zoning regulations which exclude residential-design manufactured homes from single-family residential districts solely because they are manufactured homes cannot be adopted or enforced in Kansas (K.S.A. 12-742 and 12-763). Such statutes do not preempt or supersede valid restrictive covenants running with the land.

Multiple-wide manufactured homes can be accommodated more easily in neighborhoods of site-built homes, because their shorter length (typically 42'-60') permits them to be oriented parallel to the street on a typical lot. However, the longer 70'-90' **single-wide** manufactured homes pose a problem in such neighborhoods. If placed parallel to the street, they create a wide frontage which increases costs for utilities and streets. If placed perpendicular to the street and intermixed with site-built houses, the extension of the manufactured home into the rear yard tends to reduce the open space and privacy of adjacent neighbors. In practice, single-wide homes are usually angled on the lot in order to permit more of the side windows a view of the street. In general, the intermixing of single-wide manufactured homes with site-built homes tends to depreciate the value of neighboring site-built houses.

Existing Codes

The New Strawn City Code was originally adopted in 1986, and was amended by ordinances periodically thereafter. The Codes was consolidated and updated in 2013 and continues to be amended by ordinance.

New Strawn utilizes locally prepared codes which affect development and maintenance, as opposed to model codes. The City's codes address issues including Building, Plumbing, Electrical, Fire Prevention, Housing, Dangerous Structures, Manufactured/Mobile Home Parks, Zoning, Signs, Inoperable Vehicles, Nuisances, Sanitation, Animal Control, Weed Mowing, Moving Structures, and Fireworks.

Coffey County has adopted Zoning and Subdivision Regulations, and a Sanitation/Environmental Code, which affect the Planning Area outside the city limits.

Housing Programs

The Coffey County Housing Authority was established in 1992 to enhance housing for the citizens of Coffey County. The Housing Authority supports programs for construction of affordable new homes, for housing preservation and rehabilitation, for home refurbishing and resale, and for demolition. It also maintains a house painting program for low-income homeowners, and offers a free county-wide rental resource guide. (See www.coffeycountyks.org/housing.html)

Community leaders in New Strawn do not currently see a need to pursue federal aid for housing programs. However, the following basic information on federal housing program options is provided in case circumstances change at some point during the course of the Planning Period.

Various federal housing assistance programs may be able to provide mortgages for low and moderate income persons on affordable terms and conditions. These programs are typically administered by the Federal Housing Administration (FHA) of the U.S. Department of Housing and Urban Development (HUD), or the **Rural Development Office** of the U.S. Department of Agriculture. The latter office supports grant programs for cities under 10,000 in population, for which New Strawn is eligible. More information is available at www.rurdev.usda.gov/ProgramsAndOpportunities.html.

The Kansas Department of Commerce and Housing administers the **Community Development Block Grant Program (CDBG)**, which funds housing rehabilitation. More information is available at www.hud.gov/cdbg.

The federal **Home Investment Partnership Program (HOME)** is administered by the Kansas Housing Resources Corporation in Topeka. This grant program is designed to assist with rehabilitation, rental housing, new construction, and home ownership targeted to low and moderate income families. More information is available at www.kshousingcorp.org.

Although these program may not currently be funded in full, they could be supported again during the course of the 20-year Planning Period. The City should be aware of its options.

New Strawn's Future Housing Needs

Given the life cycle of people and families, housing needs change over time. In the United States, about 16% of householders have moved within the previous year. If suitable housing options are not available when housing needs change, it can cause residents to leave a community, or potential residents to choose another city. New Strawn needs to evaluate its existing housing stock, in comparison to probable future needs.

The number of people in the average American household has been dropping for years. What was traditionally thought of as the typical American family (a husband, a wife, and a couple of children) is a very small minority of the nation's households today. As household sizes get smaller, there is more demand nationwide for smaller houses, duplexes, apartments, condominiums, and modular and manufactured housing.

Based on the proposed population increase of 206 persons by 2034, and applying the current household size of 2.42 persons per household, then about **85 additional housing units** will be needed in New Strawn by the end of the 20-year Planning Period, or about **4.26 per year**. Actually, more units than that will be needed, in order to accommodate increased population as well as replace those lost to fire, other hazards, necessary demolitions, and normal attrition to changing land uses.

Community leaders have expressed interest in development of single-family housing, as well as transient housing in the form of manufactured housing or recreational vehicle facilities. In addition to building new homes, an effort should be undertaken to preserve and improve the existing housing inventory.

Housing Policies

The Coffey County Housing Authority (CCHA), was established in 1992 by the Board of County Commissioners. CCHA constructs new affordable single-family homes in the county, available for purchase by anyone with proper financing. It supports a demolition program to remove dangerous structures, a painting program that provides exterior paint to eligible homeowners, and maintains a free listing of available rental properties in the county. CCHA has also obtained and administered in excess of a million dollars worth of housing rehabilitation grants. Beginning in 2010, CCHA began buying and refurbishing affordable homes in Coffey County, which are then sold to any buyer with proper financing.

In view of the importance of housing to the City, housing policies should be reviewed periodically to determine applicability to the current housing situation. Committees of officials and/or concerned citizens may occasionally be needed to put ideas selected for priority implementation into effect.

Chapter 7. Physical Development Influences

A community's overall development, as well as the internal relationships of its various land uses, are influenced by its geographic location, physical features, and natural resources. Its physical environment may support particular land uses, or may restrict development possibilities and limit the directions available for urban growth.

To guide urban development economically, efficiently, and in an esthetically pleasing manner, it is essential to **establish developmental policies which maximize the advantages and minimize the disadvantages** of a planning area's location and physical characteristics.

This chapter discusses the New Strawn Planning Area's geographic location and physical features, and their implications for the future development of various land uses. Climate, soil types, water resources, topography and drainage, flood hazard areas, and woodlands will be discussed.

Geographic Location

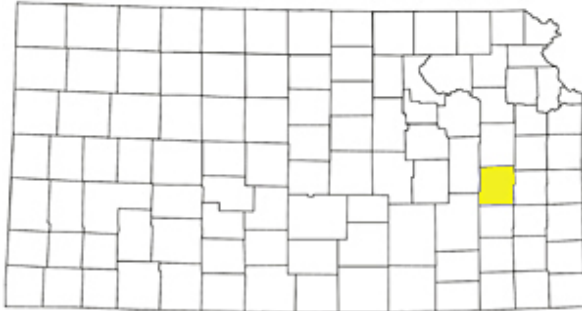
As shown on the geographic location maps which follow, New Strawn is in the center of Coffey County, which is in the east-central portion of Kansas. New Strawn is not bordered by any other towns; the nearest city is Burlington, about five miles to the south.

New Strawn is less than 12 miles from I-35, and access to the interstate highway system. Driving from New Strawn, it takes approximately 35 minutes to reach Emporia, 1 hour to reach Topeka, 1½ hours to reach Kansas City, and 2 hours to reach Wichita.

The City of New Strawn lies between John Redmond Reservoir to the west, and Coffey County Lake to the east. Potential growth areas for the City would therefore likely be to the north or south, eventually filling in development between New Strawn and two nearby platted subdivisions—Remer's Point and Country Club Heights.

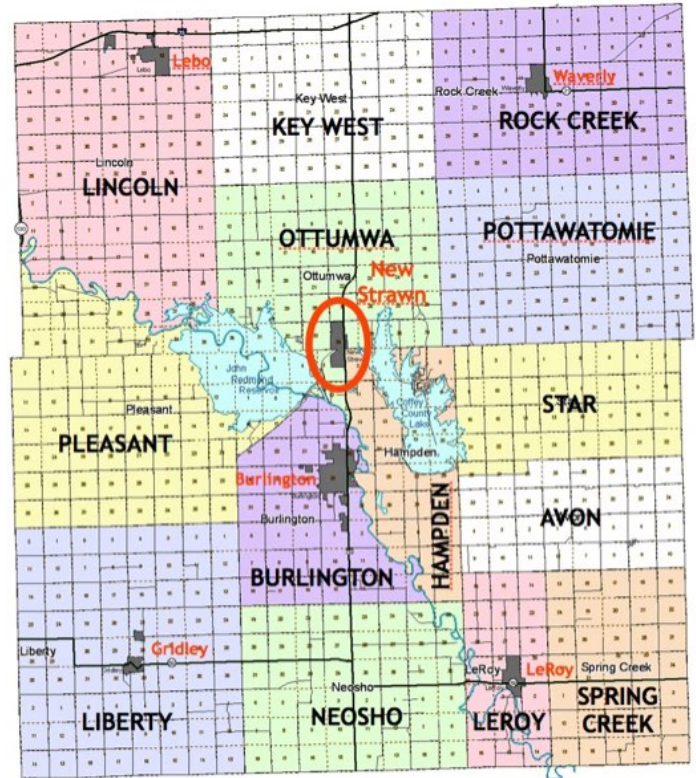
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Geographic Location Maps



Location of Coffey County in Kansas

2007 Map of
Coffey County
Townships



Geographic Location of New Strawn



Climate

Climate significantly affects agricultural, economic, and development activities. The continental climate typical of Coffey County is characterized by wide daily and annual temperature variations, abundant spring rainfall, occasional high winds, and much sunshine. Frequent and abrupt weather changes, often of short duration, are typical. Severe thunderstorms, damaging hail, or tornadoes may occasionally occur.

The New Strawn Planning Area enjoys a generally beneficial climate, with relatively few disadvantages. Its long growing season offers temperatures and sunshine conducive to agricultural production. Total precipitation is adequate for the principal crops (wheat, grain sorghum, and soybeans), though in some years its timing and distribution can cause problems. High winds or hail may occasionally damage crops or structures, sometimes catastrophically.

The following climate information is from the High Plains Regional Climate Center. Data was collected at the Burlington weather station, and is based on records from 1894 through 1966.

Precipitation Average annual precipitation is 37.02 inches. Heaviest precipitation is usually in late spring or early summer, much of it from evening or nighttime thunderstorms. The largest recorded annual precipitation was 65.31 inches in 1941; the smallest was 22.38 inches in 1952.

Months with the heaviest average rainfall are June (5.24 inches), May (4.99 inches), and September (4.68 inches). The heaviest one-day rainfall was 9.83 inches, on 31 May 1941. Months with the lightest average precipitation are January (1.09 inches), February and December (1.29 inches), and November (1.93 inches).

Though snow may fall in any month from October through April, the average seasonal snowfall is just 15.5 inches. The record snow depth was 36.3 inches in 1958. The number of days with snow cover varies radically from year to year. Occasionally, a winter may pass with no significant snow accumulation at all, but on average there are 20 days per year with at least 1 inch of snow on the ground.

Sunshine & Wind In summer, the sun shines 73% of the daylight hours; in winter, 58% of the daylight hours. Prevailing wind is from the south, and the highest average wind speeds are in March and April.

Winter Temperatures Winters can be quite cold, but generally last only from December through February. The coldest month is typically January, with an average maximum temperature of 42.2°F, and an average minimum temperature of 20.3°F. There are about 112.7 days per year with a minimum temperature below freezing (32°F). The record low temperature of minus 27°F occurred in February of 1896.

The typically mild winters mean that construction is restricted, or construction methods constrained, only during the coldest weeks of the year. Various outdoor recreational activities can be sustained almost all year round. However, recurring abrupt temperature swings, and frequent, often daily, freeze-thaw cycles in winter profoundly affect the durability of road surfaces and some other building materials.

Summer Temperatures Warm summer weather generally lasts for about six months each year, from mid-April through mid-October. The hottest month is typically July, with an average maximum temperature of 92.2°F, and an average minimum temperature of 66.8°F. There are usually about 62.9 days per year with a maximum temperature of 90°F or higher. The record high temperature of 117°F was set on July 18th and August 14th of 1936.

Freeze-free Period Based on data taken at the John Redmond Dam weather station, the average freeze-free period ranges from 147 days (9 years in 10) to 184 days (1 year in 10). Only during 1 year in ten does the last freezing temperature (32°F or lower) occur after April 30th in the spring. Only during 1 year in 10 does the first freezing temperature (32°F or lower) occur before October 7th in the fall.

Soil Types

Some soil types are suitable for certain land uses, but not for others. When an inappropriate land use is imposed on an unsuitable soil type, both the land use and the soil are compromised. Soil is a valuable resource which must be protected, therefore efficient land use planning should always consider the interrelationship between soil and the way it is used.

Soils in the New Strawn area are typically loams (variously loams, silt loams, and silty clay loams), which have slopes ranging from nearly level to as much as 15 percent.

Soil survey information is provided by the USDA Natural Resources Conservation Service (NRCS). Their website, called *Web Soil Survey*, is the official source for current soils information, superseding the older county Soil Survey books published in the 1970s and 1980's. The *Web Soil Survey* tables and database offer a wide range of information crucial for farming, range management, recreational development, and wildlife preservation purposes. Information is also provided on the characteristics of the soils themselves, and their suitability for various urban development uses, such as:

- Building Site Development — including restrictions on shallow excavations, basements, commercial buildings, and roads.
- Sanitary Facilities — including restrictions on septic tank absorption fields, sewage lagoon areas, and various types of sanitary landfills.
- Construction Materials — including suitable sources of roadfill, sand, gravel, and topsoil.
- Water Management — including limitations for pond reservoirs, and for embankments, dikes, and levees; features affecting drainage, irrigation, terraces and diversions, and grassed waterways.
- Engineering Index Properties — including depth, USDA textures, Unified and AASHTO classifications, fragments, sieve numbers, liquid limits, and plasticity.
- Physical and Chemical Properties of the Soils — including depth, percentage of clay, moist bulk density, permeability, available water capacity, pH, salinity, shrink-swell potential, erosion factors, wind erodibility, and percent of organic matter.
- Soil and Water Features — including hydrologic group, flooding frequency and duration, high water tables, bedrock depth and hardness, and corrosion risks for steel and concrete.

Using the Web Soil Survey

The *Web Soil Survey* is at: <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

Area of Interest Simply zoom in on an aerial map until you find the property you are looking for, and draw your "Area of Interest" with the AOI tool. After you have drawn your AOI, you can save the web page as a link in your web browser, so you can easily return to it.

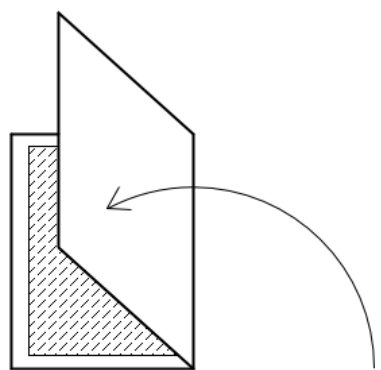
Map & Data After your AOI is defined, click on the "**Soil Map**" tab to see a soils map and a table showing the percentages of all the soil types in your area of interest. Click on the "**Soil Data Explorer**" tab to find information related to your soils, in hundreds of categories — from soil chemistry, erosion factors, or depth of the water table, to its suitability for building basements or a septic field, to its probable yield of corn silage when irrigated.

The *Soil Series Map— Planning Area*, Figure 7-A, is inserted following this page.

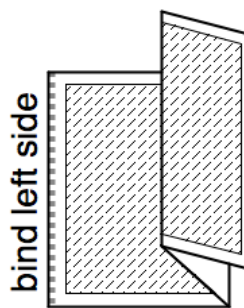
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- *Figure 7-A—Soils Series Map—Planning Area*



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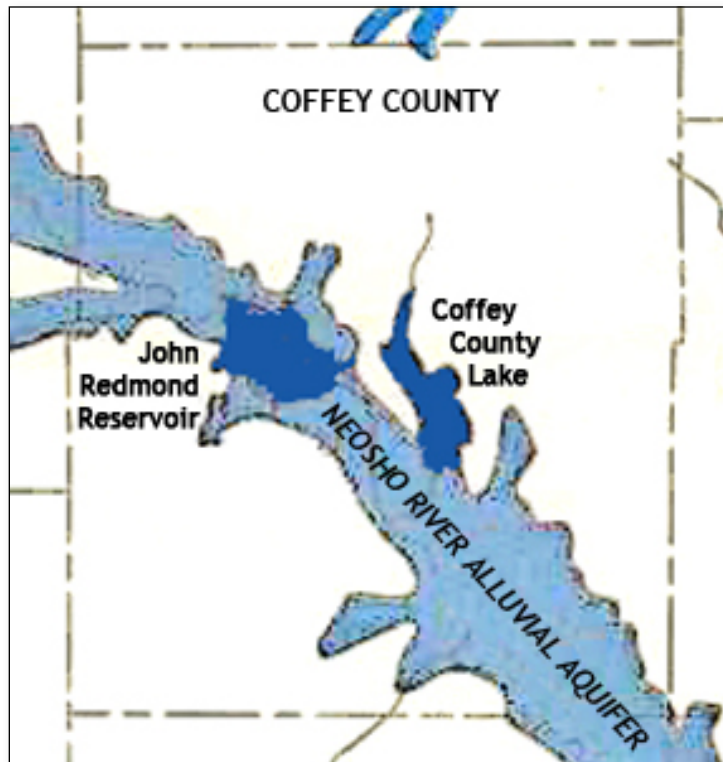
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Water Resources

An adequate long-range supply of fresh water is an essential foundation for any community's future development. Long term planning must address issues of water quantity, quality, and legal availability.

New Strawn purchases its water from the City of Burlington, which pumps its water from the Neosho River. The Burlington treatment system supplies water to the City of Burlington, to four Industrial Parks just south of the city, to Rural Water District Number 2, Rural Water District Number 3, and to the Cities of Gridley, LeRoy, and New Strawn.

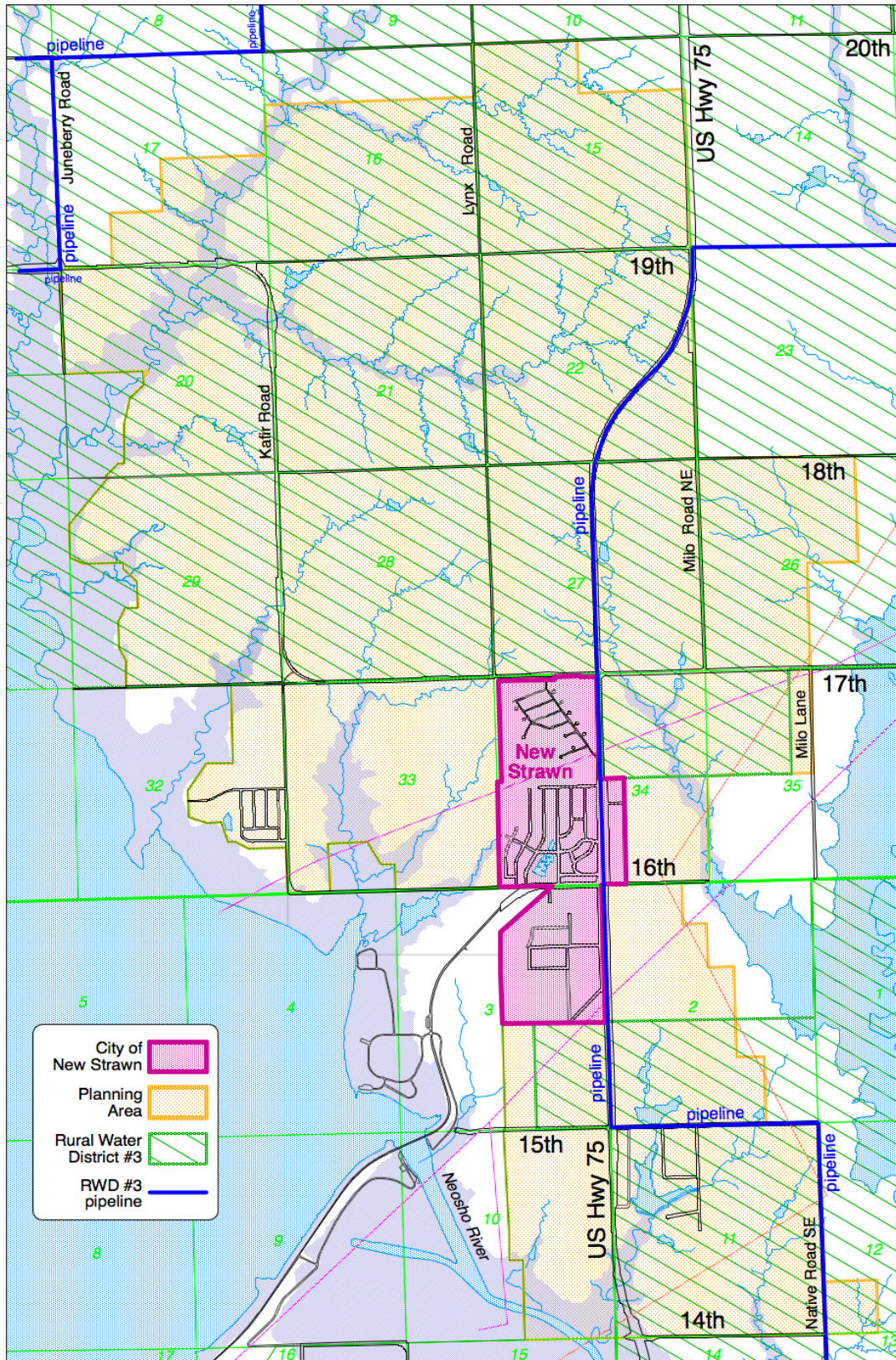
The Burlington Water Treatment Plant has a capacity of 1.5 million gallons per day (MGD), while as of 2014 the average consumption was 0.5 MGD and peak demand was 0.64 MGD. The Treatment Plant should have enough excess capacity to serve New Strawn's needs for the duration of this Planning Period.



*Neosho River Alluvial Aquifer
in Coffey County*

As shown on the map on the following page, The City of New Strawn is not within the jurisdiction of any Rural Water District. However, the northern and the southeastern portions of the Planning Area, including the Country Club Heights subdivision (southeast of 15th Road and Highway 75) are within Coffey County Rural Water District #3.

*Comprehensive Development Plan
for the New Strawn Area, Kansas: 2014–2034*



Topography and Drainage

The topography of local landforms, and the drainage patterns that result, are significant factors in determining land use in both urban and rural areas. The location and design of some facilities—such as water towers, sewage treatment plants, and stormwater management structures—are powerfully influenced by topography.

Inside the city limits of New Strawn, elevations range from a high of about 1155 feet above mean sea level (in the middle of the City's northern edge), to a low of about 1050 feet (at the southwest corner of the City). Within the New Strawn Planning Area, the highest elevation (about 1200 feet) is in the northeast, and the lowest elevation (about 1020 feet) is in the southwest, at the Neosho River.

Drainage in the portion of the Planning Area north of 16th Road runs generally from northeast to southwest, toward the John Redmond Reservoir, with an overall drop in grade of about 150 feet over a straight-line distance of about 4 miles. In the portion of the Planning Area south of 16th Road, drainage varies—running west toward the John Redmond Reservoir, south toward the Neosho River, and east toward Coffey County Lake. The overall drop in grade across the Planning Area from northeast to southwest is about 180 feet over a straight-line distance of a little less than 6 miles.

The watershed in the New Strawn Planning Area drains to the Neosho River, which eventually flows into the Arkansas River, then on to the Mississippi River and the Gulf of Mexico.

The well-drained topography around New Strawn, in combination with rich soils and a generally good climate, make much of the Planning Area ideal for agriculture. Recreational areas associated with the John Redmond Reservoir give the City potential as an outdoor tourism destination.

The *USGS Topographic Map— Planning Area*, Figure 7-B, is inserted following this page.

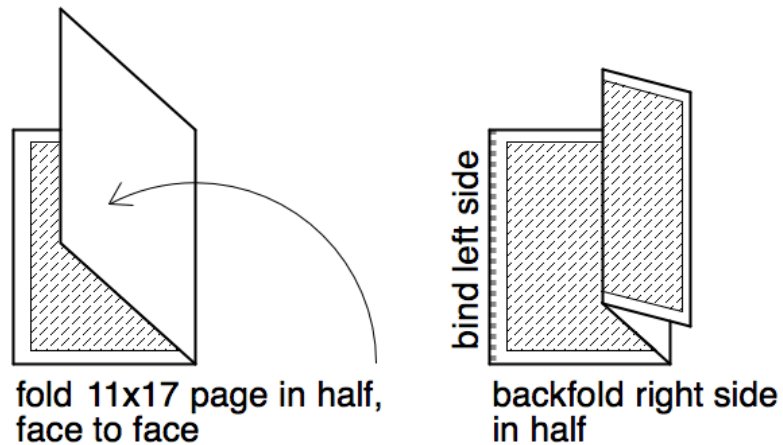
The USGS New Strawn Map (covering areas from the southern New Strawn City Limits north) was produced in 1979 with topographic information derived from aerial photos taken in 1978; the information was never field checked.

The USGS Burlington Map (covering areas south of the New Strawn City Limits) was produced in 1971, with topographic information derived from aerial photos taken in 1969; the map was photo-revised in 1978 from aerials taken in 1978, but the information was never field checked.

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- *Figure 7-B—USGS Topographic Map—Planning Area*



Flood Hazard Areas

An inch of rain falling on one acre of land is the equivalent of about 27,154 gallons of water. With an average annual precipitation of 37.02 inches in New Strawn, rainfall in an average year would amount to some 1,005,241 gallons of water for each of the 8,637 acres in the Planning Area—so typically, more than 8.68 billion gallons of water fall annually on the New Strawn Planning Area.

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP), to implement the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. FEMA provides cities and counties with Flood Insurance Rate Maps (FIRM), which classify flood areas by zones based on degree of risk, and thus establish the insurance rates for property owners to participate at a subsidy in the NFIP. Mortgages backed by federal guarantees and various federal grant programs require participation in the NFIP.

Currently neither Coffey County nor New Strawn participate in the National Flood Insurance Program. New Strawn could choose to participate, especially in its extraterritorial area, where floodplain areas exist.

Flood hazard areas in the New Strawn Planning Area outside the City are all rated as Flood Zone A, defined by FEMA as *"areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply."*

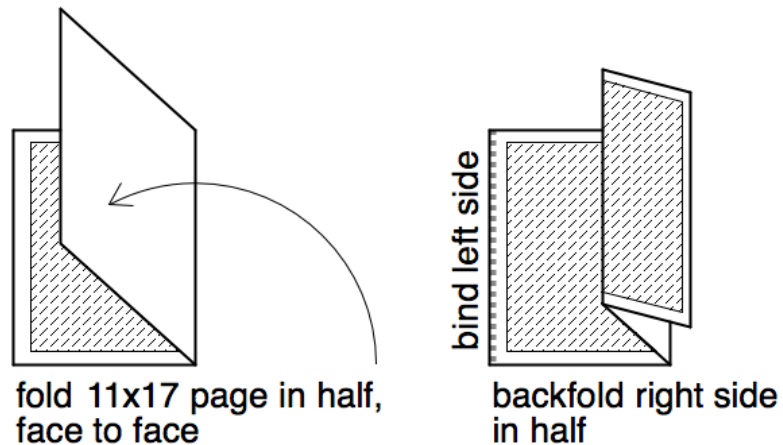
Flood hazard areas for the New Strawn area are shown on the following Development influences map.

The *Development Influences Map— Planning Area*, Figure 7-C, is inserted following this page.

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- *Figure 7-C—Development Influences Map—Planning Area*



Woodland and Community Forest



Shelter Belts

Woodlands in the New Strawn Planning Area are located primarily along creeks and major drainage ways, and in shelter belts. The value of these woodlands lies not in their price as timber, but in their environmental significance. Woodlands reduce soil erosion, help prevent flooding, improve air and water quality, and serve as a habitat for wildlife.

Riparian forests along the banks of streams are a crucial element in protecting surface water and helping to recharge the aquifer. Shelter belts are an essential safeguard for farming on the prairie, yet throughout Kansas they are showing a decline in vigor due to the advanced average age of the trees, close spacing, and the invasion of undesirable tree species.

Although woodlands in New Strawn's Planning Area cover only a small relative acreage, they are critically important to the long-term health of the soil and water. Every effort should be made to sustain and enhance these woodlands.

Community Forests

When individual trees by homes, in parks, and along streets are considered collectively, they form an urban or community forest. This forest is an important resource affecting the livability of the community. The benefits of urban trees and associated landscaping are well documented, and include providing shade, reducing noise levels, decreasing air and water pollution, diminishing summertime energy use, furnishing wildlife habitat, screening undesirable views, serving as a buffer between land uses, and raising property values. Additionally, a well-maintained and well-planned urban forest enhances the community's character, and its quality of life.

Cities are authorized under K.S.A. 12-3201 *et seq.* to regulate the planting, maintenance, treatment, and removal of trees and shrubbery upon all street and alley rights-of-way. Abutting property owners hold "title to and property in" such trees and shrubbery which are located between their property line (typically at the back edge of the sidewalk) and the curb line; this area is known as the parking or planting strip, or the tree lawn. Property owners can recover damages to such trees, and initiate actions to prevent their destruction. Cities can designate acceptable street trees for such areas. Some cities conduct periodic stump removal programs.

Statewide, interest in urban tree plantings has greatly increased due to heightened public awareness of the benefits that landscape beautification offers to a community. Also, the decline and loss of urban trees due to storms, drought, and disease, particularly diseases affecting pines and ash trees, has impacted most cities in Kansas. This has created, and for many years will continue to create, a need for urban tree plantings.

Tree Board Most often, the initiative for tree planting and beautification begins with concerned citizens, or a local group such as a Tree Board or PRIDE Program Committee. (The PRIDE Program is discussed in Chapter 4.) A Tree Board can be established by a city ordinance, which must describe the terms of office and responsibilities of members. A Tree Board usually has five to seven members, and typically advises the governing body on tree related issues, prepares a comprehensive tree plan, initiates tree planting and maintenance projects, and works to educate the public on the benefits of trees. Currently, New Strawn does not have a Tree Board.

Tree City USA Creation of a Tree Board is one of the steps necessary for a community to receive a Tree City USA Award. Other requirements include spending at least \$2 per capita towards tree planting and maintenance each year, and observance of an Arbor Day tree planting ceremony. Kansas currently has about 100 cities in Kansas which sustain Tree City USA status. It is one of the most successful states in the nation, in the number of cities which have received this award.

For information on other helpful organizations, and on funding programs that can help improve your community forest, see the Kansas Forest Service website at www.kansasforests.org.

The community forest of New Strawn could be enhanced by the establishment of a Tree Board, and the implementation of a comprehensive tree program. A street tree plan for the main traffic corridors would enrich the visual character of the community, and offer a welcoming gateway into the City. The first step would be to conduct a baseline study of the City's existing trees, to establish the species mix, size, age, condition and value of New Strawn's current urban forest. During this process, specific locations which offer an opportunity to plant a new tree are often identified.

Constructed Features

Large physical features constructed by people also influence development patterns. For example, transportation routes typically stimulate development, particularly at major intersections. Other facilities, such as wastewater treatment plants or large utilities installations, provide services essential to attract residents to a community, yet may repel residential development in their immediate area.

In the case of New Strawn, the most extensive effects of man-made features have resulted from the development of dams and reservoirs, and the Wolf Creek nuclear power plant. Construction of the dam which created the John Redmond Reservoir required the City to be rebuilt in a new location. The construction of the Wolf Creek Generating Station, with its accompanying dam and reservoir (Coffey County Lake, also known as Wolf Creek Reservoir), has had substantial effects on both the local landscape and the local economy.

Prairie Winds Golf Course is a public 9-hole golf course, platted as part of the Arrowhead Hills subdivision and built in 1973. Situated between the City's original residential neighborhoods and Arrowhead Hills, it provides welcome open space for the community.

Another prominent constructed feature in the New Strawn Planning Area is U.S. Highway 75. Its north-south orientation is the most significant axis through the City, separating the residential and commercial areas from the industrial park. Highway 75 augments the internal movement of traffic in the City, provides the major transportation route to and from New Strawn, and provides access to the interstate highway system and so to other transportation modes such as airports.

Chapter 8. Land Use Plan

A Land Use Plan must coordinate existing land use patterns with future land use plans, maintaining a balance among the various types of land uses within the community. The patterns of existing land use influence other planning decisions, such as siting new community facilities or improving the transportation system. Future land use planning should be compatible with both natural and man-made physical conditions within the Planning Area.

The use of any given parcel of land may change over time, but it is typically a slow process. Therefore, *existing* land use patterns should generally be recognized and accepted as the basis for a realistic projection of *future* land use patterns.

This Land Use Plan addresses the distribution and interrelationships of existing land uses in the City of New Strawn and its surrounding Planning Area, and evaluates the area's potential for future development. Not only will this Land Use Plan influence future development, it also provides a legal foundation for the judicial review of zoning cases, and for the adoption of Subdivision Regulations. In turn, Subdivision Regulations serve to implement the Land Use Plan and other proposals of the Comprehensive Plan.

Included within this chapter are Existing Land Use maps for both the City itself (Figure 8-A) and the Planning Area (Figure 8-B), as well as tables showing the total acreage and the relative percentage of each land use category. A Future Land Use Map for the urban area (Figure 8-C) is also included. The maps can be seen on the City's website, and full-size versions are available for viewing at City Hall.

Existing Land Use

A field survey of the New Strawn Planning Area was conducted on December 16, 2011, to compile an inventory of existing land use. The consultants, with the assistance of a member of the New Strawn City Planning Commission, classified each parcel of land by its type of use.

The following definitions were used to classify existing land uses. In all cases, "undeveloped land" refers to land not built upon.

Agricultural and Vacant / Rural—Land outside the city limits, used for agricultural purposes, such as growing crops or raising livestock. Also, undeveloped land, such as natural open space.

Agricultural and Vacant / Urban—Undeveloped land within the city limits, such as vacant lots, natural open space, and land which may be used for agricultural purposes.

Single-family Residential—Land devoted to residences occupied by one family or its equivalent in unrelated individuals. Manufactured/mobile homes, not otherwise located in mobile home parks, were further identified separately from site-built housing units.

Multiple-family Residential—Land devoted to multiple occupancy dwellings containing two or more individual residential units, such as duplexes, fourplexes, and apartment buildings.

Public and Semi-public—Land devoted to city buildings, schools, parks, cemeteries and other governmental activities, including special uses regulated by government, such as utilities and nursing homes. Also includes institutional or fraternal uses of land for public purposes, such as churches, lodge halls, and service organizations.

Commercial—Land and buildings where commercial activities of either a merchandising, service oriented, or professional nature are conducted.

Industrial—Land and buildings used for manufacturing, heavy construction, and storage purposes, including salvage yards.

Transportation—Public or semi-public land used for transportation rights-of-way, such as streets, alleys, highways and railroads.

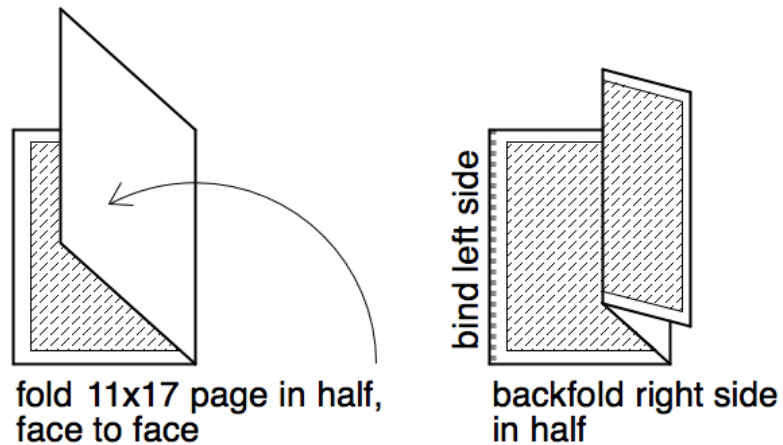
The expansion of the Planning Area during this planning process led to a delay in the finalization of this Comprehensive Plan. Land use maps and calculations were updated in December of 2014 to reflect the changes to local land use patterns which had occurred during the interval between the original December 2011 survey and the 2014 update. The land use calculations shown throughout this report reflect those updated calculations.

Information from the 2011 field survey and the 2014 update is shown
on the *Existing Land Use Map—Urban Area*, Figure 8-A, inserted following this page.
This map focuses on land within the city limits.

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- *Figure 8-A—Existing Land Use—Urban Area*



Existing Land Use inside the City

Table 8-A: Existing Land Use in the City of New Strawn			
	Total acres	Percentage of developed area	Percentage of total area
Residential (total)	162.0	37.3%	30.8%
<i>Single-family</i>	158.9	36.6%	30.3%
<i>Multiple-family</i>	3.1	0.7%	0.6%
Public & Semi-public	137.5	31.6%	26.2%
Commercial	38.0	8.7%	7.2%
Industrial	23.7	5.5%	4.5%
Transportation Right-of-way	73.4	16.9%	14.0%
Total Developed Area	434.5	100.0%	82.7%
+ Agricultural & Vacant	90.7		17.3%
= Total Area	525.2		100.0%
Note: Land use quantities include all land within the New Strawn city limits.			
Source: Land Use Field Survey by Rice Foster Associates, P.A. and the New Strawn City Planning Commission Vice-Chairman, December 16, 2011. Land Use Information updated by City of New Strawn City Clerk, December 2014. Land Use calculations by Rice Foster Associates.			

General City Pattern

There are 525.2 acres within New Strawn's city limits. The City is mostly within three quarter-sections on the west side of Highway 75, running south from 17th Road for about $\frac{3}{4}$ of a mile, and also includes an industrial area east of Highway 75 and north of 16th Road.

Developed land represents 82.7% of the City's area and totals about 434.5 acres. Most of the City's original development occurred in the central quadrant of the main part of New Strawn, with commercial and some industrial land uses located on Main Street along the west side of Highway 75, an industrial strip along the east side of Highway 75, and residential neighborhoods sited farther away from the main road to the west. Additional residential development occurred in the northern quarter-section. In the southern quarter-section there is large-lot residential, commercial, and a small area of industrial development. Ample amounts of public land were preserved in the original part of town. There are vacant residential lots available in all three quadrants of the original City.

RESIDENTIAL

A review of residential land uses from Table 8-A shows a total of 162.0 acres in residential use within the city limits—with 158.9 acres in single-family homes, and 3.1 acres in multiple-family housing. Residential land use accounts for 37.3% of the developed area within the City, and takes up 30.8% of the land within the city limits. No other single category of land use is larger in the City of New Strawn.

New Strawn's **multiple-family housing** consists of three duplexes and a fourplex on Neosho Street west of 1st Street, and a low-income housing fourplex on 1st Street south of Cherokee Street.

There are no manufactured home parks in the City. There are nine individual manufactured or mobile homes—three in the middle section of town, and six in the southern section (including two in the RV Park).

PUBLIC AND SEMI-PUBLIC

Public land is owned by a governmental entity, such as a city or county, while semi-public land is privately owned but used for public purposes. Public and semi-public land use represents 31.6% of the developed area within the city limits, and 26.2% of all the land. This category includes 137.5 acres in total, and is the City's second-largest category of land use.

Public land uses in New Strawn include the City Park and Jones Park, the baseball field, and the Community Center; the City water tower, sewage treatment lagoons, City Maintenance Shops and storage buildings; the Fire Station, the Library, City Hall, and the Rural Water District office. There are no schools in the New Strawn Planning Area. Semi-public land uses include a golf course and a church.

COMMERCIAL

New Strawn has 38.0 acres of land in commercial use within the city limits, which comprise 8.7% of the developed area, and 7.2% of the total land within the city limits. This is the City's second-smallest category of land use.

Though New Strawn's retail areas are not extensive, the City has a variety of commercial services available in town. The City has a convenience store/gas station, a day care facility, a bank, a dentist, a bar and grill, a liquor store, and an insurance agency. There is an ATV and power equipment retailer, a lumber yard retail store, as well as storage units for rent, and various contractor services available. New Strawn also has a Fire Training Facility, an auction house and craft barn and a custom cabinet design center.

New Strawn City Park

INDUSTRIAL

New Strawn has 23.7 acres of land devoted to industrial use, which is 5.5% of the developed area, and 4.5% of the total land use. This is the smallest category of land use within the city limits of New Strawn.

Most of the industrial land use in the City occurs along the frontage roads paralleling Highway 75, in the quarter-mile north of 16th Road NE. Industrial Drive, the frontage road along the east side of the highway, provides access to a construction company, a mechanic shop, a lumber yard, and a concrete plant. The frontage road along the west side of the highway is Main Street, which provides access to an additional portion of the lumber yard, an auto-body repair facility, and a specialty electronics manufacturing shop.

TRANSPORTATION RIGHTS-OF-WAY

Within the city limits, 73.4 acres are incorporated in platted rights-of-way for streets and alleys. This figure does not include streets that are platted but not yet built, which are counted as vacant. Transportation land use comprises 16.9% of developed area, and 14.0% of the City's total area. Transportation is New Strawn's third-largest category of land use.

AGRICULTURAL AND VACANT / UNDEVELOPED LAND

When all of the previous land use categories are added together, they equal 434.5 acres of *developed* land within the city limits, or 82.7% of New Strawn's total land area. Everything else, including vacant lots and agricultural land within the city limits, is considered to be *undeveloped* land. New Strawn has 90.7 acres of land use categorized as Agricultural and Vacant, or Undeveloped Land, which is 17.3% of the total land area within the city limits.

The northern quadrant of the City (the **Arrowhead Hills Addition**) and the central quadrant both have vacant land and vacant platted lots available, while the southern quadrant has vacant land. The City's industrial zone has a vacant lot, as well as land that is currently underutilized for storage.

Existing Land Use outside the City

New Strawn's Planning Area encompasses 8,636.9 acres, or 13.5 square miles in total. Excluding the 525.2 acres inside the city limits, the balance of the Planning Area comprises 8111.7 acres or 12.7 square miles. Land use percentages in the following discussion are based on the Planning Area *outside* the city limits.

New Strawn has two major residential subdivisions in its Planning Area.

- **Remer's Point** is west of the City, taking advantage of views to the Reservoir. It is west of Kafir Road, between 16th and 17th Roads. There are 24 single-family detached houses and 7 manufactured or mobile homes in Remer's Point. There is no public/semi-public, commercial, or industrial land use in the subdivision. There are some platted vacant lots.
- The recently developed **Country Club Heights** subdivision is south-southeast of the City, southeast of the intersection of Highway 75 and 15th Road. It consists of large residential lots near a small dammed lake, as well as a single commercial parcel on Highway 75. There is no public/semi-public or industrial land use in the subdivision. Country Club Heights has vacant land which is not yet platted.

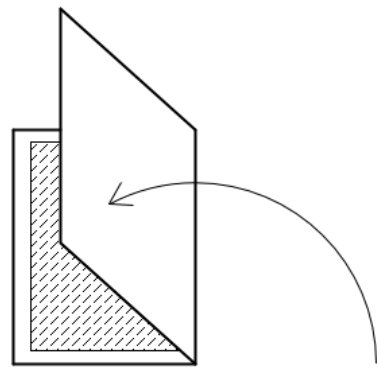
Other than these two subdivisions, there is very little non-agricultural development in the Planning Area outside the city limits. It consists of a currently vacant gas station on the southeast corner of Highway 75 and 16th Road; a small industrial parcel which was once the city dump and is now used to store disused mobile homes; and a scattering of suburban housing, mostly in the southern part of the Planning Area, closer to Burlington.

Information from the field survey is shown on the
Existing Land Use Map—Planning Area, Figure 8-B,
inserted following this page.
This map focuses on land outside the city limits.

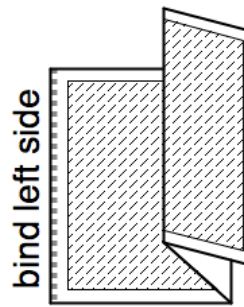
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- *Figure 8-B—Existing Land Use—Planning Area*



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in half

*Comprehensive Development Plan
for the New Strawn Area, Kansas: 2014–2034*

Table 8-B: Existing Land Use in the New Strawn Planning Area		
	Total acres	Percentage of the Planning Area outside of city limits
Single-family Residential	291.9	3.60%
Public & Semi-public	0.7	0.01%
Commercial	0.0	0.00%
Industrial	5.6	0.07%
Transportation Right-of-way	296.0	3.65%
Agricultural & Vacant	7,517.6	92.68%
Planning Area outside of city limits	8,111.7	100.00%
+ Area within city limits	525.2	
= Total Planning Area	8,636.9	
<p>Note: Planning Area land use quantities include all land within the New Strawn Planning Area, but outside the city limits.</p> <p>Source: First Land Use Field Survey by Rice Foster Associates, P.A. and the New Strawn City Planning Commission Vice-Chairman, December 16, 2011. Land Use in Planning Area expansion determined by analysis of aerial photos, and reviewed by New Strawn City Planning Commission Vice-Chairman, September 2014. Land Use calculations by Rice Foster Associates.</p>		

Outside of New Strawn's city limits, but within the City's Planning Area, agriculture is the predominant land use by a wide margin (Agricultural & Vacant – 92.68%). The next largest land use is transportation right-of-way (3.65%), closely followed by single-family residential (3.60%). Other land uses include public/semi-public and industrial, which occur in small amounts, generally in the southern end of the Planning Area closer to Burlington. There is no commercial land use.

Housing Units in the New Strawn Planning Area, outside of the city limits			
	Dwelling	Manufactured / Mobile Home	Total
Remer's Point Subdivision	24	7	31
Country Club Heights Subdivision	13	0	13
Other	32	4	36
TOTAL	69	11	80

In the Planning Area, outside of the city limits, there are no multiple-family housing units or manufactured home parks; this table shows the number of single-family dwellings.

Future Land Use

A future land use plan is intended to enhance the arrangement of land uses in the New Strawn Planning Area, so that land will be developed in patterns that support efficient, balanced, and compatible land uses. The Future Land Use Map in this document exhibits a desired land use pattern, to guide land use planning decisions during the Planning Period. However, some flexibility is also essential in a future land use plan, and it is expected that the Planning Commission may need to make minor adjustments from time to time.

For the development of a particular area, policy decisions should remain in keeping with the overall future land use concepts expressed in the Future Land Use Map, but must also respond to current data. When an area is designated for a particular future land use, that designation should be considered as an **indication of preferred land use character and predominant type**, rather than an absolute requirement that the area be developed exclusively for the noted land use. For example, a church or school (public or semi-public land use) could be considered compatible in an area designated for future residential land use.

A number of factors must be considered when projecting future land use, including community attitudes and goals, existing physical features and their respective development influences, existing land use patterns, potential utility service areas, future population and housing needs, and proposed development projects.

General Development Pattern

Compact and contiguous patterns of land use maximize the efficiency and minimize the cost of providing public services, from utilities to police patrols. They also reduce negative environmental side-effects of sprawl, such as traffic, noise, light pollution, air pollution, hazardous pedestrian conditions, and unsightly appearances. All of these factors compromise property values and reduce the quality of life in a community, particularly in residential areas.

Different land use categories should generally not be intermixed. For instance, an industrial site in the middle of a residential neighborhood would virtually guarantee conflict. The exception to this guideline is when **mixed-use development** is the deliberate and desired goal. For example, multi-story downtown buildings may have commercial uses on the street level, and residential uses on upper floors, benefiting both urban residents and downtown businesses.

Existing land use patterns in New Strawn are reasonably cohesive and logically located. Commercial uses are mostly along Main Street, adjacent to Highway 75, and industrial uses are mostly across the highway from the rest of the City. City Parks and recreational facilities are in the center of town, with easy access from core residential neighborhoods.

Figure 8-C depicts New Strawn's proposed urban land use patterns through 2034, which mostly follow established land use precedents. Major future land use goals for the City involve revitalization of the downtown core, additional commercial development along Highway 75, and the creation of some assisted-living housing to allow more local seniors the option to age in place.

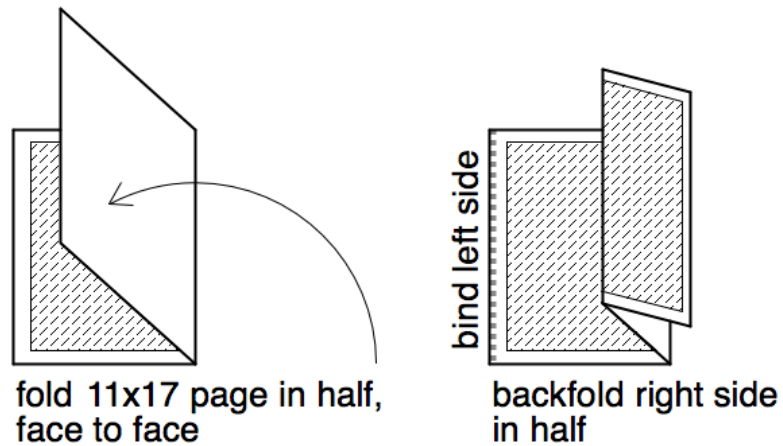
New Strawn already has a good quality of life. Maintaining and enhancing that quality should be the primary intent of future land use decisions.

The *Future Land Use & Functional Street System* map, Figure 8-C, is inserted following this page. This map focuses on land within and near the current city limits.

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- *Figure 8-C—Future Land Use & Functional Street System*



Future Single-family Residential As shown on the Future Land Use Map, future single-family residential development within the City during this planning period is proposed to be infill development in the main part of the City, in the half mile north of 16th Road.

Future Multiple-family Residential A 10-acre parcel northeast of the Arrowhead Hills Subdivision is planned to have multi-family residential development. An additional acre of future multi-family residential development is proposed near Jones Park.

Future Manufactured / Mobile Home Park The formerly vacant 18.8 acre mobile home park south of Embankment Road has been recently reactivated as an RV Park. There are no plans to develop any new manufactured home parks in New Strawn.

Future Public & Semi-public An additional 0.9 acres of future public land use is proposed, east of the Community Center.

Future Commercial An additional 6.8 acres of future commercial land use is proposed, in the vicinity of existing commercial development along Main Street, in the half mile north of 16th Road.

Future Industrial An additional 3.4 acres of future industrial land use is proposed, just south of existing industrial development along Industrial Drive.

Future Residential Land Use

Residential Need New Strawn's population in the 2010 Census was 394, and the **population goal** by the end of the Planning Period in 2034 is **600**—an increase of 206 people. Taking the additional population, and dividing that number by the 2010 Census figure of 2.42 persons per household, New Strawn can expect **about 85 additional households** by 2034. As an alternative projection, using the 2010 Census figure of 2.72 persons per family results in an expectation of **about 76 additional families**.

The following calculation can provide some insight into the largest extent of residential land acreage likely to be needed by the end of the Planning Period. Assuming a typical urban lot size of 10,000 square feet, with 25% of the land per acre dedicated to street right-of-way, there would be 3.27 dwelling units per acre. So New Strawn could expect to need up to 26 acres of residential development to support an expected increase of 85 new households.

However, the amount of land needed for residential use may well be less than that. As one- or two-person households become the national norm, the demand for alternative housing options is likely to increase. Apartments and condos of whatever configuration typically require less land per household than single-family detached homes. Therefore, the cost of providing public streets and utilities for such development is also lower.

Multiple-family housing should be located near community facilities and business areas, both for residents' shopping convenience and to strengthen business activity. Residential neighborhoods can accommodate smaller multi-family housing units, such as duplexes, triplexes and fourplexes, so long as parking requirements are handled sensitively. Larger multi-family developments are often sited where they can act as a buffer between single-family and nonresidential uses, and are usually developed along arterial and collector streets which can support the higher density traffic they generate.

With adequate lot size, a duplex may be split by a common lot line into two individual lots for sale; this configuration is sometime known as **twin homes**. This reduces construction cost and still provides for individual land ownership by way of a "lot split" procedure in subdivision regulations. It is important that such homes have individual connections for all utilities. Selected locations for **duplexes** in a single-family zone can be controlled by conditional use applications to the Board of Zoning Appeals, where adequate parking, screening and other standards can be required. This also provides an opportunity for existing large houses to be converted to duplex use.

Manufactured Housing (Manufactured, Modular and Mobile Homes)

For an explanation of the differences between manufactured, residential-design manufactured, mobile, and modular homes, see Chapter 6 on Housing.

Single-wide manufactured/mobile homes (which may be 12' to 16' wide and 70' to 80' long) pose definite problems of incompatibility when they are intermingled with site-built houses. For this reason, it is generally more desirable to locate them in mobile home parks designed for their size and shape.

Multiple-wide manufactured housing and modular homes, however, can fit on conventional lots. As mandated by state statutes, multiple-wide residential-design manufactured homes on permanent foundations are permissible in all single-family residential zones.

Comprehensive Development Plan for the New Strawn Area, Kansas: 2014–2034

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked where Manufactured/Mobile Homes should be permitted.

Community Questionnaire—Manufactured/Mobile Homes		
in manufactured/mobile home parks only	25	51%
in only certain areas	17	35%
in any location	4	8%
should not be permitted	3	6%

Even though "should not be permitted" was not provided as a check-off option on the Questionnaire, 3 people within the City wrote in this preference. The majority opinion expressed is to allow this category of housing only in manufactured/mobile home parks.

To keep young and old family members nearby and to have an opportunity to attract new residents, a community must meet the housing needs of all social and economic levels. It is important to maintain a diverse housing inventory, and to consider the development of housing types other than single-family homes. With the high cost of housing in general, manufactured housing is a solution for some people today.

Public Housing provides decent and safe housing at affordable rents, for eligible low-income families and individuals, the elderly, and persons with disabilities. The U.S. Department of Housing and Urban Development (HUD) administers federal aid to local housing agencies that manage these facilities, and furnishes technical and professional assistance in planning, developing and managing public housing developments. The City does not have a public housing agency; it has not sought housing grants in the past.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked if they felt that the City should encourage the construction of Public Housing units.

Community Questionnaire—Public Housing					
Yes		Yes, but only for the elderly or handicapped persons		No	
8	21%	11	28%	20	51%

Overall, 49% of respondents felt that the City should encourage the construction of public housing units, particularly for the elderly or handicapped. For a discussion of options for future senior housing in New Strawn, see Chapter 6.

Future Industrial Land Use

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Industrial Development Sites.

Community Questionnaire—Industrial Development Sites					
Adequate		Inadequate		Don't know	
17	38%	10	22%	18	40%

Most responses (40%) indicate a lack of public knowledge regarding the City's industrial sites. New Strawn's existing industrial development sites were rated as "Adequate" by 38% of respondents.

Future Land Use Outside the City

On page 5-4 of this report, the current population of the New Strawn Planning Area outside the City was estimated at 206 people, which is 52.3% of the **394** people living in the City in 2010. If the same proportions continued in 2034, and the New Strawn population goal of **600 people** is achieved, by 2034 there could be 314 people (52.3% of 600) living in the Planning Area outside of the City.

However, it is not only very unlikely that the rural population would increase at the same rate as the City population over the next twenty years, it would be an undesirable outcome if it did occur. Ideally, the population in the rural portions of the Planning Area should stay fairly stable over the course of the Planning Period, and residential development should occur largely within the city limits.

Urban types of development should be encouraged in and adjacent to the City, but discouraged in outlying areas. If increased demand for non-farm housing is experienced in rural areas, and for some reason cannot be accommodated adjacent to the City, discourage scattered lots and instead establish platted developments.

Conservation of good farmland is important, and agriculture should be viewed as the highest and best use for such land. Outside the City, land in the Planning Area should continue to be used mainly for agricultural purposes.

Recreational Development As discussed in Chapter 4, development of some recreational facilities could help bring tourism dollars to the local economy. Attractions such as hiking, biking, and equestrian trails, a livery stable, or a canoe livery are typically developed in rural areas. Still, the closer to the City they are established, the greater the economic synergy for the community.

The Future of Downtown New Strawn

A small town's downtown should be a place where people meet their neighbors, celebrate holidays, and define their community identity. Ideally, it should concentrate local services along a walkable streetscape, and utilize shared parking to minimize the amount of land devoted to vehicles. Even if it's only a block or two long, downtown should be the civic heart of the community.

Main Street in New Strawn is adjacent to Highway 75, and appears to be a frontage road more than a traditional main street. The City's commercial corridor is along the west side of Main Street, and the industrial corridor is opposite, on the east side of Highway 75. The retail area does not really function as a downtown. Buildings are isolated from each other in oversized parking lots, and there is no incentive to stroll along and window shop. Each business must attract customers individually, with no effective advantage gained from proximity to its neighbors. While businesses are visible from Highway 75, the view of the highway and the industrial area is all too visible from the businesses.

Many of New Strawn's buildings date to the mid-1960s, when the City relocated to its present site due to the construction of the John Redmond Dam. Nearing 50 years old, they are reaching an age when good maintenance is critical for preserving good condition, and some significant renovation is often in order to adapt facilities to current needs and expectations. The impact of renovations to building facades would be exponentially more effective if it was coordinated, and contributed to an overall plan for the future visual character of New Strawn's commercial area.

To renovate New Strawn's retail district, consider adding infill buildings between existing structures to create commercial density, adjusting zoning requirements if necessary to allow for it. Develop attractive pedestrian connections between buildings, and small public plazas. Transform some of the excess parking area into a landscape buffer that screens the downtown from the highway.

Alternative Location

New Strawn's commercial corridor currently lacks character and walkability—and community character and walkability have significant social and economic impacts. An alternative option for New Strawn might be to focus downtown development efforts in a different place —on the vacant properties around Osage Street, 1st Terrace, and Getz Street. A new downtown in this location would still be easily accessible from Highway 75, but could have far better views, less traffic noise, less conspicuous parking, and far more charm.

Jones Park already provides adjacent greenspace, and the existing Community Center offers an established anchor. With a new streetscape designed to be walkable and attractive, and public spaces designed to support community celebrations, this new downtown could become a civic heart for the community. Eventually, key public facilities such as City Hall and the Post Office might be considered for relocation to the new Downtown, within easy walking distance of each other.

Chapter 9. Transportation

A good transportation system impacts other societal goals, including economic vitality, air quality, social equity, environmental resource preservation, and overall quality of life. A transportation plan is intended to create and maintain a transportation system that serves community facilities, responds to both existing and future land use patterns, and supports desired development.

A transportation system should include various modes of travel and transport, for both passengers and freight. Transport modes include roads, railroads, air travel, public transit, bicycle and pedestrian paths, and sidewalks. Modes should interconnect, to allow someone to use multiple means of transport in a single trip. When developing a transportation plan, consider all potential transport modes, and select alternatives based on economic feasibility, energy efficiency, and low long-term maintenance costs.

Regionally, New Strawn's residents have an excellent local road system, very good access to the interstate highway system, and fairly good access to air travel. However, New Strawn has only limited public transit, no nearby train service, and no bicycle/pedestrian path network.

As is typical for most rural communities, the predominant means of transportation for New Strawn residents is by personal vehicle, driven on public streets. Therefore, the network of roads and streets in the Planning Area is of primary importance for meeting local transportation needs.

Functional Classification Systems

Functionally, streets are classified into a hierarchy based on how they balance speed and traffic volume against access to adjacent land uses. **Arterials** maximize traffic flow and speed, but provide limited access. **Collectors** balance traffic volume and access. **Local roads** maximize access to adjacent properties at the expense of traffic volume and speed. There are numerous categories and sub-categories within this general hierarchy.

The concept of functional classification is applied at different scales. So for example, a street that is considered a *Collector* in the federal classification system, might be considered an *Arterial* from a local perspective.

Design, maintenance, and financing options for streets are impacted by their functional classification, in both federal and local transportation networks.

Functional Classification System—Federal

Roads in the entire Planning Area are part of a nationwide system of federal street classifications. **Street designations affect funding availability for road improvements; designations must be reviewed annually, and approved by local County Commissioners.**

Only three categories in the federal functional classification system apply directly to New Strawn's Planning Area. These are described below, and are shown on the map on the following page.

Other Principal Arterial: A highway which provides long distance connections, but is neither an Interstate, a freeway (a divided highway with partial access control), or an expressway (a divided highway with full access control).

- Within the New Strawn Planning Area, the only road in this classification is **Highway 75**.

Collector (Urban)/Major Collector (Rural): In urban areas, these roads provide both property access and traffic circulation, in residential neighborhoods, commercial areas, and industrial districts. In rural areas, they serve county seats and larger towns that are not on arterial routes, link nearby towns and cities to arterials, and serve as intracounty travel corridors for traffic generators such as schools or regional parks. Within the New Strawn Planning Area, the Collector (Urban)/Major Collector (Rural) roads are:

- **19th Road NW**, east to Kafir Road; **Kafir Road**, between 19th and 17th; **17th Road NW**, from Kafir Road east to US Highway 75; and **17th Road NE**, east from US Highway 75
- **16th Road NW**, west from US Highway 75 to Embankment Road; **Embankment Road**, southeast from 16th Road NW

Minor Collector (Rural): These roads serve primarily intracounty rather than statewide travel, serve more moderate travel speeds and distances than arterial routes, collect traffic from local roads to bring all developed areas within reasonable distance of a collector, provide service to smaller communities not served by a higher class road, and connect locally important traffic generators with rural areas. Within the New Strawn Planning Area, the only Minor Collector (Rural) road is:

- **19th Road NW**, between Kafir Road and US Highway 75

Maps showing federal functional street classifications in Kansas are maintained by the state Department of Transportation (KDOT). A portion of the KDOT Functional Street Classification Map for Coffey County, showing street classifications for the area around New Strawn, follows. All the KDOT County Roadway Functional Classification Maps are available at www.ksdot.org/burtransplan/maps/CountyFunClass.asp.

Comprehensive Development Plan for the New Strawn Area, Kansas: 2014–2034

Federal Functional Classification Map – KDOT



Functional Classification System—Local

Urban streets are also classified within a *local* functional system—which uses the same terminology as the federal functional street classes just described, but applies it on a far smaller scale. So in New Strawn's case, the same roads designated as *collectors* in the federal system are designated as *arterials* in the local system.

Arterial streets are major thoroughfares which carry traffic to, from, and through a city; they tend to be wider to support more traffic at higher speeds, and have fewer connections to adjacent land uses. New Strawn's local system arterial streets include Highway 75, and the 19th Road / Kafir Road / 17th Road and 16th Road / Embankment Road connections described earlier as federal collectors:

- **19th Road NW**, east to Kafir Road; **Kafir Road**, between 19th and 17th; **17th Road NW**, from Kafir Road east to US Highway 75; and **17th Road NE**, east from US Highway 75
- **16th Road NW**, west from US Highway 75 to Embankment Road; **Embankment Road**, southeast from 16th Road NW

Collector streets gather traffic from local streets and carry it to arterials; they tend to be medium widths, balancing moderate traffic, speeds, and connections to adjacent land uses. In New Strawn, the collector streets are **North Arrowhead Drive** in the northern part of the City, and **West Decker Street** in the southern part of the City. In the central part of New Strawn, a number of streets function as local collectors:

- **North 3rd Street**, from Cherokee Street to 16th Road
- **North 4th Street**, from Neosho Street to 16th Road
- **North 5th Street**, from Neosho Street to 16th Road
- **West Cherokee Street**, from Highway 75 to North 3rd Street
- **Neosho Street**, from Highway 75 to North 4th Street
- **Getz Street**, from Highway 75 to North 3rd Street

Local collectors which serve the Remer's Point subdivision include:

- **16th Road**, west from Embankment Road to Kafir Road, and then north on Kafir Road to the 17th Road / Kafir arterial
- **Lakeview Drive**, from Kafir Road to Hillview Drive
- **Hillview Drive**, from Kafir Road to Lakeview Drive

The collector which serves the Country Club Heights subdivision is:

- **15th Road**, from Highway 75 east to Hillside Drive

Local streets are the smaller streets that provide access to individual properties; they generally carry little traffic, and have slower operating speeds. All New Strawn streets not specifically mentioned above are considered local streets.

Street & Parking Design Standards

Each type of street in the urban classification system—arterial, collector, and local—serves a different purpose, and requires different design criteria. Though a particular street may not require all of the following elements at any given point in time, any street *right-of-way* should have sufficient width to allow for the potential future development of all of the following elements, at some stage in the street's lifespan:

- paved traffic lanes, with adequate turning radii at corners
- curbs and gutters
- signs for traffic control and other purposes
- stormwater drainage ditches and/or structures
- underground and overhead utilities
- sidewalks
- planting areas for street trees and landscaping
- on-street parking

Arterial streets serve as an area's primary links to the state and federal highway system. Their right-of-way should be 80 to 120 feet wide; roadways are typically 24 to 48 feet wide. The more of the following elements that are likely to occur, the more right-of-way may be needed:

- considerable truck traffic, or large volumes of auto traffic
- substantial on-street parking
- significant drainage problems
- bicycle/pedestrian paths (8 to 12' wide), or sidewalks
- street trees

Collector streets connect neighborhoods to each other, and provide access to facilities such as schools, parks and shopping areas. Their right-of-way should be 70 to 80 feet wide. Roadways are typically 36 to 40 feet wide, and may accommodate two 10' to 12' traffic lanes plus two 8'-wide on-street parking areas.

Local streets should incorporate traffic-calming measures, to reduce their use by through traffic. Their right-of-way is typically 60 to 64 feet wide; roadway widths vary, and may be as wide as 30 to 34 feet, if two traffic lanes and on-street parking are desired. Minimum street width and turning radii are often determined by the needs of local fire-fighting vehicles.

Complete Streets

The planning concept of complete streets calls for street design that supports safe and comfortable travel by *all* users, of all ages and abilities, including pedestrians, bicyclists, public transit users, and motorists. Complete street design recognizes that public rights-of-way are meant to serve more than solely vehicular traffic.

Complete streets, also called livable streets, typically include sidewalks with curb ramps, good crosswalks (often with medians for pedestrian refuge), countdown signals, and shade for pedestrians, as well as bike lanes and bike racks. Depending on local needs, they may also include on-street parking, and bus pull-outs or bus lanes.

Complete streets vary widely, because they are always designed to fit a community's specific local needs. Find more information at www.completestreets.org.

A complete streets strategy is highly recommended for the revitalization of the downtown retail area in New Strawn.

Parking

A vehicular circulation system must accommodate vehicles not only when they are traveling, but also when they are parked. An estimate derived from *American Community Survey* data indicates that (with a population of 341 people 15 years old or older) there are **at least 574 vehicles** based in New Strawn.

- **Vehicles** According to the *2009-2013 American Community Survey 5-Year Estimate*, of the 171 occupied housing units in New Strawn, 3 (1.8%) had no vehicles available, 31 (18.1%) had one vehicle available, 65 (38.0%) had two vehicles available, and 46 (26.9%) had three vehicles available, and 26 (15.2%) had four or more vehicles available.

It is important to have adequate parking to support local needs, but it is also important not to *overbuild* parking facilities. Garages and driveways, and parking lots and their associated aisles, are surprisingly expensive to construct and maintain; they occupy a great deal of land that might otherwise be used more productively; they generate runoff which adds significant load to stormwater management systems (increasing their cost); and they absorb and reflect substantial amounts of radiant heat (raising air conditioning costs for adjacent buildings).

Requiring every home and business to have its own dedicated parking spaces can exacerbate these costs, while shared public parking reduces them. To minimize the overall costs of parking to the community, find the best balance between private dedicated parking areas where they are necessary, and shared public parking facilities where they are appropriate.

Parking facilities are categorized as off-street or on-street. **Off-street parking** may be public or private; it includes parking lots and public parking garages in business areas, as well as driveways, carports, and private garages in residential areas. **On-street parking** is public; it may be parallel, angle, back-in angle (*for more information, see <http://www.walkinginfo.org/faqs/answer.cfm?id=3974>*), or at right-angles to the curb. It is generally adjacent to the edges of the street, but may under certain circumstances be in mid-street between traffic lanes.

Residential Parking In many older neighborhoods, streets were designed to support shared on-street parking. Modern suburban developments often require off-street parking, and so devote less land to paved streets but more to driveways and garages. In both cases, there is usually adequate parking designed into residential neighborhoods to support normal residential needs.

Parking at Public/Semi-public Facilities Particularly when they are located in or adjacent to residential neighborhoods, facilities such as parks, churches, or community centers need to provide adequate off-street parking for the large numbers of vehicles that often accumulate.

Commercial Parking Small town main streets were traditionally designed to support both traffic flow and shared on-street public parking. Though out of style in recent decades, this parking solution is now being recognized again as a valuable and cost-effective parking strategy. In New Strawn's downtown retail district, strive for a balanced mix of public on-street parking and perhaps a few small public parking lots for customers, and small private off-street parking lots to accommodate staff parking for businesses.

Roads and Streets

Urban Streets Because New Strawn was constructed in the 1960's, its streets are not platted in the traditional grid design of rectilinear blocks that is customary in most older midwestern towns. Instead, urban streets in the New Strawn area reflect the suburban subdivision design standards of the time. The City's streets incorporate T-intersections and cul-de-sacs, and are sometimes curvilinear. They are surfaced with concrete or asphalt, and utilize easements to allow utility access, rather than alleys.

Subdivision-style street design allows large lots which maximize residential privacy. However, such street patterns make pedestrian connections difficult to achieve, minimizing independence for non-drivers. Also, with larger lots, sidewalks and utilities are more expensive to install.

New Strawn was sited on high ground with good natural drainage patterns, and so has relatively minor drainage issues with its road system. Most of the streets in New Strawn have adjacent drainage ditches, with culverts for intersecting streets and driveways. Currently, the Arrowhead Hills Subdivision and a portion of 3rd Street are the only parts of the City with curbs and gutters.

Rural Roads: Roads outside of the urbanized areas are typically mile-line roads—centered on section boundaries, straight, oriented closely to north-south or east-west, and about a mile apart. They are surfaced with concrete, asphalt or gravel, and usually have adjacent drainage ditches.

Studies have shown that adequately paved streets cost less to maintain than properly maintained unpaved streets. Relatively few unpaved streets remain in the Planning Area, but the City should continue to work toward having the remaining graveled streets paved, as funding allows.

Transportation planning and maintenance for Highway 75 is the responsibility of the Kansas Department of Transportation. Transportation planning for County roads outside the City is coordinated by the Coffey County Engineer. By mutual agreement, County staff will also provide chip and seal surfacing on roads within the City; the City then reimburses the County for the cost.

Street Plans & Policies The City will develop a five year plan for street improvements, to include paving Industrial Drive and all new City streets, as well as initiating an on-going program to install curbing on streets in older neighborhoods of the City. The need for more street lighting will also be assessed, and plans will be made for future installations.

The City's design, maintenance and financing policies for streets should be regularly reviewed and updated. Consider establishing a street financing policy that encourages developers and property owners to share in the construction costs of street improvements.

Community Perceptions of Street Issues

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Street Paving, Street Maintenance and Cleaning, Traffic Signs & Signals, and Street Lighting.

Community Questionnaire—Street Issues						
	Adequate		Inadequate		Don't know	
Street Paving	30	67%	11	24%	4	9%
Street Maintenance & Cleaning	33	70%	10	21%	4	9%
Traffic Signs & Signals	41	91%	2	4%	2	4%
Street Lighting	23	58%	15	38%	2	5%

In general, residents seem quite satisfied with their street system. **Street lighting** was the issue considered most problematic, with a rating of "inadequate" by 38% of respondents.

Public Transit

Coffey County Transportation is a nonprofit corporation which provides limited on-call bus service for Coffey County residents who need transportation to a grocery store, medical appointment, pharmacy, senior center, or other destination. Scheduled shopping trips to various cities are also provided. Schedules are published two months in advance in the Burlington newspaper.

Service is available from 8:00 am to 5:00 pm, Monday through Friday, for rides requested by noon of the previous day. Weekend service may be available on request. The program has four vehicles, three of which are lift-equipped busses available for clients who use wheelchairs.

Payment by clients is not required, but "suggested donations" for various destinations are listed in the program's brochure. The program is funded in part by the KDOT Public Transit Program.

More information is available at www.coffeycountytransportation.com.

Air Travel Service

For a rural community, New Strawn residents have reasonably good access to international air travel. **Kansas City International Airport** is about 1 hour and 50 minutes away via interstate highways, and **Wichita Mid-Continent Airport** is about 2 hours and 10 minutes away.

Emporia Municipal Airport, 50 minutes away via I-35, serves corporate and private aircraft. There are also nine other airfields suitable for private aircraft within an hour's drive of New Strawn, including the **Coffey County Airport** just 3 miles north of the City on Highway 75. The Coffey County Airport has one concrete paved runway 5500 feet long and 75 feet wide.

Sidewalks and Bicycle/Pedestrian Pathways

As fuel costs continue to rise, the population ages, and the obesity epidemic becomes more severe (especially among children), more communities are realizing the value of offering residents safe venues for bicycling and walking.

Walking and biking are some of the very best and most widely accessible forms of **exercise**. A sidewalk or pathway system not only contributes to public health, but also enhances **a sense of community**, as people get to know their neighbors and their neighborhoods in a way not possible from the seat of a car.

Paths that support walking and biking for health and recreation also provide an **alternative transportation option**. For children who are too young to drive, for people unable to drive, and for those who simply prefer not to drive when they can avoid it – a sidewalk and pathway network offers an alternative way to safely get where they want to go. Bicycle and pedestrian pathway networks are most successful when they **connect neighborhoods to community destinations**, including parks, churches, and downtown businesses.

Sidewalks & Pathways in New Strawn

New Strawn currently has no sidewalks or bicycle paths, making for a very vehicle-dependent lifestyle. Given the low levels of vehicular traffic on streets in town, some pedestrians and bicyclists may be comfortable using the local street system. A separate pathway system would be safer and more welcoming, and would actively encourage walking and biking in New Strawn.

New Strawn is working with the Board of Coffey County Commissioners and the City of Burlington to build a bicycle trail that will eventually connect New Strawn to Burlington. The first phase of a three-year pathway plan was completed in 2016. The path begins at a trailhead just south of New Strawn City Lake, where parking is available, then runs along 16th Road and ambles southward for approximately 1.5 miles along the edge of Army Corps of Engineers property, ending at the Neosho River. Construction will continue to work south toward Burlington.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate the Sidewalks.

Community Questionnaire–Sidewalks					
Adequate		Inadequate		Don't know	
17	40%	21	49%	5	12%

Nearly half of the Survey respondents considered the sidewalks in New Strawn to be inadequate. The 40% who are apparently content with having no sidewalks may not know what they are missing.

Design Issues

Paths Pathways are constructed on public land, usually in street rights-of-way, sometimes in drainage routes. Pathways can be designed as *bike paths* (built within a right-of-way, but separated from the road itself), or as dedicated *bike lanes* on a road or its shoulder (defined with pavement markings), or they may simply be *bike routes* (designated with signs on existing roads).



Bike Path



Combined Bicycle/Pedestrian Path



Bike Lane



Bike Route Sign



Share the Road Bike Route Sign

Bicycle Racks Select a rack design that meets functional requirements for proper bicycle support and lockability, is ADA compliant, and is built for low maintenance. The simplest bicycle rack designs which meet these criteria are either the inverted "U" type, with a crossbar for ADA vertical-element compliance, or a post-and-hoop. There are endless variations on these themes. Place racks so they are convenient to destination entrances, clear of pedestrian traffic patterns, and highly visible for security.

Visit the website www.bicyclinginfo.org to find more about criteria for bicycle facilities, as well as educational programs for both drivers and cyclists.



Recommendations

One of the community goals defined during this planning process is to **promote walking**. The first step toward this goal is to make **a study of the potential for a path system in New Strawn** that would make pedestrian connections within and between neighborhoods.

Encourage cycling by selecting a design for New Strawn bicycle racks, and instituting a **Bicycle Rack installation program** in town. This program could be implemented either through the City or through volunteer efforts, or both. Determine locations where racks are needed, looking particularly at the Park, the Library, the commercial district, and similar destinations.

In the rural portions of New Strawn's Planning Area, there are no off-road bicycle paths or designated on-road bicycle routes. Even if the City has no immediate plans to implement any regional pathway connections, make sure that planning decisions made now **do not foreclose the possibility of future development**.

- Consider developing a connection along 16th Road to the John Redmond Reservoir parks and recreation areas, especially the camping areas at Damsite Park, Riverside East and Riverside West; the Riverside West bicycle trail; and perhaps the Hickory Creek Trail.
- Continue to work with Burlington and the County to create and enhance the bicycle pathway between the two cities, and connect it to destinations. In particular, link New Strawn to the school campus and the commercial district on the north end of Burlington.

Transportation Alternatives Program

The **MAP-21** federal transportation bill was signed into law in July of 2012. It includes a **Transportation Alternatives** section, which has a category for bicycle and pedestrian facilities. This program is a potential funding source for bicycle/pedestrian projects in New Strawn and its Planning Area.

The Transportation Alternatives Program (TAP) is the successor to previous *Transportation Enhancements*, *Safe Routes to School*, and *Recreational Trails* programs, and is implemented in a similar fashion to the earlier *Transportation Enhancements* program. The TAP is administered by the Kansas Department of Transportation (KDOT), and supports projects submitted by a governing entity willing to fund a local match of at least 20% of the eligible project cost, and 100% of the project design cost.

Transportation Alternatives projects may include not only bicycle and pedestrian facilities, but also rehabilitation of historic transportation buildings or facilities; construction of turnouts, overlooks and viewing areas; conversion of abandoned railway corridors to railtrails; and community improvement activities such as downtown streetscape enhancements, and the control or removal of outdoor advertising.

For more information on the MAP-21 Transportation Alternatives Program, see:

<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

For more information on KDOT's Bicycle and Pedestrian programs, see:

<http://www.ksdot.org/burRail/bike/>

Chapter 10. Utilities and Stormwater Management Systems

A suitable and reliable utilities system is necessary, both to maintain a high quality of life for current residents, and to support the City's future development. Utility lines are usually located within street rights-of-way, or in utility or drainage easements. Construction and maintenance of utility lines is typically accomplished in conjunction with road installation, repair projects, or subdivision development. Long-term planning is required to provide adequate space to accommodate future utilities in rights-of-way or easements. Inadequate utilities can stifle growth, and become a long-term financial burden on the community.

Procedures & Policies It is essential to develop procedures for installation and maintenance of utilities. Policies to control placement of structures, fences, and vegetation in utility and drainage easements must be adopted, and regularly enforced.

Maps & Records It is also imperative to maintain accurate records and maps of both existing and new utilities. The City has recently won a grant which will fund development of a GIS map of the New Strawn water system.

Underground Utilities The public is conscious of unsightly and sometimes noisy above-ground utilities. Public expectations are shifting to a preference for underground installation of electric, telephone/communication, and television cable lines. This has been the case in the Arrowhead Hills Subdivision of New Strawn, where underground services are required.

Though underground utilities are more costly to install, they are more reliable during inclement weather, and long-term maintenance costs are lower. The most important advantage of underground utilities is esthetic—the improved visual character they provide is reflected in higher property values and improved quality of life.

Water Supply System

Water supply is a City service in New Strawn, and is available to customers both within the city limits, and in nearby rural areas.

New Strawn residents first received water through Coffey County Rural Water District #1, which was organized in November 1962. Water lines were staked out in May 1964. Water originated from two wells located on U.S. Army Corps of Engineers property at John Redmond Reservoir's Riverside East. Two wells—No. 1 and No. 3—were established in 1964 and a third well—No. 2—was established in 1975. Each well yielded 150 gallons of water per minute when new. The last time they were used, that amount had declined to about 75 gallons per minute.

In 2000, the City of New Strawn signed a 10-year contract to purchase water from the City of Burlington. The contract, which allows New Strawn to buy up to 2.8 million gallons per month, was renewed in June 2010 for an additional 10 years.

Burlington's water supply is drawn primarily from the Neosho River, supplemented with water from the John Redmond Reservoir. The City of Burlington constructed a new conventional surface-water treatment facility that began operations in May 2006. It currently treats an average of 550,000 gallons per day, though the facility has the capacity to treat up to 3.1 million gallons of water per day. The City of Burlington provides wholesale water to a commercial park, four industrial parks, Rural Water Districts #2 and #3, and the cities of Burlington, Gridley, LeRoy, and New Strawn.

Water from the Burlington treatment facility is piped through a 6-inch transmission main that runs along Lynx Road, from the northwest corner of Burlington to New Strawn's master meter. Located near the intersection of Lynx and 14th Road, the master meter is outside of the City's Planning Area; it is where New Strawn's water system begins. The water line continues north across U.S. Army Corps of Engineers property, and crosses the Neosho River near where New Strawn's old city wells are located at John Redmond Reservoir Riverside East. The water is delivered to a 30,000-gallon clear well (reservoir), located at the site of New Strawn's former water treatment facility at 301 Bahr Street.

From the clear well, a 20-horsepower high service pump moves the water approximately 1¼ miles through a 6-inch line to a 150,000-gallon elevated storage tank (water tower). The water tower is located at the north end of town on 17th Road, between Arrowhead Drive and Highway 75, near the highest point in the City. The four-legged tower was erected by Phoenix Tank Services, Inc. in 2002, and is 142-feet-tall.

The new water tower was part of a water distribution improvement project financed through a \$1.25 million Kansas Department of Health and Environment Public Water Supply loan, which will be paid off by August 1, 2022. The water system improvements in New Strawn also included the installation of 9000 feet of 6-inch water main, as well as the replacement of numerous smaller water lines in town. New 6-inch main lines were also installed for one mile west of New Strawn, providing water to the Hillview Subdivision. New Strawn struggled with water quality until the new water distribution system was finished in 2002.

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In September 2011, the City entered into a 10-year maintenance agreement with USC Tank, for regular cleaning, inspections and painting of the City's water tower. The contract requires monthly payments of \$477.25 from 2013 to 2017 and \$548.83 from 2018 to 2022.

In November 2012, the City made improvements to water lines in the southern part of the City, replacing older lines in the Decker Street area that were prone to breaks. The Council also approved installing an additional 900 feet of water line to complete a loop on Payne Street.

New Strawn's water system delivers an average of 1.2 million gallons per month, serving approximately 243 metered customers. Of those meters, 207 are located within the city limits and 36 are located outside the city limits.

New Strawn provides water to rural residents living between New Strawn and the Hillview Subdivision, located one mile to the west. Other parts of the Planning Area are served by Coffey County Rural Water District #3. Private rural water wells are rare in the Planning Area to the north and east of New Strawn, because the deep water table makes them uneconomical.

Water Quality The City of Burlington provides an *Annual Water Quality/Consumer Confidence Report*, which is available at Burlington City Hall. The 2013 issue, which covers water quality information for the year 2012, reports that Burlington's water is safe to drink. New Strawn is under no federal or state mandates to improve water supply or quality.

As noted in Chapter 7, Coffey County Rural Water District #3 provides water to parts of the New Strawn Planning Area. The Coffey County Health Department enforces sanitary code requirements to protect the well water supply in the unincorporated areas of the County.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate the Water Supply System.

Community Questionnaire—Water Supply System					
Adequate		Inadequate		Don't know	
37	80%	5	11%	4	9%

A substantial majority (80%) of respondents consider the City's water supply system to be adequate.

Ponzer-Youngquist Engineers in Olathe assist the City in the design and maintenance of the water system. The official map of the water distribution system is available at New Strawn City Hall.

Future New Strawn has the capacity to pump 2 million gallons per month, which should comfortably serve the City's water needs over the Planning Period. Water service could be provided in all of the City's potential directions for growth, and the Rural Water District has the capacity to serve more of the planning area in the future. No improvements to New Strawn's water supply system are currently underway or being planned. Annexation is not currently a requirement for connecting to New Strawn's water supply system, but such a policy is recommended.

Sewage Disposal System

Sewage disposal is a City service in New Strawn; it is available only to customers within the city limits.

New Strawn's sewage treatment system is owned and operated by the City. Full-time City employees who operate the system are certified by the Kansas Department of Health and Environment (KDHE), as required by law.

The City's wastewater stabilization ponds are located at the southwest corner of New Strawn, near the intersection of Bahr and Payne streets. They were constructed in 1976, and consist of two primary cells with a 5-foot operating depth and two finish cells with a 10-foot operating depth. The storage capacity is rated at 4.5 million cubic feet.

Monthly checks are performed to be sure the cells are in compliance with state and federal codes and standards. Samples are sent to a certified laboratory for analysis.

New Strawn's wastewater stabilization ponds currently handle an effluent flow of about 30,000 gallons per day, with a maximum flow of 70,000 gallons per day. The total capacity of the City's present system is 200,000 gallons per day, or a population equivalent (PE) of 2,000. The population equivalent translates total effluent from all land uses, including commercial and industrial uses, into a number comparable to exclusive residential use. The existing facility has substantial capacity available to accommodate future growth.

Because the City's wastewater lagoons are located near the lowest point in New Strawn, the sewage collection system operates entirely by gravity flow. No lift stations are used.

Currently, about 200 homes are connected to the sewer system. Most of the sewer mains are 8-inch PVC, although some original tile pipes are still used, dating back to as early as 1963, when Braymen and Minking was awarded a sewer contract to lay the first sewer line in the City.

On October 14, 2004, New Strawn began contracting with a sewer line maintenance service to clean one-third of the City's sewer lines every year. As part of the contract, a camera is used to view 10 percent of the cleaned lines, with a focus on areas that are suspected of having problems. The camera helps to pinpoint areas of potential failure, so lines can be replaced before becoming a substantial problem.

In March 2012, the Kansas Rural Water Association (KRWA) was requested to conduct a sludge profile on the City's sewage lagoons, which produced very positive results. KRWA took 80 measurements in Cell No. 1 and 66 measurements in Cell No. 2. After more than 35 years of operation, heavy sludge in Cell No. 1 averaged 4 to 6 inches, with a 15.62% loss of capacity due to sludge accumulation; heavy sludge in Cell No. 2 averaged 2 to 4 inches, with a 16.47% loss of capacity due to sludge accumulation. Sludge had never been removed from the lagoons, yet KRWA estimated that at current use, it could be more than 35 years before sludge would need to be removed.

In March 2013, a major sewer extension project was completed along Industrial Drive, located east of U.S. 75. Engineered by Bartlett & West, the project had started several years earlier, when the sewer line was rebuilt along Getz Street; it was designed to accommodate a future sewer line along Industrial Drive. KDHE approved final plans for the Industrial Drive sewer in the fall of 2012. Skillman Construction was awarded the \$129,600 low bid contract to construct the line; the project also included boring U.S. 75 at Getz Street. This new sewer line will serve a warehouse owned by Wolf Creek, which has been renovated to accommodate approximately 30 workers related to a major project at the plant, as well as other businesses. The new line also will open up future expansion opportunities for development on the east side of U.S. 75.

In January 2016, the City Council awarded a \$29,500 bid to Cook's Plumbing to install 700 feet of new sewer main. Running from the existing Getz Street sewer north behind the businesses on Main Street, this new mainline will improve sewer service to existing businesses, as well as provide sewer service to the proposed Lamont Wesleyan Church.

Outside the City, sewage disposal is generally accomplished with septic tanks and filter fields, along with private wastewater lagoons. The Coffey County Health Department has a Sanitarian, who enforces Sanitation and Environmental Codes regulating sewage disposal in unincorporated regions of the Planning Area.

No specific problems with the sewer collection system have occurred, and the City is under no federal or state mandates to improve its sewer facilities. A new sanitary sewer line was recently constructed along the east side of Highway 75. No other improvements to the sewer system are underway or planned.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate the Sewage Disposal System.

Community Questionnaire—Sewage Disposal System					
Adequate		Inadequate		Don't know	
34	76%	3	7%	8	18%

More than three quarters of respondents consider the City's sewage disposal system to be adequate.

The engineering firm of Bartlett & West in Topeka assists the City in the design and maintenance of the sewage treatment system. The official map of the sewer collection system is available at New Strawn City Hall.

Annexation is not a requirement for connecting to New Strawn's sewer system. Adoption of an Annexation Waiver Policy should be considered by City leaders.

Stormwater Management System

When precipitation occurs too rapidly to be absorbed by plants and soil, water runs off the surface of the land and flows down to streams, rivers, or lakes. While this is a natural process, development creates expanses of impervious surfaces (roofs, streets, parking lots, etc.) which may generate far more runoff than natural systems can handle. Stormwater management systems prevent excess runoff from accumulating to the point where it causes localized flooding.

Changing Strategies

Traditional stormwater management strategies attempt to gather runoff, usually in street rights-of-way, and move it as quickly as possible away from development and into the nearest available stream or river. In urban areas, runoff is typically guided by streetside curbs and gutters into underground storm sewers, while in rural areas runoff is often transported by open roadside drainage ditches.

High volumes of runoff discharged into natural waterways can increase peak flows and flood risk, cause significant erosion problems on stream banks, and carry pollutants and sediment into ponds, lakes, and rivers. Moving runoff quickly downstream also reduces opportunities for water to soak into the ground and recharge local aquifers.

Green Infrastructure In recent years, stormwater management strategies have evolved to recognize the advantages of reducing runoff in the first place by reducing impervious surfaces, and increasing opportunities for precipitation to be absorbed as close to the point where it falls as possible. Utilizing green infrastructure techniques—from residential raingardens to urban streetside bioswales to permeable parking lots—can often help **manage stormwater more effectively and less expensively than traditional methods.**

New Strawn's existing stormwater management system is traditional in design. It is recommended that the City begin exploring options to incorporate elements of green infrastructure into its stormwater management system, particularly as the City initiates its on-going program to install curbing on streets in older neighborhoods of New Strawn.

To learn more about green infrastructure solutions to stormwater management, select the tabs at the top of the Environmental Protection Agency's Green Infrastructure web page:
<http://water.epa.gov/infrastructure/greeninfrastructure/index.cfm>.

Clean Water Act To limit harm to the nation's surface water supply from heavy metals, coliform bacteria and suspended solids from urban stormwater runoff, the Clean Water Act requires certain permit requirements in cities, under the **National Pollutant Discharge Elimination System (NPDES) permit program**. Construction activities which will disturb one or more acres of ground must have authorization by permit from the Kansas Department of Health and Environment (KDHE) to discharge stormwater runoff. Activities which disturb less than one acre may also have requirements as determined by KDHE.

The stormwater management systems of cities the size of New Strawn are not currently regulated under the NPDES permit program. Nevertheless, the best management practices developed to implement the program's requirements should be encouraged in order to protect the quality of the surface water in the New Strawn area.

New Strawn's Stormwater Management System

When New Strawn was relocated, City leaders made sure the new townsite was sited high in the local watershed. The City's elevation relative to its surroundings means that drainage from other locations does not impact the City.

Rainwater that falls within the City is primarily conveyed to intermittent streams through a system of vegetated roadside ditches and culverts. New Strawn's stormwater drainage system eventually discharges into tributaries of the Neosho River.

Maintenance of drainage ditches is the responsibility of the owners of the individual properties on which the ditches are located. The City is responsible for keeping culverts and bridges open, and for maintenance of an impoundment reservoir located in the City Park. Additional private impoundment structures located on the Prairie Wind Golf Course also collect runoff, and reduce the velocity and volume of runoff leaving the City.

On occasion, large stormwater runoff events will exceed the drainage system capacity and can create some flooding problems within the City. In some low areas, City streets will be inundated with flood water for a brief period of time. For instance, flooding occurs above the culvert at the north end of City Lake during major rain events. In January 2016, the Council accepted a \$5,500 bid from Schwab Eaton to complete a drainage study of the drainage basin through the central portion of New Strawn, which will encompass the problem area above the City Lake culvert.

Since the City was incorporated, there has been no significant damage to streets or dwellings from flooding. Based upon the duration, intensity and frequency of runoff events in the City, the stormwater management system in place is adequate to safely convey runoff away from the City.

In September 2014, the City Council authorized engineering firm BG Consultants to conduct a stormwater drainage study for an area of new development in the Arrowhead Hills Subdivision. Referred to as the Choctaw Basin, the 22-acre area is generally bounded on the north by Navajo Street, on the west by Comanche Street, on the south by Choctaw Street, and on the east by Arrowhead Drive. On April 2, 2015, the City Council awarded a \$49,252 bid to Matador Construction to install drainage pipe and construct berms to alleviate potential drainage problems in the Choctaw Basin.

Eventually the City should develop a **comprehensive drainage plan**, covering the entire community. Additional curb and guttering is planned for some portions of New Strawn in future, and the stormwater management system will need to be reevaluated at that time.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate the Storm Drainage System.

Community Questionnaire—Storm Drainage System					
Adequate		Inadequate		Don't know	
24	52%	10	22%	12	26%

Just over half of respondents consider the City's stormwater management system to be adequate.

Trash Removal

Trash removal is a City service in New Strawn.

Other Utilities

Electric Power, Natural Gas, Propane, Telephone, Television, Internet

The following private, but publicly regulated, companies provide services in New Strawn:

- **Electric Power:** Lyon-Coffey Electric Cooperative, a nonprofit organization, provides electric service to members in nine East Central Kansas counties. While most customers are in rural areas, the cooperative provides electricity to the entire city of New Strawn.

*Lyon-Coffey Electric Cooperative, Inc.620 364 2116 phone
PO Box 229 620 364 5121 fax
1013 North 4th www.lyon-coffey.coop
Burlington, KS 66839*

- **Natural Gas:** Atmos Energy has provided natural gas service in New Strawn since the 1990s. Atmos maintains the distribution system, and supplies residential and business customers, but does not provide service in the unincorporated areas.

*Atmos Energy Corporation888-286-6700 phone
P.O. Box 650205 www.atmosenergy.com
Dallas, TX 75265-0205*

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- **Propane:** S&S Oil and Propane Company, Inc. provides service throughout Coffey County. Other local providers include Moore Propane Inc. and Lybarger Oil, Inc..

S&S Oil and Propane Company, Inc.800-342-2835 phone
2608 W. Highway 50 620-342-9571 fax
PO Box 1004 www.ssoilpropane.com
Emporia, KS 66801

Moore Propane, Inc.620-364-3333 phone
510 Lynx Road Southwest <http://moorepropaneinc.com>
Gridley, KS 66852

Lybarger Oil, Inc.785-448-5512 phone
704 N. Maple St. 877-592-2743 toll free phone
P.O. Box 99 785-448-5503 fax
Garnett, KS 66032 www.lybargeroil.com

- **Telephone:** CenturyLink provides local land-line telephone and high speed internet services. Burlington is in the toll-free calling area. MT Networks provides phone service via the County's fiber optic network. Cell phone service is available from a variety of providers.

CenturyLinkwww.centurylink.com
MT Networkswww.madtel.com

- **Television:** Mediacom and MT Networks provide cable television service in New Strawn. Other options for television service include satellite TV through Dish Network or TEC Satellite Services in Burlington.

Mediacom.....www.mediacomcable.com
MT Networkswww.madtel.com
Dish Networkwww.dish.com

- **Internet:** Internet service is available from a number of providers, including CenturyLink, Mediacom, Exede, Valnet, and MT Networks. Some companies utilize Coffey County's fiber optic network. The City of New Strawn provides space on its water tower that allows wireless internet service to be available to Valnet customers.

Cable-based internet service is not available in all the rural areas around New Strawn, but satellite Internet service is available through WildBlue or TEC Satellite Services in Burlington. Dial-up service is available through ValNet.

WildBlue (sold by Lyon-Coffey Electric)www.lyon-coffey.coop
ValNetwww.valnet.net

It is not within the scope of this Plan to analyze such private companies or to make recommendations regarding their future operations. Developers of specific future projects should consult with each of these companies in order to insure that adequate service is available. Such companies normally maintain continuing short and long-range facility planning programs.

Chapter 11. Community Services & Facilities

A community's quality of life depends very much on the caliber of its public services and facilities. Today, public expectations for municipal services extend beyond basic fire and police protection, and include a high demand for community facilities related to education, health, and leisure time activities.

Essential public services are typically supported by public funds, and maintained under public control. Other important public services may be provided by private firms, or through a public/private contract or cooperative agreement. The following community facilities and services are covered in this chapter:

- City Hall
- City Maintenance Facility
- Law Enforcement
- Fire Protection
- Emergency Medical / Health Services
- Educational Facilities
- Parks & Recreation
- Library
- Community Center
- Solid Waste Management (trash collection)
- Communication Services (telephone, television, internet, newspaper, City website)
- Cemeteries

When planning for future community facilities, it is very important to determine the optimum location for each facility, in relation to land use, streets and developmental influences, in order to maximize its efficiency and economy in serving the public. **It is crucial to identify and acquire suitable sites in advance of need;** they may otherwise be preempted for other purposes. Subdivision plats and rezoning applications should be reviewed in light of the need for land acquisitions appropriate for public facilities.

It is also vitally important to provide adequate staff and budgetary support for maintenance of public facilities. A **good maintenance program** is the most cost-effective investment a City can make in preserving the quality of its community facilities.

In general, New Strawn's existing public facilities and services are very good. This chapter evaluates how well they will continue to serve through the Planning Period to 2034, and projects future needs for public facilities in the New Strawn Planning Area during the 20-year planning period.

City Hall

The New Strawn City Hall is located at 215 North Main Street.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate the City Building.

Community Questionnaire—City Building					
Adequate		Inadequate		Don't know	
38	84%	5	11%	2	4%

Future: New Strawn City Hall needs to be remodeled and the layout modified to provide a larger meeting room separate from the lobby. An inside stairway needs to be added to provide access to the basement, perhaps utilizing space vacated by the existing Post Office.

Another option could be to build a new City Hall building, possibly at the northwest corner of Third Street and Lake Road. Alternatively, an addition could be added on to the City-owned Community Center building. If the city chooses a new location, consideration should be given to build a community tornado shelter and to have restrooms available to the public on the exterior of the building, especially if the new City Hall is located near the City Park.

Post Office The New Strawn Post Office is located in the lobby of the City Hall building. The existing post office could utilize a smaller, more efficient space to free up room to remodel the existing City Hall. Depending on the postal service's future plans, the New Strawn Post Office might be eliminated.

City Maintenance Facility

The New Strawn Maintenance Facility is located south of Lake Road, behind the Fire Station, at 130 Shaller Street.

Future: The city should consider future improvements at the Maintenance Facility, whenever necessary and financially feasible. Possible improvements include a covered area for winter road salt mixture, constructing a fenced in area outside of the City Shop to better secure city property stored outside, and constructing a lean-to on the east side of the City Shop to protect equipment attachments from the weather.

Law Enforcement

Law enforcement is an important function of New Strawn's City Government. Located on Highway 75, New Strawn experiences a large volume of traffic passing through its city limits and is very visible to passersby.

The Coffey County Sheriff's Department provides patrol surveillance and enforcement of Kansas state statutes. The sheriff's office also provides county-wide dispatching and emergency preparedness support. Coffey County has an enhanced 911 system.

New Strawn has a part-time code enforcement officer who enforces city codes, including animal control. The code enforcement officer does not enforce criminal cases involving persons or moving violations.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Police Protection.

Community Questionnaire—Police Protection					
Adequate		Inadequate		Don't know	
33	75%	4	9%	7	16%

Future: Possible law enforcement options in the future that could expand on code enforcement include:

- 1) Hiring a certified law enforcement officer for the city,
- 2) Hiring an off-duty Coffey County deputy or Burlington Police Officer as a part-time officer(s),
- 3) Contracting for law enforcement services through either the Coffey County Sheriff's Office or the Burlington Police Department.

Fire Protection

Coffey County Fire District #1 provides fire protection, hazardous materials response, water rescue, and emergency medical services in the New Strawn Planning Area. District #1 covers approximately 700 square miles, serving citizens in Coffey County and Southern Osage County. The Fire District has two full-time positions, a Fire Chief/Administrator and a District Clerk, as well as approximately 150 trained professional volunteer firefighters, and five trained water rescue volunteers. Enhanced 911 emergency communication service is available throughout Coffey County.

The New Strawn Fire Station (Coffey County Station #8) is located at 301 West Lake Road. The building was originally constructed in 1990, and after two additions, now has 5760 square feet of space. The Fire Station includes a large equipment bay, classroom and office areas. Equipment includes one 1250 gpm pumper, one 750 gpm pumper, one 3000 gallon tanker, two grass/brush trucks, one medical/rescue vehicle, one 1500 gallon reserve tanker, and a command vehicle.



The New Strawn Fire Station is currently staffed by 18 volunteer Fire Fighters; three of them hold Emergency Medical Technician certifications. Backup support to New Strawn's Station is provided by the six other fire stations in Coffey County Fire District #1.

There are ample resources to support fire protection needs in New Strawn throughout this planning period.



The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Fire Protection.

Community Questionnaire—Fire Protection					
Adequate		Inadequate		Don't know	
43	91%	1	2%	3	6%

Future: The Coffey County Fire District No. 1 Board of Directors has oversight of the New Strawn Fire Station. The City of New Strawn should continue to support the presence of the fire station, which enhances fire protection and helps lower fire ratings for insurance purposes.

Emergency Medical / Health Services

Adequate health facilities and services are important to the well-being of New Strawn's citizens, and are an economic asset to the community.

Ambulance Service

Satisfactory ambulance service is a significant factor in a community's quality of life in today's world. The Coffey County EMS provides Type I medical service to all of Coffey County and parts of surrounding counties on a 24-hour basis. EMS is staffed with full-time paramedics and emergency medical technicians certified to provide Advanced Life Support (ALS) for critical patients. Two crews are on-duty at all times, providing outstanding coverage for our community. Dispatches are received via county-wide enhanced 911, with the ambulance barn located in Burlington just five miles south of New Strawn. Members of the New Strawn Fire Department are trained EMT first-responders, as well.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Ambulance Service.

Community Questionnaire—Ambulance Service					
Adequate		Inadequate		Don't know	
35	81%	4	9%	4	9%

Hospital & Medical Center

Coffey County Hospital, located in Burlington just five miles south of New Strawn on Highway 75, was founded in 1954 as a church-sponsored hospital with 22 beds, an emergency room, two operating rooms, a lab and a radiology department. The hospital was purchased by Coffey County in 1967. Tremendous growth and expansion into other realms of healthcare led to an identity change in 1993. Today, Coffey County Hospital is just one component of **Coffey Health Systems (CHS)**, a multi-faceted organization serving both Coffey and Woodson counties. Overseen by a County-appointed board of trustees, CHS is now the County's second largest employer with roughly 300 employees.

Coffey County Hospital is a 36-bed acute care facility with ten staff physicians, four mid-level practitioners and 22 outpatient specialty physicians offering unparalleled care in state-of-the-art facilities. It offers a diverse array of services including but not limited to diabetic education, obstetrics, occupational therapy, physical therapy, speech therapy, orthopedics, laboratory, radiology department, nuclear medicine and a gift shop and cafeteria.

CHS's continuum of care also includes a home health care agency, EMS and five medical clinics, one of which, Coffey County Medical Clinic, is located adjacent to the hospital in Burlington. The Coffey County Health Department is also located in Burlington, and is staffed by three registered nurses and support personnel. A variety of services are provided, including a prescription drug assistance program, childhood immunizations, well-woman healthcare, housekeeping service to those who need it, and a program which maintains child care facility oversight and registration. For more information, see www.coffeyhealthsystem.org.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Health Services.

Community Questionnaire—Health Services					
Adequate		Inadequate		Don't know	
27	63%	6	14%	10	23%

Nursing Home

Because of an aging population in the United States, adult care homes and retirement centers are increasingly being constructed and expanded. Demand for both skilled-care nursing homes and assisted living facilities is increasing. New Strawn does not currently have either type of facility within City limits; however, two adult care homes are located in Burlington.

The Meadows offers assisted living with one- or two-bedroom apartments including a living room, kitchenette, spacious closets, nearby parking and a private patio.

Life Care Center of Burlington offers residents a wide range of living arrangements and amenities, services and care. Located within minutes of Coffey County Hospital, doctors' offices and pharmacies, LCC provides easy access to medical and personal senior health care needs. The facility also offers inpatient and outpatient rehabilitation, and also has a dedicated Alzheimer's care unit.

Educational Facilities

Children that reside in New Strawn attend **Burlington Unified School District 244**, a public school district serving the students of Coffey County. Burlington lies approximately five miles south of New Strawn on Highway 75. USD 244 provides bus transportation to its elementary, middle, and high schools for New Strawn students. For more information, see www.usd244ks.org.

Burlington Elementary School has three sections per grade level, kindergarten through 4th grade, with an average class size of 18. The preschool has a morning and an afternoon session, and a special needs/at risk program. The Elementary School has a music teacher, a librarian, a physical education teacher, a school counselor, and two teachers financed by Title 1 funding. It is a member of the **Coffey County Special Education Cooperative**, which has three special education teachers, two speech pathologists, an occupational therapist, a physical therapist, a school psychologist, and a school social worker available to serve the needs of students.

Burlington Middle School is in the education complex near the northern edge of Burlington, relatively close to New Strawn. The present building was constructed in the late 1970s, and was the first in the new complex to open. The campus includes a gymnasium, a football field, a cafeteria, and band rehearsal room. The Middle School has a student population of about 193 students, with approximately twenty teachers and administrators.

Burlington High School is also in the northern education complex, and opened for classes in 1980. In 1996, a courtyard and gazebo in the center of the facility was enclosed, and converted to computer technology labs. In 2005, an addition was made to the athletics portion of the campus by adding baseball and softball diamonds, and in 2007, a wrestling room was added. The High School school has a gymnasium, a football field, and track with a large red brick stadium. Burlington High School has a student population of about 297, with approximately 45 faculty members, 26 of whom are teachers.

Enrollment in all three schools will increase during those times when Wolf Creek is being refueled, since additional families move to the area then for employment at the nuclear plant.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate School Facilities.

Community Questionnaire—School Facilities					
Adequate		Inadequate		Don't know	
31	89%	2	6%	2	6%

Technical & Community Colleges There are three technical and community colleges in the area of New Strawn, within feasible commuting distance.

- Flint Hills Technical College is in Emporia, about a 40-mile (38 minute) drive away.
- Neosho County Community College is in Ottawa, about a 45-mile (42 minute) drive away.
- Allen County Community College is in Iola, about a 44-mile (49 minute) drive away.

Universities and Colleges There are universities within feasible commuting distance of New Strawn.

- Emporia State University is in Emporia, about a 37-mile (37 minute) drive away.
- Washburn University is in Topeka, about a 55-mile (59 minute) drive away.
- University of Kansas is in Lawrence, about a 69-mile (67 minute) drive away.

Parks and Recreation

Park and recreation areas provide space for active and passive recreational opportunities for all age groups. They are vital resources for the physical, emotional, cultural, social, educational and economic well-being of both individuals and communities. Park and recreation services are provided at all levels of government, and today are considered to be more of a necessity than a luxury. New Strawn has several local park areas currently in use, and plans for future development and refurbishing.

New Strawn City Lake and Park is nestled in the center of town. There is a large playground area, as well as two shelter houses, a small covered bridge, restrooms, and benches located near the water's edge. The 3.5 acre lake, which was renovated from a nearly-silted-in farm pond, is stocked with a variety of sport fish, and thanks to aggressive fish management by the City and the Kansas Wildlife and Parks Department, has become a center of recreational fishing for residents and visitors alike. The lake even boasts its own 'trout season' from January 1 through May 1. A City fishing permit and a valid Kansas fishing license are required to fish in the New Strawn City Lake, and a special trout stamp must be purchased for trout season.



New Strawn City Lake & Park

Jones Park is on Getz Street, conveniently located across the street from the New Strawn Community Center. It has a shelter house, playground equipment, and basketball court. There were also two tennis courts at one time, however they had fallen into disrepair in recent years and the City replaced them with horseshoe courts. New Strawn also has a baseball diamond and batting cage located on the south end of town, behind the City Shop. It needs substantial work, and the City is discussing future plans for this area.



Jones Park in New Strawn



Prairie Winds Golf Course in New Strawn

Prairie Winds Golf Course Originally named Indian Plains Golf Course, this course is privately owned but open to the public. It first opened for play in 1973. Located at 425 Arrowhead Drive in the north end of town, it features a challenging nine-hole course, and also offers cart rentals and storage, and a pro shop.

Recreation Commission

The USD 244 Recreation Commission is responsible for conducting comprehensive year-round recreation and leisure programs for all ages within the Burlington school district. The Commission also operates the Burlington Recreation Center and the outdoor Burlington Aquatic Center.

The **Burlington Recreation Center** is just five miles south of New Strawn, at 1110 Shea Street, across from the Middle School in Burlington. This \$2.1 million facility was completed in May of 1989. It offers residents 48,000 square feet of space for indoor recreational activities. Main features include top-of-the-line fitness equipment, an elevated walking track, a two-court gymnasium, a fully-equipped weight room, two racquetball courts, an aerobics room, a game room, an arts and crafts room, and a child care room. as well as a 25-yard, six-lane indoor swimming pool.

The **Burlington Aquatic Center**, at 215 South 13th Street (13th and Neosho Streets) in Burlington, is also operated by the Recreation Commission. This brand new facility opened to the public in May 2015. The Aquatic Center features a 5-lane, 25-meter pool. It also boasts a zero depth covered baby area that is adjacent to a zero depth pool, which features a dolphin slide for small children. The new pool has many exciting additional features. It has two large slides, one is enclosed for speed and the other is open and curves for a gentler ride. There is also a family slide, which five people can go down all at once. Other exciting features include a bucket water drop, four basketball baskets, special occasion volleyball nets, covered concession areas and a playground. There is also a brand new **spray ground**, which is open when the pool is open and also in the early morning and later evenings when the pool is closed. It is free to the public from 9 a.m. to 12:30 p.m. and after the pool closes for the day until 10 p.m. The Aquatic Center has new covered lounge chairs, which sit on the sun deck, and bright new sun shades to brighten anyone's day. Adjacent to the Aquatic Center is a small **baseball field**.

The Recreation Commission offers a variety of classes, sports, fitness activities, trips and events for all ages. For more information, see <http://burlingtonrec.homestead.com/home.html>.

Regional Recreation Facilities

Residents of New Strawn also have easy access to a number of other regional recreation facilities.

Located one mile west of New Strawn is the **John Redmond Dam & Reservoir**. Completed in 1964, it is still operated by the Army Corps of Engineers for the purpose of flood control. The 9,400 acre lake is shallow compared to most reservoirs, but is known for some of the best channel cat fishing in the state. The lake is bordered by the **John Redmond Wildlife Area**, which features recreational areas, including nature trails, camping sites, and playgrounds. The **Otter Creek ATV Trails** are part of the John Redmond Wildlife Area, and run along the dam, in the trees, and beside the Otter Creek access road. Located just three miles west of New Strawn, this 240 acre recreational area for all-terrain vehicles is open year-round, with no fees or permit required for use.

Coffey County Lake, formerly known as Wolf Creek Lake, is located approximately two miles south and one mile east of New Strawn. It is a 5,090 acre lake and has proven to be one of the premier fishing lakes in the country. It is dedicated exclusively to fishing and has been featured on national television programs such as Jimmy Houston's *Outdoors* and Bill Saiff's *Rod and Reel*. The **Wolf Creek Environmental Education Area** is on the shore of the Lake, just two miles east of town on 17th Road. It offers five different hiking and walking trails, as well as the opportunity to view bald eagles and osprey nesting.

Melvorn Lake and **Eisenhower State Park** are 25 miles north of New Strawn on Highway 75 and offer opportunities for boating, fishing, camping, swimming, hiking and biking.

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Parks and Recreation Areas (reflecting attitudes toward park land itself, and the physical facilities there), and Recreation Programs (reflecting attitudes toward available programs for sports and other recreational activities).

Community Questionnaire—Recreation Issues						
	Adequate		Inadequate		Don't know	
Park and Recreation Areas	44	92%	4	8%	0	0%
Recreation Programs	30	70%	8	19%	5	12%

While the park and recreational facilities received a very positive result (92% adequate), almost one in five respondents (19%) felt that the recreational programs were inadequate. Perhaps this indicates the need for some further research, to discover whether there are unmet demands for programs not yet offered to New Strawn residents.

Library

The Library in New Strawn is a branch of the **Coffey County Library System**. A fiber optic system interconnects the branch libraries within the County, and also links them to other libraries in Kansas. This system allows materials to be ordered from any library in the County, with deliveries made to the New Strawn branch twice weekly.

The Coffey County Library System is governed by a five member Library Board, which is appointed by the Coffey County Commissioners. The County supports the Library System with a 1.5 mill levy. The Coffey County Library system has 9,232 registered users.

The **New Strawn Branch Library** is located at 365 North Main Street. The 4,224 square foot library building was constructed and opened in 1997, and includes 27 paved parking spaces. The New Strawn Library serves people of all ages, but the emphasis in the collection is on materials for children up to ninth grade, materials for senior citizens, and popular best sellers. It currently has 10,041 books and 20 periodical titles in its collection, as well as large print books, books on tape and CD's, music CDs, DVDs, educational and instructional CD-ROM programs, and video games in several different formats. The New Strawn Library has 828 registered users.

The Library also provides inter-library loans, computers with public Internet access, a typewriter, a fax and a copy machine for public use, story times for various age children, and some adult programming. New Strawn Library programs include a story hour for preschool children, home-school story times, after school programs, adult programs, summer reading activities, and genealogy research assistance. The library also has a meeting room that is available for public gatherings during business hours.

The New Strawn Library is a member of the **Southeast Kansas Library System**, and is the local provider for a number of regional services, including services for the blind and physically challenged, reference and interlibrary loan backup, continuing education, and technological assistance.

The New Strawn Library should continue to serve the community very well through the course of the planning period.

*New Strawn branch
of the Coffey County Library*



The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate the Library.

Community Questionnaire—Library					
Adequate		Inadequate		Don't know	
46	100%	0	0%	0	0%

All respondents (100%) gave the New Strawn Branch Library the highest rating available.

Community Center

The New Strawn Community Center is located at the south end of the city, across the street from the New Strawn City Lake. The community center is owned and managed by the City of New Strawn, and is available for reservation for community and private events.

A former mayor, Hazel Ball, can be credited with sparking the interest in building a community building in 1996. Ball persuaded the New Strawn Community Improvement Organization (NSCIO) that a community center was needed and spearheaded the project, garnering \$25,000 from Coffey County for construction and \$13,000 from the city for mechanical equipment. The rest of the \$75,000 cost of materials for the 100' x 50' metal building came from donations.

The building consists of a large, main hall/ballroom measuring 60' x 50', a smaller conference room, kitchen facilities and multi-stall bathrooms. Tables & chairs are included with rental. The center is now nearly self-sufficient from rental income.

Solid Waste Management

Proper refuse collection and disposal are important to the health of citizens, and to the appearance of the City and its planning area. In New Strawn, waste management services are provided through the City. The City's current contract is with private vendor Republic Services, which picks up trash once per week on Fridays.

Compost & Designated Burn Area Composting grass clippings and wood debris extends the life of a landfill by reducing the volume of such items going into it. The City of New Strawn offers a public compost area, located south of the City Maintenance Shop, for grass clippings and leaves. The composted materials are then used in the parks around the city. There is also a designated burn area for brush and tree limbs on Sorg Street, which is accessible from Decker Street.

Clean Up Program The City of New Strawn, in conjunction with Coffey County, conducts a clean up program each spring and fall, which is very helpful in keeping the City and its planning area clean. Free curbside pick-up of bulk items is provided by the City, and waste is accepted at the Coffey County Landfill free of charge to County residents, during the designated clean-up weeks.

Coffey County Landfill The County operates a public landfill at 1498 12th Lane SE. Located southeast of New Strawn, it is accessed from Native Road and 12th Lane SE. Information on fees, and materials accepted by the Landfill, are available on the Coffey County website at: <http://www.coffeycountyks.org/landfill.php?Overview-1>.

Coffey County also operates a Construction & Demolition Landfill (CDLF), designated solely for construction and demolition waste. Because such materials (shingles, scrap lumber, etc.) do not pose a great threat to the environment, they may be disposed of in a less regulated landfill.

Household Hazardous Waste The Coffey County Household Hazardous Waste Collection Facility is located at 1430 12th Lane SE, southeast of New Strawn; it is accessed from Native Road and 12th Lane SE. The Household Hazardous Waste Collection Facility will accept hazardous waste from households, free of charge. Businesses are excluded from this service. There is also a re-use shelf, where partially used containers of everything from paint to household cleaning products are available for free. Lists of materials accepted by the Household Hazardous Waste Collection Facility are available on the Coffey County website at:

http://www.coffeycountyks.org/household_hazardous_waste.php?Overview-1

Recycling The Coffey County Recycle Center provides curbside pick-up on the 2nd and 4th Thursdays of the month in New Strawn. Located southeast of New Strawn at 1432 12th Lane SE, the Center also has a drop-off area for recyclable materials. Recycling helps reduce solid waste entering the landfill, and utilizes resources that can be recycled into new usable products.

Information on materials accepted by the Recycle Center are available on the Coffey County website at: <http://www.coffeycountyks.org/recycling.php?Overview-1>



Coffey County Recycle Center

The table below shows the responses received on the 2011 Community Questionnaire, when New Strawn area residents were asked how they would rate Refuse Disposal.

Community Questionnaire—Refuse Disposal					
Adequate		Inadequate		Don't know	
40	87%	1	2%	5	11%

Grants & Training The Bureau of Waste Management of the Kansas Department of Health and Environment (KDHE) administers a number of solid waste management grant programs, and also sponsors workshops and training for people who deal with waste management.

Communication Services

Telephone

CenturyLink provides local telephone service in the New Strawn area. New service can be arranged by calling 877-787-3987 for new residential service, or 800-786-6272 for new business service, or through CenturyLink's website at www.centurylink.com. Mediacom and MT Networks also offer telephone services.

Long distance services can be bundled with CenturyLink local service, or purchased through another provider such as AT&T (www.att.com) or MCI (www.mci.com).

Verizon and U.S. Cellular Wireless provide cellular service in the New Strawn area.

- Verizon – www.verizonwireless.com
- U.S. Cellular Wireless – www.uscellular.com

Television

Mediacom and MT Networks provide cable television services in the New Strawn area, however they do not provide service in all rural areas around the city. Satellite TV is available through Dish Network and Direct TV.

- Mediacom – <https://mediacomcable.com/site/index.html>
- MT Networks – www.madtel.com
- Dish Network – <http://www.dish.com>
- Direct TV – www.directv.com

Internet

High speed internet is provided by Mediacom, MT Networks, CenturyLink, and Valnet. Mediacom and MT Networks can be bundled with local cable and telephone services. Internet services are not provided in all rural areas around New Strawn, however.

Satellite internet service is also available in the New Strawn area. WildBlue is available from Lyon-Coffey Electric (620-364-5121 or www.lyon-coffey.coop).

Newspaper

The local newspaper in New Strawn is the *Coffey County Republican*, published weekly in Burlington on Thursdays; it serves as the City of New Strawn's official newspaper for legal notices.

The Emporia Gazette (emporiagazette.com) and *The Topeka Capital-Journal* (<http://cjonline.com>) also offer newspaper services in the New Strawn area.

City Website

The City's website at www.newstrawn.org has the potential to be a significant factor in reinforcing a sense of community among local people, as well as encouraging interest in New Strawn by potential residents and businesses in other parts of the country.

Cemeteries

When construction of the John Redmond Reservoir began, the cemetery in the old city of Strawn was relocated to the Jacobs Creek area, and designated as the official cemetery for New Strawn. However, there are no longer any burial plots available at that site, and there are no plans by the City of New Strawn to establish another New Strawn Cemetery.

Coffey County provides funding for the upkeep and maintenance of cemeteries within the County. Most cities within the County have established Cemetery Boards which can provide information on available local cemeteries. The closest cemetery to New Strawn is Stringtown Cemetery, also known as Wolf Creek Cemetery, located approximately four miles away, on the east shore of Coffey County Lake between 15th and 16th Roads, on Oxen Road.

Chapter 12. Plan Implementation

A comprehensive plan is a leadership tool, but it is only effective if it is implemented. When properly executed, a comprehensive development plan guides policy making decisions in both the public and private sector. Proposals in the plan provide ideas to accomplish planning goals.

Methods are provided in this chapter for implementing this Comprehensive Development Plan by governmental and administrative policies, community involvement, adoption of regulations and codes, grant programs, intergovernmental cooperation, annexations, leadership, economic development efforts, capital improvement programming, coordinated City administration and other techniques.

After a public hearing on the Plan document, and adoption of the Plan by the New Strawn City Planning Commission, the City Council then approves the Comprehensive Development Plan by ordinance. Once adopted and approved, Planning Commission members, City Council members, and City staff should then study the approved Comprehensive Development Plan in detail, to determine the best methods for implementing its goals and proposals.

A good working relationship between governmental agencies, private organizations, potential developers and citizens is essential, in order to achieve a coordinated community effort. Assigning specific responsibility for specific proposals is also crucially important — because in community-wide endeavors, "everybody's business" can easily become "nobody's business", and proposals can be forgotten. **Organization and leadership are the keys to successful implementation of this Comprehensive Development Plan.**

The Planning Commission

The New Strawn City Planning Commission was initially created by Ordinance No. 77-14, adopted on November 17, 1977. The Planning Commission was reestablished by Ordinance No. 92-1 on January 2, 1992, to reflect the recodification of state statutes under K.S.A. 12-741, et seq. As required by the new statutes, a new set of bylaws was also adopted by the Planning Commission and approved by the City Council.

The New Strawn City Planning Commission was initially created with seven members. On April 5, 2001, Ordinance No. 2001-03 was adopted to revise the number of Planning Commission members from seven to five, with three members from inside the City, and two from the outside area. State statutes require that two of the Commission members live outside the City, but within three miles of the city limits. If Extraterritorial Zoning Regulations are adopted, by statute at least two of the Commission members must reside within the designated zoning jurisdiction.

With the consent of the Council, the Mayor appoints the five New Strawn City Planning Commission members, who serve three-year staggered terms. Commission meetings are held on a monthly basis as needed.

As the authorized agency under state statutes, the Planning Commission's major responsibility is to prepare, adopt and maintain the Comprehensive Plan. It should also be available to undertake various responsibilities in implementing the Plan, some of which are described below:

- Reviewing the Plan annually as required by state statutes, and reporting its status to the City Council. Such annual reviews may result in minor changes in the Plan, while a major review is typically conducted at five year intervals.
- Preparing, adopting, and maintaining Zoning Regulations for the City, by holding public hearings and making recommendations to the City Council.
- Preparing, adopting, administering, and maintaining Subdivision Regulations for the City, to assist the City Council and developers in producing designs and improvements necessary for proper land development.
- Holding hearings on vacations of rights-of-way and easements, and making related recommendations to the City Council.
- Reviewing improvement projects as proposed by the City Council and other organizations, and making recommendations as to their conformance to the Comprehensive Plan.
- Reviewing potential properties for annexation, and making related recommendations to the City Council.
- Undertaking neighborhood or project plans, to provide more detailed data for developing new areas or rehabilitating older areas, or for special projects in the Planning Area.
- Assisting the City Council on special planning projects, including economic development efforts, capital improvement programming, and grant applications.
- Maintaining working relationships with public and private organizations at the city, township, county, regional, state and federal levels of government, to implement plans.
- Establishing a convenient reference library of plans, information, maps, and policy statements, readily accessible to officials, citizens, and potential developers.

Community Involvement

An essential ingredient of the planning process is the involvement of not only officials, but of individuals and groups of citizens, civic organizations and potential developers. Their participation should go beyond simply informing the public of planning activities. Encourage people to communicate their desires as to the kind of community in which they want to live, and provide opportunities for feedback. Since plans and their implementation affect people and their property, it is extremely important that the planning process be conducted within an open democratic framework.

There are many ways for the Planning Commission to achieve good public input, and to encourage community understanding of planning proposals and existing plans. Possibilities include:

- Conduct business and hearings in open meetings, for which adequate notice has been given. Provide agendas, take minutes, and make sure the public has opportunities to voice their opinions and contribute their ideas.
- When preparing plans and considering regulatory decisions which affect a particular area, involve local residents—by individual invitation if necessary.
- Appoint an ad hoc committee of stakeholders, to be involved throughout the planning process for specific plans or proposed regulations, and to make recommendations.
- Arrange for liaison representation or regular communications with organizations impacted by the implementation of Plan proposals, especially the City Council, the local School District, township trustees, and the County Planning Commission and Department.
- Make local officials as well as outside consultants available to community organizations, as a resource on planning matters. Schedule meetings with leaders of community organizations, to receive information on the City's planning activities and to report back to their members.
- Distribute information regularly to local news media, and encourage them to attend and report on meetings.
- Members of the City Council and Planning Commission should help keep the community informed on planning matters through personal contacts and group activities.
- Provide proposed plans, reports, maps and regulations on the City website for review, and make pdf files of final documents available on the website for download. Print hard copies of final plans sufficient for use by City staff and officials, and to have some available for public access.

Using these and other techniques of public involvement as part of the planning process, community leaders can effectively implement the Comprehensive Development Plan.

Project Review

Once this Comprehensive Plan and any of its Elements have been approved by the City Council, and an effectuating ordinance published, a review procedure is established under K.S.A. 12-748 for projects proposed by the City which relate to the Plan. According to the state statutes, after Plan adoption:

"...no public improvement, public facility or public utility of a type embraced within the recommendations of the comprehensive plan or portion thereof shall be constructed without first being submitted to and being approved by the planning commission as being in conformity with the plan. If the planning commission does not make a report within 60 days, the project shall be deemed to have been approved by the planning commission..."

Only after this procedure is completed may the City Council proceed with a project. In the event the Planning Commission finds that the proposed project "...does not conform to the plan...", the Commission must submit their findings "in writing" to the City Council. The Council may override the findings of the Planning Commission by a majority vote and proceed with the project. In this event the Plan "...for the area concerned shall be deemed to have been amended". The Planning Commission should then proceed to make the necessary changes in the Plan by the formal adoption procedures as described in Chapter 1.

Projects can also be reviewed during consideration of rezoning cases or the processing of plats (both of which should bear a relationship to the Comprehensive Plan) in such a manner as to satisfy this legal procedure. Other projects could be processed for "project review" by having the Planning Commission review an annual Capital Improvement Program (CIP). K.S.A. 12-748(b) provides that if a project in a CIP is reviewed and found to be in conformance to the Plan, then no further review process is necessary by the Planning Commission, except as may be required by zoning and subdivision regulations. The concept of project review enables the City Council to make current decisions in relationship to long-range planning, and still retain their final decision-making authority.

Neighborhood and Project Plans

Due to their large-scale perspective and long range view, comprehensive plans tend to generalize rather than specify detailed proposals. As development takes place, more detailed decisions must be based on more specific and current information. The preparation of specific neighborhood and project plans, developed as needs are foreseen, should be a regular part of the continuing planning process.

Neighborhood plans typically analyze in detail the land use, circulation and public facility needs of part of the Planning Area which poses unusual, difficult or new conditions. A neighborhood plan might deal with an area as small as a block or as large as a major segment of the Planning Area. Such plans are particularly useful to properly connect streets and utilities in newly developing areas, and in addressing older areas in need of rehabilitation. The plans provide assistance in making current and future decisions on land use proposals, applications for zoning, subdivision plats, annexations, and capital improvement programming. They also facilitate a good working relationship between developers and area residents.

Project plans are different from neighborhood plans in that they involve a study to develop a site for a particular purpose, such as a park, recreation area, public building, or industrial tract. They are often prepared as a part of a grant application or bond issue, or as a result of funding becoming available from these sources.

Neighborhood and project plans often focus on a community's historic downtown, on specific business districts, or on potentially annexable areas. In their simplest form, they may consist of simply a drawing and an explanatory report. More complex issues or areas, however, may require more complex plans, which are then sometimes adopted as elements of the comprehensive plan.

Neighborhood and project plans may be prepared by the Planning Commission to assist the City Council or area residents. They may be approved by the Commission or Council or both. They may serve simply as policy guidelines for future decisions, or they may be formally approved as an element of the Comprehensive Plan. It is very important that property owners and potential developers who may be affected by such plans be participants in their preparation.

Zoning Regulations

City, county, or joint city-county zoning regulations are the primary methods for regulating the use of land and structures in Kansas. Such regulations provide the legal method to divide an area into various types of zoning districts containing compatible residential, commercial and industrial land uses. Regulations establish residential densities, and also specify the maximum height and minimum building setback lines for structures, which affect the degree of open space on the zoning lot. Provisions are included to ensure an adequate number of off-street parking spaces, to control the extent and location of signs, and to regulate accessory uses and home occupations.

Zoning regulations guide the overall pattern of land use development for the future, and help to prevent undue overcrowding and depreciation of property values. Zoning can help maintain development at a pace which can be sustained by the community's infrastructure of public and private facilities and utilities. Zoning seeks to *prevent* conflicts between adjacent land uses, and is the major tool for resolving conflicts which do occur. The goal of zoning should be to ensure high standards for development, without unduly restricting private initiative or causing excessive development cost.

Zoning regulations in Kansas are **not retroactive** and, therefore, they are not effective in clearing up past mistakes—except over very long periods of time, by the gradual demise of lawful nonconforming uses, i.e., "grandfathered-in" land uses. This is why it is so important to adopt and enforce zoning *before* problems occur.

Legislative Capacity and Quasi-judicial Actions When a city adopts new zoning regulations or makes revisions to existing zoning regulations, it is acting in a "**legislative capacity**". Since 1978, cities in Kansas have been required to act in a "**quasi-judicial**" manner when holding a hearing and deliberating on a zoning request for a specific parcel of land.

The latter means that the **Planning Commission must make its recommendations based on findings of evidence and an issue oriented analysis, in order to prevent arbitrary and capricious zoning decisions. The City Council is held to the same standards.** If the Council chooses to differ with or amend the recommendation of the Planning Commission, it must support its decision by determining its own findings and analysis, and either override the Planning Commission's recommendation by a two thirds-majority vote, or by a simple majority vote return the decision to the Planning Commission to be reconsidered.

Reasonableness The City Council establishes the factors on which zoning decisions are determined. According to K.S.A. 12-757(a), the governing body "*...shall establish in its zoning regulations the matters to be considered when approving or disapproving a zoning request...*". The Kansas Supreme Court has also determined that an analysis of such factors is appropriate in the review of **special uses** which, if approved within a zoning district, may be subject to "reasonable" conditions.

Court tests of zoning cases are based upon the "reasonableness" of the decision. The importance of the comprehensive plan to zoning is noted in the state statutes by the fact that any amendment (for instance, to change a zoning district classification or boundary), *"...if in accordance with the land use plan or the land use element of a comprehensive plan, shall be presumed to be reasonable."*

Extraterritorial Zoning

The zoning enabling statutes of Kansas make it possible for a city to establish zoning within its boundaries, and to extend such zoning extraterritorially for a maximum of three miles outside the city limits, but not more than one-half the distance to another city, unless a county assumes the responsibility for such zoning in that portion of the unincorporated area. Floodplain zoning regulations may also be extended extraterritorially by a city for a similar distance, unless a county has assumed this jurisdiction.

Coffey County has had county-wide Zoning Regulations in effect since August 20, 1992. From the beginning, the County Zoning Regulations have been designed to encourage the growth of cities, and have contained a legal description of an extraterritorial jurisdiction which would allow New Strawn to implement an extraterritorial zoning jurisdiction as long as it meets statutory criteria.

Coffey County Zoning Regulations were updated effective August 18, 2016. The legal description of the City's extraterritorial zoning jurisdiction in the County Regulations was amended to include the northern addition to the Planning Area, and to exclude the boundaries of the John Redmond Reservoir property. This change will enable the City to adopt Zoning Regulations for the extraterritorial jurisdiction described in the County Zoning Regulations.

As an exemption for agricultural uses and related agricultural structures (except in designated floodable areas), cities are not authorized to adopt regulations outside the city which apply to or affect *"...any land in excess of three acres under one ownership which is used only for agricultural purposes"*.

As a prerequisite to extraterritorial zoning, according to K.S.A. 12-715b, the land being considered for adoption of extraterritorial zoning outside a city must be included within a comprehensive plan. Such a plan must be recommended by a city or county planning commission and approved by either the city council or the board of county commissioners.

Cities are required to notify the board of county commissioners in writing 60 days before initiating extraterritorial zoning regulations. If a city has the extraterritorial zoning jurisdiction, then at least two of the members on the planning commission who are required to live outside the city must reside within the area zoned.

Board of Zoning Appeals

Any city which enacts zoning regulations must create a board of zoning appeals. Under K.S.A. 12-759, cities may establish boards of three to seven members who serve staggered three or four-year terms. When the city exercises zoning in the city only, all members must reside in the city limits. For extraterritorial zoning, at least one board member must reside outside the city.

Such boards decide appeals based on evidence at a public hearing from determinations of the zoning administrator, and may grant variances and exceptions to the zoning regulations. If approved, **variances** permit modifications in such standards as the maximum height of structures, building setback lines and minimum lot sizes. **Exceptions** allow uses in zoning districts which are not otherwise permitted outright; provided that, such uses are specifically listed in the regulations. Exceptions in the new City Zoning Regulations will be referred to as **conditional uses**, since the concept of an "exception" conveys a misleading meaning.

The recodified Kansas statutes, effective January 1, 1992, permit a planning commission to concurrently be designated as a board of zoning appeals, and New Strawn has chosen to do so. Any appeal from a decision of the board itself is made directly to district court, and must be made within 30 days.

History of Zoning in New Strawn

Zoning regulations were not adopted in the City until July 22, 1988. The initial growth of the City began in 1963, therefore occurring before its incorporation in 1970, and 25 years before zoning was placed in effect. The pattern of growth that developed before zoning still effects the layout of the City today. The Zoning Regulations now in place are 28 years old, and contain provisions, or lack other provisions, which limit their usefulness for shaping the good development of the City.

For example, Site Plan Review is authorized for the City Council to approve the plans, which was very far-sighted. However, while the intent of Site Plan Review was described, the section lacked the essential wording to describe the extent of site criteria. Furthermore, almost all site plan reviews are initially made by the Planning Commission as supplemental to their zoning review of a case. Sometimes the Planning Commission makes the final decision on the plan, and other times have the Planning Commission makes a recommendation for governing body approval. There are a number of examples of insufficient direction for using the Regulations.

In January 1992, new State Planning and Zoning Regulations became effective, and none of it is reflected in the 1988 Regulations. For the size of the City, an amazing number of permitted uses are allowed. For the commercial and industrial districts, the number of uses "allowed outright" are 172 and 112 respectively. The degree of authority given the Board of Zoning Appeals is extremely unusual. In the two residential zones, the Board of Appeals is given full authority to decide where all public and private schools are to be located. In the two industrial zones, the Board is given the final decision, only appealable to district court, for a list of uses that are the most environmentally dangerous and incompatible in the world. New zoning regulations are obviously needed, and the opportunity provided by the County to utilize an extraterritorial jurisdiction should be implemented.

Subdivision Regulations

Land subdivision regulations are another important method of controlling the development of an area. They are effective in setting standards for the arrangement and design of streets, utility easements, lots, block sizes, open space, installation of public improvements, and proper drainage. Such regulations also provide a working arrangement between governmental bodies and developers to reserve sites for future public facilities, to guarantee the installation of public improvements, and to provide for the possibility of using impact fees.

By allowing cities to have control over their fringe development areas, this arrangement recognizes that cities are the main providers of urban utilities, and logically should be able to administer their initial design and construction. It also increases a city's ability to ensure that new streets tie properly into the existing street system.

Often interim standards on water supply, sewage disposal, and future easements can be applied in a rural area until such time as urbanization is a reality. All developers in and outside the City can then be accorded the same competitive advantage.

As required by K.S.A. 12-749, cities must first adopt a **comprehensive plan** before proceeding to adopt subdivision regulations within or outside their city limits.

Subdivision regulations may be extended extraterritorially for a distance up to three miles from the city limits, but not more than one-half the distance to another city having such regulations. Counties may adopt subdivision regulations for all or part of the unincorporated area. If both a city and county want jurisdiction in the same three-mile area, a joint city-county subdivision committee composed of planning commission members from both entities must be formed to administer such regulations as may be mutually agreed upon. This is considered to be a very cumbersome method of subdivision regulation, and is rarely used in Kansas.

Complying with the requirements of subdivision regulations can be a very complex procedure. A developer must not only meet the City standards, but also the most restrictive standards of other regulations and codes, both in the City and outside it, which may override a standard in the subdivision regulations.

History of Subdivision Regulations in the New Strawn Area

New Strawn has never approved a Comprehensive Plan and therefore has never had the authority to adopt subdivision regulations for the City or extraterritorially.

Coffey County has had county-wide Subdivision Regulations in effect since December 19, 1991. Under the Coffey County Subdivision Regulations, the City is notified of plats in the New Strawn Planning Area, for comments from the City Planning Commission, with particular emphasis on coordinating extensions of streets and utilities.

Coffey County Subdivision Regulations were updated effective August 18, 2016. The legal description of the City's extraterritorial subdivision jurisdiction in the County Regulations was amended to include the northern addition to the Planning Area, and to exclude the boundaries of the John Redmond Reservoir property. This change will enable the City to adopt Subdivision Regulations for the extraterritorial jurisdiction described in the County Subdivision Regulations.

Annexation

A good annexation policy is an important tool for assuring the orderly installation of streets and utilities as new development occurs, as well as maintaining the vitality of the City's future tax base. Extraterritorial zoning and subdivision regulations can also help to guide growth which will enhance the quality of future annexable land.

The preferred method of annexation is a **petition or consent arrangement** with a cooperating property owner, which is far less time consuming and complex than a **unilateral annexation** by a city. Revisions to the state statutes on annexation procedures were adopted by the 2010 Kansas Legislature as amendments to K.S.A. 12-519 *et seq*, and created a much more difficult process for unilateral annexation.

A procedure for the **deannexation** of land is available, whereby the county commissioners are required to hold a hearing five years after an annexation to determine if services have been provided as promised. The land may be ordered to be deannexed by the county, if services have not been provided within two and one-half years following the hearing.

Unilateral Annexation

Six conditions exist under which a city can unilaterally annex land. Many of these relate to the degree to which the annexable property adjoins the city. Adjoining platted areas of unlimited size are the most eligible. Limitations exist on unplatted land over 21 acres in size, and unplatted agricultural land of 21 acres or more must have the consent of the owner.

If the land does not meet one or more of the six conditions, the board of county commissioners can be requested to consider the matter at a quasi-judicial hearing and make findings from a list of 14 factors. The board must find by a preponderance of evidence that manifest injury would result to property owners before an annexation request may be denied.

"Island" annexations not involving city owned property must still be approved by the county commissioners even if the landowner consents. Island annexations of city owned property may be annexed by a city without a formal hearing or approval by a county. Additional annexations to an island annexation by a city are not allowed without approval by a county.

Extensive notification to public agencies in the area, including city, county or regional planning commissions having "jurisdiction", is now required for unilateral annexations. Presumably the latter means "planning jurisdiction", and in the case of New Strawn would involve both the City Planning Commission and the Coffey County Planning Board. The planning commissions so designated are not required to, but desirably should review the proposed annexation, and make a finding of its compatibility or incompatibility with any adopted land use plan or comprehensive plan.

Annexation Policies

It is important for the City to develop a policy of annexing developed land adjacent to the city limits, to make sure that properties further away can eventually be legally annexable. There are advantages to such a policy, even though it may involve annexing some non-taxable land uses. The size of a city sometimes is an issue in making it attractive for economic development, and of course the tax base is strengthened.

The most fundamental policy to support a city's reasonable growth by annexation is to refrain from extending utilities or other services outside the city limits unless annexation takes place, or a written agreement is signed between a city and the property owner agreeing not to oppose annexation in the future. Such an agreement should be filed with the Register of Deeds, and be applicable to all future property owners. Without such an agreement, annexing land after development takes place can be very difficult and costly. New Strawn's proposed Subdivision Regulations contain such a policy for plats outside the City.

Annexation in Kansas (published by the League of Kansas Municipalities, and recently revised) is an extensive manual concerning the annexation powers and duties of cities. Samples of plans for extensions of municipal services and various procedural forms are provided. For more information, see www.lkm.org/publications/annexation/.

Construction and Environmental Codes

Although zoning and subdivision regulations are very important implementation tools, they do not provide standards for the quality of construction, nor do they remedy substandard housing and sanitary conditions. These objectives can be accomplished by a city through the adoption of various construction and environmental codes.

A county can adopt such codes for all its unincorporated area, or for a 3-mile area around a city. Counties may also adopt a city's codes by reference for the 3-mile area around a city, or cities may adopt by reference the codes adopted by counties. Either the city or county may perform the administrative functions needed, as may be jointly agreed. K.S.A. 12-751(b) of the 1991 recodification of State Planning and Zoning Statutes authorized cities to "*...adopt and enforce building codes outside the city limits*" in conjunction with the jurisdiction of extraterritorial subdivision or zoning regulations. In 1998 a petition procedure was added, which permitted 20% of the electors to cause an election to be held to decide whether such building codes should be retained if they were adopted. Once removed, they cannot be reestablished for four years.

Local Codes New Strawn adopted locally prepared building codes in 1986, which have since been amended with ordinances. The City's adopted construction codes include Building, Plumbing, Electrical, Fire Prevention, and Housing Codes. The City has environmental codes which address Dangerous Structures, Mobile Home Parks, Signs, Inoperable Vehicles, Nuisances, Sanitation, Animal Control, Weed Mowing, Moving Structures, and Fireworks. New Strawn is currently in the process of updating its City Codes.

Coffey County has adopted Zoning Regulations, Subdivision Regulations, and a Sanitation Code which affect properties outside the city limits but within the Planning Area. The *Coffey County Sanitation/Environmental Code* was last updated on June 22, 2011.

National and international **model codes** may be adopted which provide minimum standards for building construction and plumbing, mechanical, electrical and gas installations. **Housing codes** prevent overcrowding, and maintain a minimum level of health and safety features in dwellings. **Fire codes** set safety standards and attempt to prevent fires from starting and/or spreading. They are a factor in fire insurance ratings. Local **environmental codes** can be used in the regulation of refuse disposal, certain kinds of animals, the height of mowed grass, abandoned and inoperable vehicles, and the removal of dilapidated structures. All of these codes are important to upgrade and maintain the quality of the housing inventory, which in turn affects the quality of life and the tax revenue base.

More detailed descriptions of these codes, as well as proposals relative to housing conditions, are presented in Chapter 6.

Local advisory committees composed of citizens and technicians in the construction field are normally used to decide appeals in the event of unusual hardship circumstances, and to periodically review the codes to keep them up-to-date.