



Pottawatomie County
U.S. Hwy 24
Corridor Plan
2002 – 2020

Amended 2006



Pottawatomie County Office of Planning & Development
P.O. Box 288 Westmoreland, KS 66549
Phone: (785) 457-3551 Fax: (785) 457-3591
E-mail: zoning@pottcounty.org

HIGHWAY 24 CORRIDOR PLAN 2005

Highway 24 Corridor Study Committee
Pottawatomie County Planning Commission
Office of Planning and Development for Pottawatomie County



Introduction

In its simplest form a corridor is a pathway or a connection between two defined points centered on a transportation route, historic sites, or natural features such as a river or scenic resources.

Corridor management is a strategic planning process developed by local governments to control the access, timing, location, and density of growth within a defined area. The existing Pottawatomie County Comprehensive Plan 2020, adopted in 1994, defines five separate development corridors within the county:

- ❑ U.S. Highway 24 from The Blue River Bridge to Highway 99 in Wamego
- ❑ Highway 99 from Wamego to Louisville
- ❑ The Flush Road from U.S 24 to Westmoreland
- ❑ U.S. Highway 24 from one mile west of St. Marys to the Shawnee County Line
- ❑ Highway 63 from U.S 24 to Emmett

The width of each corridor is generally one and one-half to one-half of a mile either side of the main transportation route.

Current estimates indicate that since 1972 approximately 70 percent of all residential and commercial growth in the unincorporated portion of Pottawatomie County is located in one of these corridors.

This corridor plan focuses on development along U. S. Highway 24 from Wamego to Manhattan.

Purpose

The overall purpose of corridor management is to develop a set of policies that encourage orderly development and the efficient use of resources to the planning area. The policies should be designed to reduce the negative impacts, generally fiscal and environmental in nature, that arise from sprawled and premature development. Specifically, these negative impacts are:

- Excessive infrastructure costs related to the expense of road construction and maintenance - especially the cumulative impact of small cul-de-sacs isolated from main system roads.
- Isolated and premature housing developments that require a substantial outlay of public monies for improvements to roads that previously carried light traffic from farm to market.
- The over concentration of private wastewater disposal in lateral fields and pollution of the ground water table.
- Social and property conflicts between new residential developments and the practices used in traditional production agriculture, such as pesticide or herbicide applications and large scale animal husbandry operations. Also, conflicts between rural residents because of excessive dust generated on rural roads.

Vision

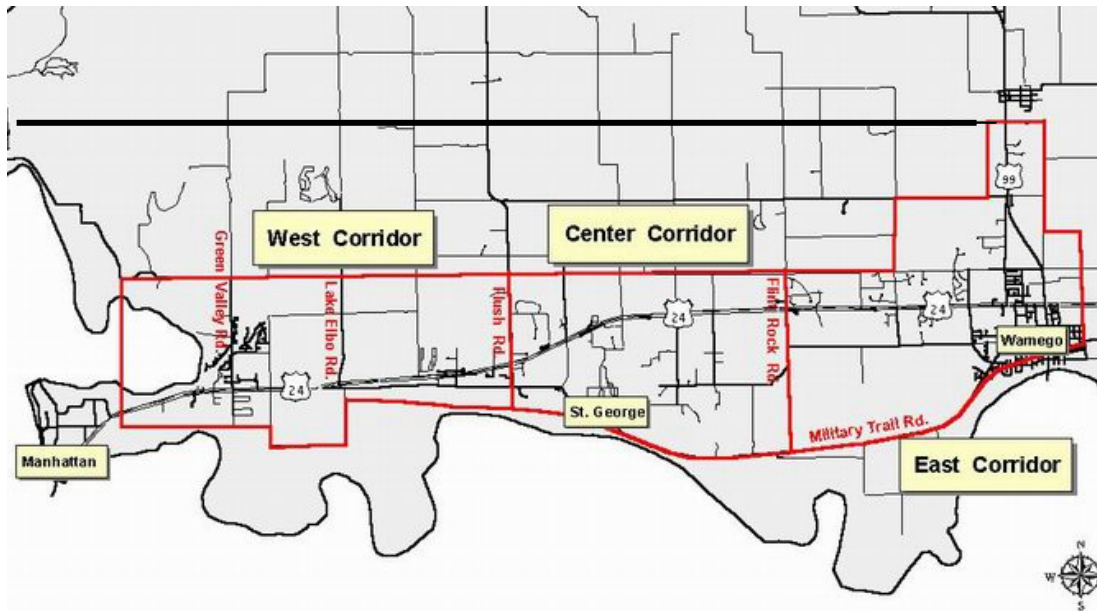
Pottawatomie County's future comprehensive plan for growth is based on development in designated corridors or within urban growth boundaries around the following communities or districts: (1) Wamego - Louisville; (2) Wamego - Manhattan including St. George; (3) St. Marys - Emmett; (4) Flush Road; (5) Lake Elbo Road. The county's vision is to encourage and facilitate partnerships with local governments, agencies, and individuals to preserve both natural and financial resources, find solutions to key issues, and promote economic development opportunities within these corridors.

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The primary development corridor is located between Manhattan and Wamego (see Map 1). The corridor will offer opportunities for residential, commercial/office, institutions and agencies, and recreation/open space. Key features within the corridor will include access control, connectivity between land use patterns, and balanced development that reflects the current and future need of the county's expanding population.



Location of the Planning Area - Map 1

Outside the corridors and urban growth boundaries, agricultural uses, support for agricultural uses, very low density housing on (20 - 40) acres, open space/recreation, and services critical to the rural population will be encouraged to develop. However, some infill development in areas currently used for housing may be encouraged on tracts no larger than 3 acres serviced by public water and good quality roads.

The county may provide leadership in corridor development and management through strategic planning, infrastructure coordination, and regulatory policies.

Background and Supporting Information

Over the past 30 years (1970 - 2000) the population of Pottawatomie increased from 11,755 to 18,209 persons. About one-half of all new growth occurred in the unincorporated area between Manhattan and Wamego; the vast majority of the remaining growth took place in Wamego and St. Marys Cities.

Approximately 85 percent of all new building permits countywide are issued within the primary Highway 24 Corridor (including Wamego and St. George). Accessory structures and commercial permits account for 13 percent and about two percent are for industrial and miscellaneous uses.

Although there was a significant increase in the number of commercial permits issued in the Corridor from 1995 - 2000, the character of this area remains single family residential on large lots (3 - 5 acres and more). Duplex, triplex or multi-family permits (including those in the Blue Township Area sewer district and in Wamego) remain scarce.

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The socio-economic forces shaping the growth character of the Highway 24 Corridor changed considerably during the 1990's. More than one-half of the new residential permits were issued to Pottawatomie County/Riley County and Manhattan residents; this is a considerable change from 1980 - 1990 when approximately 75 percent of all residential permits were for persons who lived outside of these areas.

The median age of the resident population of the Corridor is younger than the national norm - 32.2 years as compared to 34.6 years. Also, the average family size of Corridor population is slightly above the national norm; this is reflected in school enrollments during the 1990s (although there is evidence that enrollments will start to decline slightly from 2000–2010).

A significant factor shaping the growth character of this area is the change in accessibility and travel times. The redevelopment of U.S. Highway 24 from Wamego to Manhattan significantly altered travel times and the limited access from Highway 24 increased the value of residential land for sale at strategic locations along the highway.

Growth and Change - Forecasts

The rate of population change for Pottawatomie County from 1970 to 2000 is shown in Figure 1. From 1970 to 2000 the population increased by 6,454 persons or 55 percent. About one half of this growth (26 percent) occurred between 1970 and 1980. The 1990 Census of Population reported a total count of 16,128 persons (adjusted - 1992) for Pottawatomie County – a difference of 1,346 persons from 1980 – a 9 percent change from the previous decade. The Census 2000 final count of the county is 18,209 - a difference of 2,081 persons, or 13 percent, from 1990. An acknowledged undercount of persons has been documented in Wamego and in the City of St. Marys.

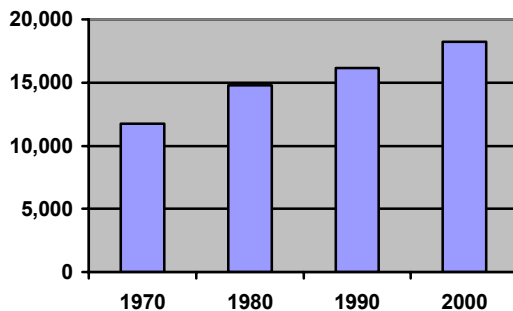


Figure 1 - Pottawatomie County Population – 1970 to 2000

Table 1 contains the population counts for all cities and townships in Pottawatomie County from 1970 to 2000. That part of the City of Manhattan located in Pottawatomie County is not included in Table 1 since this part of Manhattan no longer contains any residences – only business and industry. The townships and cities that form the U.S. Highway 24 Corridor are:

1. Blue Township
2. St. George Township and City
3. Wamego Township and City
4. Louisville Township (part)

In Table 1 contains the population of the townships; the basic census tract used by the U.S. Census Bureau in rural areas. The township count of persons also contains the population for all cities within that particular township. To find the population of the unincorporated area the population of cities must be subtracted from the township totals. For example, the 2000

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population of Wamego Township is 5,056; since the population of Wamego City in 2000 is 4,246, the unincorporated population is 810 (5,056 – 4,246 = 810).

TABLE 1 – Population Counts for Cities and Townships, 1970 - 2000				
	1970	1980	1990	2000
Pottawatomie County	11755	14782	16128	18209
Belvue Twsp.	339	353	330	404
Belvue City	161	212	207	228
Blue Twsp.	263	1402	1620	1802
Blue Valley Twsp	293	293	336	339
Olsburg City	151	166	151	192
Center Twsp	120	126	102	104
Clear Creek Twsp	134	152	157	113
Emmett Twsp.	273	377	343	478
Emmett City	156	223	165	277
Grant Twsp.	309	365	285	293
Havensville City	163	183	135	146
Green Twsp.	120	153	160	188
Lincoln Twsp.	134	122	124	124
Lone Tree Twsp.	262	231	262	239
Wheaton City	106	90	106	92
Louisville Twsp.	488	591	666	735
Louisville City	204	207	215	209
Mill Creek Twsp.	1022	1000	1043	1000
Onaga City	761	752	761	704
Pottawatomie Twsp.	441	399	356	499
Westmoreland City	485	598	541	631
Rock Creek Twsp.	616	701	657	653
St. Clere Twsp	68	82	69	83
St. George Twsp.	1001	1697	2044	2629
St. George City	241	309	397	434
St. Marys Twsp.	1730	1989	2309	2789
St. Marys City	1434	1598	1791	2198
Shannon Twsp	176	196	200	235
Sherman Twsp.	132	156	128	126
Spring Creek Twsp.	57	72	66	61
Union Twsp.	154	161	179	164
Vienna Twsp.	122	120	121	92
Wamego Twsp.	2830	3882	4451	5056
Wamego City	2507	3159	3706	4246

Source: http://www2.census.gov/census_2000/datasets/demographic_profile/Kansas/2kh20.pdf

Over the past 10 years (1990 - 2000) about 70 percent of all new county growth occurred in the U.S. Highway 24 Corridor; a 2,081 person change countywide as compared to 1,484 persons in

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the Corridor. About 63 percent of this growth (907 persons) occurs in the rural unincorporated areas and the remainder (577 persons) is in the cities of St. George and Wamego.

Table 2 contains the population of the U.S. Highway 24 Corridor's cities and townships. Column 2 is the population count of the census tract in 2000 and column 3 shows the increase in the number of persons from 1990 to 2000.

In 1970 the population of the U.S. Highway 24 Corridor was 37.2 percent of the county's total population. In 1980, the Corridor population increased to 50 percent of the population of the county as a whole and in 1990 the Corridor's population ratio reached 54 percent of the county. Recently, in the 2000 Census, the population of the Corridor comprises about 56 percent of the county's entire population.

Census Tract	Population 2000	Change 1990 - 2000
Blue Township	1802	182
St. George Township	2195	585
St. George City	434	37
Wamego Township	810	65
Wamego City	4246	540
Louisville Township (part)	526	75
Totals	10013	1484
Source: www2.census.gov/census_2000/datasets/demographic_profile/Kansas/2kh20.pdf		

The forecast for future growth in Pottawatomie County is dependent on several issues. The most important of these are:

- ❑ Riley County growth and population continues to overspill to Pottawatomie County.
- ❑ Fort Riley military strength and labor force remains at 2001 – 2002 levels.
- ❑ Local economic development initiatives in Blue Township, Wamego and, to a lesser extent St. Marys, continue at 1995 – 2002 levels.
- ❑ Continued strong growth in the City of Wamego
- ❑ Continued strong growth in Blue and St. George Townships in the form of rural, non-farm development.

In addition to the final count of population for Census 2000, the data for population forecasts are based on the following information:

- ❑ Census of population for 1970, 1980, 1990.
- ❑ Yearly local census updates provided by the Pottawatomie County Appraiser
- ❑ Building permit tracking since 1990
- ❑ Pre-listing maps supplied by the U.S. Census Bureau documenting the extent of the population undercount in the 1990 Census.
- ❑ Population projection models of county growth supplied by the Institute for Public Policy and Business Research, The University of Kansas.

Figure 2 shows the data for population projections for Pottawatomie County until the year 2020. Based on the current model, Pottawatomie County's population should lie within the range of 18,400 - 18,710 persons in June 2002. At the current rate of growth, the population in 2010 should range between 21,500 and 22,000 persons; by 2020 the population should peak at

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approximately 24,200 to 24,500. By the year 2020, age compression of the elderly due to the “aging baby boomers” should slow growth considerably from 2020 to 2040.

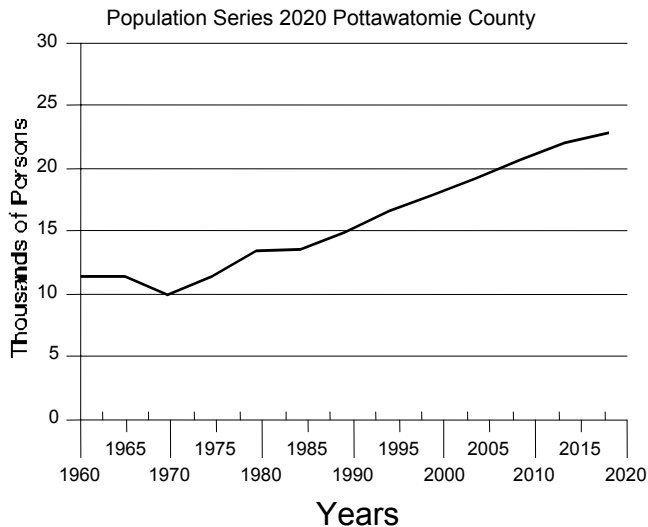


Figure 2 - 20 Year Population Projection

The growth forecast for the Corridor was prepared in the following manner. First, the entire Highway 24 Corridor from Manhattan to Wamego was sampled for a current population estimate based on Census 2000 data. Second, the Census of Population for Pottawatomie County released in 2000 was examined to determine if new growth is spread throughout the county or concentrated in the Corridor. The data indicate that approximately 70 percent of the new growth of the entire county is takes place within the within the Corridor’s cities and townships. Third, and finally, the data was sampled to determine where new growth occurs within the Corridor. Based on the sample results, increases within the Corridor were allocated between the incorporated/unincorporated areas. The data indicate that approximately 30 percent of new growth occurs within the cities (St. George and Wamego) and 70 percent in the unincorporated areas.

The forecasts prepared for this plan should have a margin of error of + or - five percent from 2001 to 2010 and a margin of error between five and nine percent for 2011 to 2020. Margins of error could be considerably higher if the cities undertake aggressive annexation or if there is a significant downturn of housing starts due to a recession - such as the one that occurred between 1982 - 1885. No effort was made to reconcile the 2000 Census undercount of population in Pottawatomie County – this undercount could run as high as 1,500 persons.

Table 3 contains the population forecast data for the Highway 24 Corridor. Column 1 shows the current estimated and future projected population of Pottawatomie County. Column 2 is a 20 year forecast of population for the entire Wamego - Manhattan Corridor and includes the residents of Wamego City, St. George City, and the rural population of Blue, St. George, Louisville (partial) and Wamego Townships. Column 3 is the projected population of the Wamego to Manhattan Corridor for the rural portion of the same four townships and therefore does not include the residents of St. George, Wamego or Louisville Cities.

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TABLE 3
2001 - 2020 Population Projections For The Highway 24
Corridor

Year	County Pop.	Total Corridor Pop.	Rural Corridor Population
2001	18319	10090	5410
2002	18677	10340	5562
2003	18945	10527	5676
2004	19273	10756	5815 5948
2006	19899	11193	6080
2007	20212	11411	6213
2008	20525	11630	6346
2009	20838	11848	6479
2010	21151	12067	6612
2011	21464	12285	6745
2012	21777	12504	6878
2013	22090	12722	7011
2014	22403	12941	7144
2015	22716	13159	7277
2016	23029	13378	7409
2017	23342	13596	7542
2018	23655	13815	7675
2019	23968	14033	7808
2020	24281	14252	7941

Source:
www2.census.gov/census_2000/datasets/demographic_profile/Kansas/2kh20.pdf

Housing Needs

From 1990 to the fourth quarter of 2000, the Pottawatomie County Office of Planning and Development issued approximately 900 residential building permits in the unincorporated portion of Pottawatomie County. The average amount of land per residential building permit in rural platted subdivisions is approximately 2.4 acres; the majority of the permits were issued in "Agricultural-Residential" zoning districts that require between three and five acres of land, the remainder were issued in Planned Unit Development districts on lots ranging from 10,500 to 15,000 sq. feet.

Based on a past level of steady growth from 1990 to 2000, the estimated amount of land used for residential purposes in the unincorporated portion of the county is nearly 2,100 acres.

From 2000 to 2020 Pottawatomie County estimates that between 1,950 and 2,220 building permits will be issued for new housing construction to accommodate additional growth or to replace deficient housing units in the rural and municipal portions of the Corridor. The lower figure of 1,950 permits is based on the building permit trend from 1990 - 2000. The higher figure is based on the forecasted Corridor population increase (20 years) of 4,162 persons with an average family size of 3.3 persons per dwelling unit. The City of Manhattan estimates that about 3,000 new dwelling units will be needed within the next 5 years (2006). Historically, Pottawatomie County receives about an 8 - 10 percent market share of the housing demand from Riley County and it is quite possible that 240 - 300 new units should be added to the estimate to help meet anticipated demand.

At present density and under current policies, an additional 2,000 acres of land will be required to meet the residential needs of the rural portion of the Corridor over the next 20 years. At the same time, the municipal portion of the Corridor (Wamego and St. George) will increase by about 1,200 persons and this will require about 365 new dwelling units on 125 acres using an average net

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density of 3 dwellings per acre. An additional 360 acres could be required for support purposes such as commercial, industrial, institutional, recreational and public uses.

Estimates for the amount of land required for additional development over the next 20 years (about 2,500 acres) may need to be adjusted in the future. The current trend in Pottawatomie County is toward smaller lots with public water and sewer service. Average lot sizes for these developments typically range from two to three dwelling units per acre.

The housing supply in the Highway Corridor is not diverse and does not meet the needs of a growing population. Multi-family housing of all types accounts for less than one percent of the housing supply and the stock of manufactured housing decreased over the past ten years. Affordable new housing, with a current estimated value of \$85,000 per unit, is nearly non-existent.

Currently, the supply of available "for sale" subdivided lots is highly concentrated in the western portion of the Corridor even though the demand for such building lots is evident throughout the entire area.

RECOMMENDATIONS OF THE STUDY GROUP

Delineation of the Corridor

The Highway 24 Corridor Study Group recommends that the Pottawatomie County Planning Commission adopt the following boundaries for the Corridor as a whole (See Map 1 - The Corridor Boundaries)

- ❑ The north boundary of the corridor will begin at the intersection of Junietta Road and the Blue River Rd. in Section 32-9-8 and follow a line generally east along Junietta Road, due east to Gillaspie Road, thence East to a point approximately 1/4 mile West of Highway 99, thence north until it intersects with Cannonball Road and then east to Lewis Wilson Rd; Thence south to Bryant Rd; thence east to Walsh Rd and south to the Union Pacific Railroad. The southern boundary of the Corridor will run West along Military Trail Rd and then along the Union Pacific Railroad lines to Swamp Angel Rd; thence South to Roepke Rd; thence West to Excel Rd, North to Fielding Rd and west until it returns to the City of Manhattan.
- ❑ The western boundary of the Highway 24 Corridor is defined by the Blue River until it returns to the point of beginning at Junietta Road.

The Highway 24 Corridor also contains a future expansion area, known as the "Rural Reserve" that runs along the entire northern boundary and extends north for a distance of two sections.

The main corridor described above contains approximately 20 sections of land, or about 12,800 acres. About 4,000 acres are classified as large and small lot subdivisions. An additional 1,000 acres can be classified as rural, non-farm residential tracts. Approximately 600 acres are used or available for commercial/industrial purposes; this also includes agri-business or agri-industry south of the Union Pacific Railroad in the western portion of the corridor. The Rural Reserve Area contains another 21 sections for preservation and future expansion.

Planning Areas and Corridor Divisions

The Highway 24 Corridor is divided into three strategic planning areas and contains three Urban Growth Boundary Lines (See Map 2). Each strategic planning area conforms to historic growth patterns and also recognizes the impacts that Wamego, St. George and Manhattan have on the development process in their respective portions of the Corridor.

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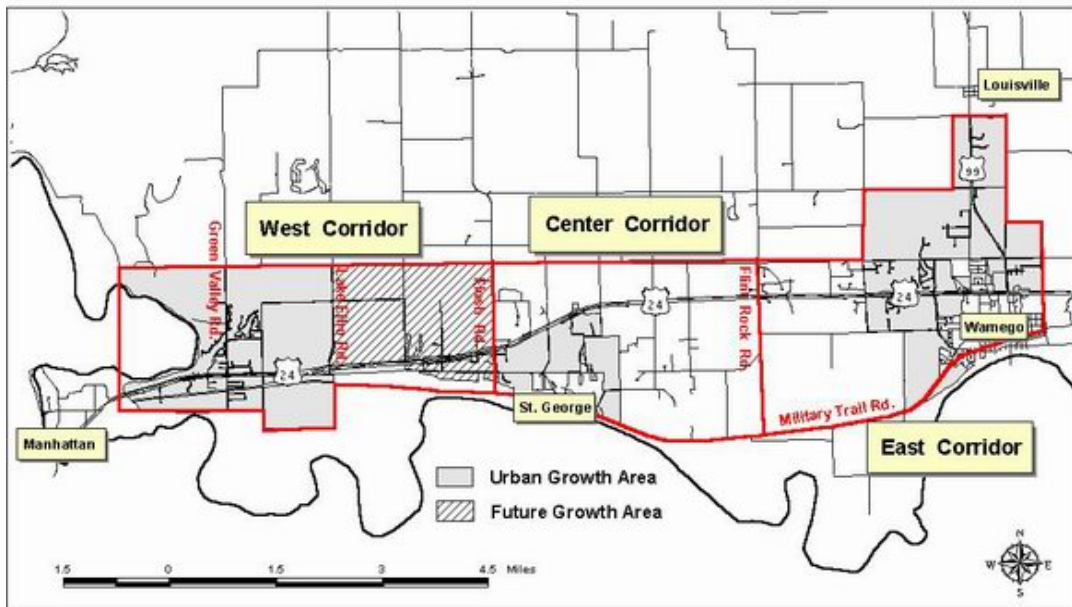
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Strategic Planning Areas

1. The West Corridor area extends from the Blue River Bridge to the Flush Road. This portion of the Corridor was selected for three reasons:

- ❑ The Flush Road forms a major division point in southwest Pottawatomie County. The Flush Road is a major county arterial road that can easily be identified as a point where urban style development meets lower density rural development.
- ❑ That portion of the Flush Road north of Highway 24 generally forms a natural boundary for municipal wastewater treatment. West of the Flush Road sewer mains can use gravity to connect to the treatment plant in Blue Township.



West, Center and East Corridor Planning Areas - Map 2

- ❑ Historically, the Flush Road forms a generally accepted boundary that defines the limit of commercial development reaching outward from the City of Manhattan.

2. The Center Corridor begins at the Flush Road and extends eastward to the intersection of Flint Rock Road and Highway 24 (See Map 2) and contains the City of St. George. This portion of the Corridor was selected for the following reasons:

- ❑ These four and one-half miles are generally considered to be the "rural" portion of the drive between Wamego and Manhattan. Although rural, non-farm development is visible from Highway 24 the land use character is spacious with numerous scenic vistas and woodlands.
- ❑ The Center Corridor contains some of the most difficult terrain for development purposes. Soils around the St. George City area are glaciated, sandy, and easily eroded. There are significant limestone deposits along Military Trail Road with deep bedrock and steep slopes.

3. The East Corridor (See Map 2) includes all the territory from Flint Rock Road to the east boundary of Wamego. For planning purposes it will also encompass two and one-half miles north of Wamego to Louisville.

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The East Corridor is directly influenced by growth and economic activity in the primary Wamego market area and contains a core of highly developable land connected to the City of Wamego.

This portion of the Corridor forms a logical boundary for future urban services and higher density development. Generally, most of the East Corridor lies in one major drainage basin that will allow gravity flow sewers.

The City of Wamego generally considers Salzer Road to be the outer line of urban expansion over the next 20 - 25 years. In addition, Salzer Road is a prime candidate for upgrade and hard surface improvement because of its physical configuration (width, linearity, and soil base). Its only major drawback is that it does not have a physical connection to Military Trail Road (presently it terminates at the Sixth Street Road).

4. The Rural Reserve bounds the entire northern portion of the Corridor - except for a small part near Highway 99. The purpose of the Rural Reserve is to curtail the present trend of rural sprawl and at the same time retain a stock of land for eventual expansion of the primary corridor should it become necessary after the 20 -25 years time horizon for this plan. The Rural Reserve does contain some large lot developments and a small rural center – The Lake Elbo Development.

The southern boundary of the Rural Reserve may need to be adjusted to fit future development trends.

Urban Growth Boundaries

An Urban Growth Boundary (UGB) is defined as an area (see Map 3) where higher density development, urban services, and connected land use patterns are encouraged. In metropolitan areas, the land contained in the Urban Growth Boundary is expected to be serviced by mass transit.

A UGB is a “line in the sand.” Inside the boundary line growth and development are encouraged and expected. Large lots, leapfrog development, and low density patterns are discouraged. In rural areas, where there is limited infrastructure and services cannot be extended until far into the future, low density is allowed. However, all development is planned to accommodate urban services and change to higher density patterns.

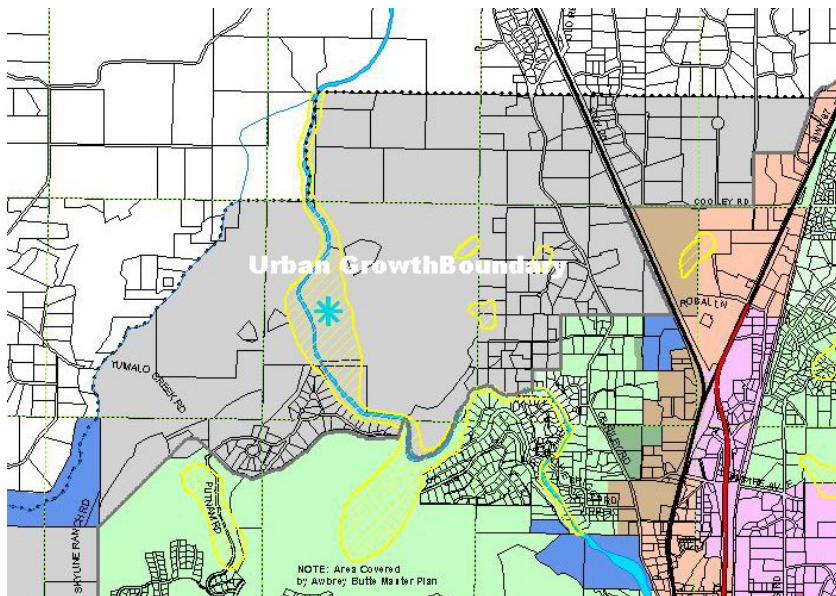
An Urban Growth Boundary is formed by a compact between a city and a county that requires both parties to adhere to an agreed upon level of service within the boundary lines. In short, the growth boundary is an area delineated by the city to accommodate a more compact form of growth and prevent the continuous sprawl so prevalent in transportation corridors. Until formal agreements between city and county are reached, the UGB remains conceptual rather than legally binding.

The Highway 24 Corridor includes three Urban Growth Boundaries. They are:

1. The Blue Twp Urban Growth Boundary. This includes approximately five sections of land, more or less. The west boundary is the Blue River and the City of Manhattan; the north boundary Junietta Road; the east boundary Lake Elbo Road and Swamp Angel Road; and the south boundary is formed by Fielding and Roepke Roads.

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Example Urban Growth Boundary - Map 3

2. The St. George Urban Boundary is about two sections in size and extends north from St. George to U.S. 24; west to the Flush Road; south to the Union Pacific Railroad and east about one and a quarter miles.

3. The Wamego Urban Growth Boundary encompasses about 5 sections that includes the City of Wamego. Part of this area is also proposed by Wamego as their expanded extraterritorial zoning district. The area boundary begins at Salzer Rd and Hwy 24; thence North to Elm Slough Rd; thence East to one-half mile West of Hwy 99; thence North to Cannonball Rd; thence East to Louis Wilson Rd; thence South to Bryant Rd; thence East to Walsh Rd; thence South to Military Trail Rd; thence West following Military Trail Rd to the line between Section 7 and 8; thence North to Sixth Street Rd; thence West to Salzer Rd and then north to the Highway and point of beginning.

DEVELOPMENT POLICES AND PLANS

Area Wide Corridor Goals

- ❑ Promote a development strategy that enhances the economic vitality of the Corridor's cities and development areas balanced with the need to protect the rural character of Pottawatomie County.
- ❑ Promote a compact and sustainable form of development by encouraging Traditional Neighborhood Development and cluster developments.
- ❑ Direct new development to areas within the designated Urban Growth Boundaries where higher density housing is appropriate.
Conserve agricultural and other natural resources throughout the Corridor while discouraging the type of growth that is dependent on public expenditures and investments, rather than development that utilizes existing resources.
- ❑ Encourage inter-jurisdictional co-operation in planning and land use decisions and the management of economic development opportunities.
- ❑ Develop an access and frontage road plan for the Highway 24 Corridor that includes connected easements for bicycle and walking paths.

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Area Wide Corridor Policies

The Study Committee and the Planning Commission recommends that the following policies be employed generally through the entire corridor.

- ❑ Planning and development should attempt to minimize the negative fiscal, social, and environmental impacts that arise from scattered, sprawled development.
- ❑ All new residential and planned commercial developments (PUDs) will be encouraged to retain open space and natural areas as a part of the plan approval process. Natural areas, such as shelterbelts, watercourses, and ridgelines may be incorporated into the open space plan and preserved.
- ❑ Where feasible, natural areas should be retained as "common open space" and made accessible to all residents within a development.
- ❑ Development projects should connect to a public water service district if feasible.
- ❑ Development "infill" may be allowed throughout the Corridor in areas that promote good connectivity to existing subdivisions, minimize the loss of natural resources, and further the open space goals stated in these policies. Connectivity of open space between adjacent properties shall be encouraged.
- ❑ Non-farm residential development proposed outside of the Urban Growth Boundaries not considered "infill" may be limited to a maximum density of two dwelling units per quarter/quarter section.
- ❑ All development projects will be required to connect to a public wastewater treatment system if economically possible. Exceptions may be granted for isolated developments that provide small scale public wastewater treatment systems. If a public wastewater system is not feasible within the foreseeable future, the development project should be planned in a manner that will allow a higher density pattern when services become available.
- ❑ Deviation from the approved Corridor Map or Plan may be allowed without amendment, at the discretion of the Planning Commission and Governing Body, when such deviation is judged as "minor" or "inconsequential" and/or presents insignificant impact on the overall policies or land use contained in the Corridor Plan or Map.

West Corridor Policies

General Goals

- ❑ Encourage urban commercial, industrial, and urban residential uses to locate within the Urban Service Area and connect to a public water and sanitary sewer system.
- ❑ Promote compact urban development and discourage urban sprawl in the rural areas.
- ❑ Strive to prevent the gradual conversion of U.S. Highway 24 to a commercial strip of individual development sites. Encourage pedestrian and bicycle connectivity and visual quality.
- ❑ Encourage cluster housing to protect natural amenities and the rural character of the Corridor.

General Policies

- ❑ The area encompassed by the Blue Twp. Urban Growth Boundary should ultimately be planned as a set of coordinated neighborhoods.
- ❑ The neighborhoods should all be served by public sewer, planned for at least medium density, and employ a land design that allows for at least three dwelling units per net acre. Cluster designs should be awarded bonuses in the form of additional density or duplex housing.

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- ❑ Land north of U.S. 24 in the Urban Growth Boundary should be planned as a coordinated set of Planned Unit Development (PUD) Neighborhoods and Traditional Neighborhood Developments (TND) and allowed to integrate with neighborhood institutional and commercial services.
- ❑ PUD and TNDs should be encouraged to have a focused center and provide connectivity from place to place with sidewalks, walking paths, linked common areas, and connecting internal roads.
- ❑ The County may, when resources are available, participate in the Blue Township Urban Growth Boundary by providing improved surface roads and drainage, safe exits and entrances from U.S. 24, and sewer mains to service the high-density growth areas.
- ❑ Existing residential units that abut U.S. Highway 24 between the Blue River and Swamp Angel Road shall be encouraged to convert to office and light service commercial uses.
- ❑ The County will be encouraged to continue its economic development and business attraction efforts by acquiring the necessary land and constructing frontage roads paralleling U.S. Highway 24 on the north and south on what is currently known as the "Carlson Tracts."
- ❑ Access to interior tracts along U.S. Highway 24 in the West Corridor should be provided through frontage roads where feasible. Reverse frontage roads shall be given preference if topography is favorable.
- ❑ Frontage roads should provide connectivity from tract to tract if topography is favorable.
- ❑ The acquisition and construction of frontage roads shall be the responsibility of the developer/owner.
- ❑ New frontage and/or reverse frontage roads in the West Corridor should be surfaced with concrete or asphalt.
- ❑ To preserve space for future frontage roads, setbacks in the West Corridor should be a minimum of 200 feet from the public right of way where feasible. There are many tracts in the west corridor not large enough for frontage roads or large setbacks. Setbacks on these tracts may be determined on the site plan, but a minimum of 60 feet from a building structure to the right-of-way should be maintained unless a variance is issued.

Center Corridor Policies

General Goals

- ❑ Provide expansion opportunities to meet the needs of St. George City and St. George Township.
- ❑ Encourage urban commercial, industrial, and residential uses to locate within the urban service area of St. George City and connect to a public water and wastewater treatment system.
- ❑ If reasonable, protect and preserve the natural resources of the Center Corridor – including the soils, views, wildlife habitat, and other natural amenities.
- ❑ The neighborhoods shall be served by public sewer if possible and planned for medium to high density. Cluster designs should be awarded bonuses in the form of additional density or duplex housing.

General Policies

- ❑ The County should be encouraged to adopt a vision for the Center Corridor consistent with low-density development.
- ❑ The character of development in the Center Corridor should remain distinctly agricultural and rural residential. Service commercial and industrial uses should be directed to the UGBs.
- ❑ Institutional and public uses that support the socio-economic needs of the Center Corridor should be allowed.
- ❑ The County should encourage new development in the Center Corridor as "infill" that is connected to existing development. Infill development is defined in the Glossary section of this plan.

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- ❑ If possible, plans and development opportunities in the St. George Urban Growth Boundary should be coordinated between the City of St. George and Pottawatomie County
- ❑ Access to new developments along U.S. Highway 24 should be at section line roads; development may not be allowed at crossover points that do not provide access to the regular County road system, under most circumstances.
- ❑ Access to interior tracts along U.S. Highway 24 should be provided through frontage roads. Reverse frontage roads should be given preference if topography is favorable.
- ❑ Frontage roads should provide for future connectivity from tract to tract if topography is favorable.
- ❑ The acquisition and construction of frontage roads shall be the responsibility of the developer/owner.
- ❑ New frontage roads and/or reverse frontage roads in the Center Corridor should be surfaced with concrete or asphalt.
- ❑ New access roads for residential purposes should be a minimum of one-quarter mile off the highway and may be surfaced with gravel. The County should provide improved, safe, and hard-surface access from U.S. Highway 24 to the point of entrance of a frontage and/or reverse frontage road.
- ❑ Building setbacks of at least 500 feet (from the right-of-way) should be required to maintain an open space and low density character, and to separate residential uses from U.S. Highway 24 traffic flow and noise. If topography or tract size will not allow for a 500 feet separation, then the setback may be reduced through a variance procedure, but at a minimum, a 100 foot setback is required unless this would result in the loss of all or a reasonable amount of all economic value of the property. Properties with existing structures with less than a 100 foot setback may be allowed to expand (“add-on”) without seeking a variance.
- ❑ To maintain scenic views and an open character, designated tracts in the Center Corridor should remain in an agricultural zoning designation with a maximum density of two residential units per quarter/quarter section.

East Corridor Policies

General Goals

- ❑ Provide expansion opportunities to meet the needs of Wamego and Wamego Township.
- ❑ Encourage urban commercial, industrial, and residential uses to locate within the urban service area and connect to a public water and wastewater treatment system.
- ❑ The County and the City of Wamego should coordinate urban services in the East Corridor boundaries.
- ❑ Preserve the natural resources and amenities of designated tracts located in the East Corridor.
- ❑ The neighborhoods shall be served by public sewer if possible, planned at least for medium density, and employ a land design that allows for at least three dwelling units per net acre. Cluster designs should be awarded bonuses in the form of additional density or duplex housing.

General Policies

- ❑ Overall, development should be encouraged to remain connected to Wamego and contained in the Urban Growth Boundary at a density of no less than 3 units per acre.
- ❑ Encourage compact urban development and maintain a distinct edge between the Urban Service Boundary and the remainder of the East Corridor.
- ❑ The County should be encouraged to participate in the Wamego Urban Growth Boundary by providing improved surface roads and drainage, and safe exits and entrances from U.S. 24.
- ❑ If possible, plans and development opportunities in the East Corridor should be coordinated between the City of Wamego and Pottawatomie County.

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- ❑ Access to interior tracts along U.S. Highway 24 should be provided through frontage roads. Reverse frontage roads should be given preference if topography is favorable.
- ❑ Frontage roads should provide connectivity from tract to tract if topography is favorable.
- ❑ The acquisition and construction of frontage roads shall be the responsibility of the developer/owner.
- ❑ New frontage roads in the East Corridor should be surfaced with concrete or asphalt.
- ❑ Agriculture support uses, such as agri-industry and agri-commercial should be directed toward the Wamego Industrial Park or a prepared location in the Wamego vicinity.
- ❑ To preserve space for future frontage roads, setbacks in the East Corridor should be a minimum of 200 feet from the public right of way where feasible. Some tracts in the East Corridor may not be large enough for frontage roads or large setbacks. Setbacks on these tracts will be determined on the site plan or subdivision plat, but at a minimum, a 75 foot setback should be recommended.
- ❑ Low density development should be allowed outside the Urban Growth Boundary if it qualifies as infill.

Rural Reserve Policies

General Goals

The Rural Reserve Area policies are intended to limit encroachment by scattered non-farm housing or urban types of activities. The preservation of this area is a visible symbol of the County's commitment to conserve and maintain rural use and character, to prevent sprawl, and to provide a suitable stock of lands for future development.

General Policies

- ❑ Rural subdivisions and urban style development should not be allowed in the Rural Reserve Area. Exceptions may be made to expand and/or infill existing rural subdivisions and for areas in the Flush Corridor.
- ❑ Institutional and public uses and commercial enterprises that support the socio-economic needs of the Rural Reserve or the County as a whole should be allowed.
- ❑ Agricultural related businesses that serve the rural areas should be allowed.
- ❑ The Rural Reserve Area should retain a general agricultural zoning designation allowing only two residential units per quarter/quarter section.

Glossary

Cluster Development

The basic concept behind cluster zoning is quite simple. Instead of allowing development to take place on a lot by lot basis, a tract is considered in its entirety and development is concentrated on a portion of the tract, leaving the rest of the land undeveloped. The grouping that actually takes place will largely depend on the physical attributes of the land and its relationship to the surrounding area. Cluster development can yield several benefits to property owners in the community, most notably, the preservation of open space and a reduction in area of yard to maintain.

Density – Housing Units

Low Density – 3 to 5 acre lots within the subdivision.

Medium Density – Up to 3 housing units per acre. This includes two, three and four attached dwelling units.

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Density (cont.)

High Density – More than 3 housing units per acre. This includes garden apartments, town houses and other forms of condominium units.

Frontage Road

A local road that runs parallel to an expressway or interstate highway, or arterial highway, that provides access to the property bordering it. A frontage, or service road, is adjacent to the major thoroughfare separated by a planted or landscaped area of approximately 40 feet.

Frontage Road - Reverse

A local road that runs parallel to an expressway or Interstate, or arterial highway that provides access to the property bordering it. A reverse frontage road is set back from the major thoroughfare a distance of at least one lot depth to allow building on both sides of the road.

Infill Development

The construction of homes, businesses, industry and public facilities on unused or underutilized lands within or adjacent to existing developed areas. To be approved as “infill development” in the Highway 24 Corridor Overlay, a proposal should meet at least 3 of the following requirements and also be connected to a central water system:

1. The infill tract has a minimum area of 3 acres (unless it is served by a public wastewater district) and a maximum of 20 acres.
2. The proposed development is within 500 feet of an existing development. (Five or more dwelling units or residentially platted lots, on contiguous tracts or lots of 10 acres or less).
3. All or part of the proposed development will be located on an improved asphalt or concrete public county or municipal street.
4. The proposed development will utilize an existing internal subdivision road, or will connect to an existing internal subdivision road.
5. The development is proposed as a Planned Unit Development or Cluster Development.
6. The land is currently zoned residential.

In addition, any dwelling on a 3 acre tract should be so situated that it could later be split into three lots when central sewer is available.

Planned Unit Developments

Planned unit development (PUD) zoning permits lots to be developed in a more flexible manner than allowed by the regular zoning. PUD ordinances may allow developers to mix land uses, such as residential and commercial, on a large parcel and to develop land at greater densities, and with more design flexibility, than otherwise allowed by the underlying zoning district. PUD provisions require developers to compensate for the impacts of their projects by setting aside significant and usable open space, providing infrastructure needed to service the development, or offering other community facilities and services.

Quarter-Quarter

The quarter/quarter zoning method refers to one-quarter of a quarter section. Each quarter/quarter typically contains about 40 acres (more or less). Under this method each quarter of a quarter is entitled to one primary residential building permit without rezoning. The owner is

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then entitled to sell-off one lot from the original 40-acre tract without rezoning the property to a residential classification. Thus, each quarter/quarter is entitled to two residential dwelling units.

Traditional Neighborhood Development

Traditional Neighborhood Design (TND) is a return to the style of neighborhood planning that existed from 60 - 100 years ago. The basic idea is to provide a fully integrated, mixed-use, pedestrian oriented neighborhood. The dominant land use of the TND development is housing; retailing, services, and institutions support the residents. The intent is to minimize traffic congestion, suburban sprawl, infrastructure costs, and environmental degradation. TNDs are based on the following design principles:

- All neighborhoods have identifiable centers and edges.
- Edge lots are readily accessible to retail and recreation by non-vehicular means (a distance not greater than one-quarter mile)
- Uses and housing types are mixed and in close proximity to one another
- Street networks are interconnected and blocks are small
- Civic buildings are given prominent sites throughout the neighborhood

Viewshed

The "viewshed" is adapted from the "watershed" which is all of the area drained by a defined watercourse. The viewshed is all of the area that can be clearly seen (360 degrees) from any particular elevated point. Although we may be able to see tall objects 5 - 10 miles away, the area that lies between the observer and the tall object does not constitute the viewshed. A viewshed is an unobstructed view and only extends a certain distance where objects and features can be clearly seen.

Amendments and Additions

During the summer of 2005 the planning staff, County Commission and Planning Commission initiated a series of studies, changes and amendments to the Highway 24 Corridor Plan. Some of these are in response to the announcement in 2005 that the First Division ("The Big Red One") would return to Fort Riley in stages over several years. Other changes were due to a flurry of zoning map amendments and the creation of new residential subdivisions near Manhattan. Finally, some initiatives are needed to adjust current development policies to reflect the county's experience with land use issues since the Corridor Plan was adopted in 2003.

One major adjustment is a recalculation of the future population. The Fort Riley initiative and impending commercial ventures along Highway 24 and at 3rd Street in Manhattan will result in a steady increase in population and traffic generation throughout the Corridor and in the City of Wamego. The bulk of this increase will occur from 2006 to 2010 as troops arrive in the region and new commercial/residential developments attract more families. However, major changes will still be underway until at least 2015 because of the need for an enlarged labor force to operate new businesses.

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The most practical way to forecast this increase is to use a market demand approach and review the current and near future capacity of the county to provide housing opportunities. This is, of course, conditioned on the County's ability to provide waste water treatment and the public water service district's responsiveness to demands for increased water consumption. Also important in the Willingness of the Cities of Wamego/St George to extend sewer and water outside their boundaries into their extraterritorial zone.

Population Adjustments

The last official population forecast for Pottawatomie County was issued by the Census Bureau in November of 2004. Based on the rate of population change from 2000 to 2003, the 20 year forecast (to 2020) is for a total of approximately 25,000 persons in 2020 with a slow growth trend thereafter.

If the Fort Riley initiative is factored into the forecast the 20 year population change will be somewhat different. Assuming that Pottawatomie County will have an inventory of 2,000 residential lots, new retail, food service, office space and financial institutions on Highway 24 in Blue Township, we should be able accommodate at least 1,000 families. This assumption is speculative because the average military family income places a upper limit on the average cost of housing – probably no more than \$115,000 to \$120,000 per unit in 2005 dollars. Also, Pottawatomie County has very few rental units and virtually no remaining lots in the manufactured home parks.

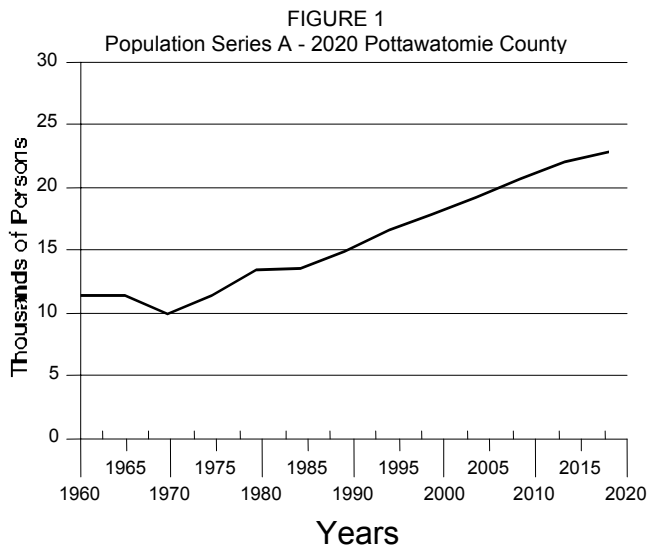
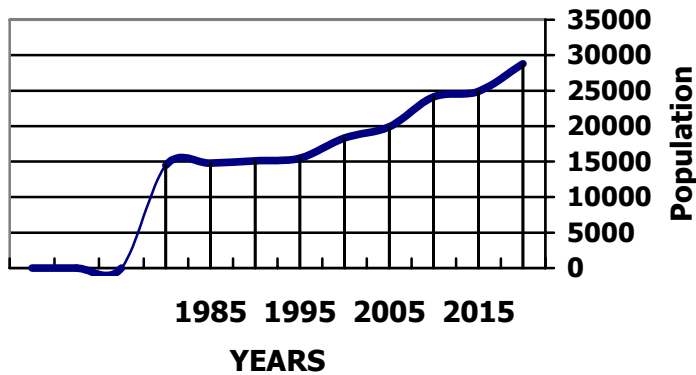


Figure 1 is the population forecast prepared in 2001 for the Highway 24 Corridor Plan. This forecast in itself is optimistic since several state agency forecasts predict very slow growth for the county until 2025. We feel, however, that this optimism is justified based on the increased building pattern in several new subdivisions in Blue Township starting in 2004



FIGURE 2
Adjusted Population Forecast 2005 - 2020



Based on the number of available contractors, materials and laborers in this region, and other development initiatives in Riley, Geary and perhaps Clay County, we estimate that Pottawatomie County will issue between 125 and 150 residential building permits per year. With an average of 3.2 persons per dwelling unit, our estimated population gain will be a minimum of 400 persons per year. This translates to an estimated 27,500 to 28,000 persons by 2020. For the purposes of estimating demand for services and infrastructure, the target population level for the 20 year period 2005 – 2025 should be 30,000 persons.

If the period between 1990 and 2000 is a good indicator of population distribution in Pottawatomie County, we may expect about 90 percent of this population increase to occur in the Highway 24 Corridor, including the City of Wamego.

TABLE 1 Estimate of Population Growth Impact To Pottawatomie County 2005 - 2020	
Traffic Generation Increase – Highway 24	28,000 Trips Per Day
School District Enrollment Increase	Not estimated for Pott. County
Staffed Fire Department Needs – Blue Twsp.	3 – 5 EMT/Firemen
Total Sanitary Sewer Needs	500,000 – 600,000 gpd
Potable Water Demand Increase	500,000 gpd
Law Enforcement Needs	4 patrol officers
Road Surfacing Needs	42,000 – 64,000 linear feet
<i>Impacts based on a 5,000 person population increase over a 20 year period. School district increases are based 3.3 persons per family. Road surfacing is based on immediate needs.</i>	

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New Land Use Policies

Lot Sizes In the Highway 24 Corridor and the Unincorporated Areas in General

A trend toward smaller residential lots sizes is partially a result of (1) increasing land prices, rising development costs, and a desire for a lower maintenance home. There are benefits and drawbacks associated with these smaller lots. The benefits, in general, are greater economy of scale; more effective use of infrastructure; less sprawl and more compact development. The chief burden is a much greater stress on infrastructure and services, notably roads, sewer and potable water, increased surface water runoff, and later on with public safety costs.

Currently, the Unified Development Ordinance permits three levels of minimum lot sizes. Normally the largest required lot is five (5) acres if there is no public water supply or sewer treatment facility. A minimum of five (5) acres is required if large animals (generally a horse) are to be routinely kept on the premises. In rare circumstances 10 and 20 acre residential lots are necessary because of physiological conditions on the site. If public water service is available, the minimum lot size is three (3) acres and can be reduced to 1 ½ acres with approval of the County Sanitarian. With both public water and sewer service the minimum lot size is 7,500 square feet, or even less under some circumstances. If the land is a "lot of record," which is a lot legally created and recorded prior to the enactment of a "minimum lot size" in the zoning resolutions, it can still be developed if it is one-half acres or larger, and with the approval of the County Sanitarian.

Under current regulations in the Unified Development Ordinance the County Sanitarian, following a site assessment, has the discretion to reduce the minimum lot size to less than 3 acres. However, environmental concerns about groundwater contamination dictate that a minimum lot size must be maintained for on-site waste water treatment.

Policy – The minimum new residential lot size at a site not served by a public waste water treatment system shall be set at 1 ½ acres for lots created after the date of adoption of this amendment, unless special permission is granted by the Planning Commission. This provision is to take effect on the day of the adoption of this plan amendment by the Board of County Commissioners.

Potable Water Supply

Policy - Residential subdivisions of three (3) or more lots, with lots size less than ten (acres), should not be approved unless each housing unit can connect to a public water service system or otherwise verify that there is a source of potable water in sufficient quantity for residential demand. Normally, verification is accomplished by drilling a test well. However the professional

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county staff in engineering and planning may permit acceptable equivalent evidence.

The purpose of this policy is to discourage the creation and sale of residential lots that may have insufficient potable water for domestic purposes. Generally, potable ground water is available in sufficient quality and quantity for residential use west of the Vermillion River in Pottawatomie County. The rate of ground water withdrawal is increasing dramatically ever year. Within the past decade, two new rural public water districts were formed in Pottawatomie County. In addition, new residential and commercial growth in the Highway 24 Corridor continues to increase at a rate much greater than anticipated in the original plan. Information for total ground water withdrawal by Public Service District #1, the largest supplier of potable water in Pottawatomie County, is displayed in Table 5. The data indicate a total increase of 81 million gallons per year for the past 10 years – 1995 – 2005. This figure includes total yearly loss from the system (about 20% of each gallon) and an inflated yearly total for 2005 due to increased pre-lube usage in old wells before new wells we ready to operate.

Water District #1 intends to increase supplies and storage either by new wells or by reverse osmosis. If growth continues in the future in the same fashion it has from 2000 – 2005, the available water supply will be stressed for a number of years. Even though the county is not responsible for water supply, a policy should be developed, in conjunction with the water district, to allocate meters on an equitable basis. Figure 2 contains the yearly estimated water withdrawal for Public Water Service District Number 1.

Year	Gallons Per Year	Gallons Increase/Decrease	Percent Increase/Decrease
1995	114,878,000	- 0 -	
1996	125,083,000	10,205,000	
1997	131,105,000	6,022,000	
1998	123,968,000	-7,137,000	
1999	113,000,000	-10,968,000	
2000	150,009,000	37,009,000	
2001	154,712,000	4,703,000	
2002	160,348,000	5,636,000	
2003	160,457,000	209,000	
2004	168,483,000	8,026,000	
2005	175,000,000 est.	6,517,000	

SOURCE: Data supplied by Public Water Service District #1, Wamego, KS (November 2005)

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Amended Development Policies

The emerging development policy in the Highway 24 Corridor is currently driven by a mixture of rising land prices, infrastructure requirements, growth in the Manhattan/Wamego Areas, and a significant upsurge in residential platting. The overall goals are:

- Contain most new commercial/residential development in the Highway 24 Corridor boundary.
- Reduce residential lot size minimums from the current 3 – 5 acre pattern to a density level and financial plan that “pays for itself” in terms of infrastructure. However, there is no one plan or density level that fits all needs. If, for instance, the initial size of the development is only 20 – 30 acres, and the possibility of municipal sewer lies in the distant future, it may be preferable to plat this type of project at the 2 – 3 acre level (or no less than 1 ½ acres) with the requirement that all internal roads will be paved.

The recommendations for a new growth strategy are:

1. *Continue the policy on development density with a target of two to three residences per acre. Lower densities can be considered if the proposed development meets one or more of the following criteria:*
 - *The proposed development constitutes a logical extension, connection, or completion of an existing development. This type of “infill” is acceptable in the Corridor or the Reserve Area at approximately the same density as the original development.*
 - *When the proposed change falls under the quarter/quarter guidelines in the “A-1” agricultural zoning districts.*
 - *When the proposed change constitutes a “lot split”*
 - *When the proposed change is located in an area characterized as “difficult to develop” because of adverse soil, geologic, slope/rock or other physiological factors.*
 - *When the development is the outcome of a carefully considered market plan to create large estate lots for “high end” residences or other special “theme” developments that require large lots.*
2. *All subdivisions will be platted with the intention of eventually connecting to a municipal waste water treatment system. If lagoons, or other forms of on-site waste water treatment are permitted, the plat notes must clearly indicate that the treatment systems are temporary and will be disconnected when the area receives municipal sewer.*

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Impervious surface roads will be used to direct growth within the Corridor. On Highway 24, development will only be allowed where a "cross over" exists connecting the dual highway to county section line roads. Frontage and reverse impervious surface frontage roads will be used to connect new development to existing county roads and must be installed and paid for by the developer.

If the county road is a gravel surface, the county will share equally with the developer for the cost of improvement for the first 150 feet from Highway 24. If the entrance to the new development area is greater than 150 feet, the may remain gravel surfaced for the distances listed below and calculated on the basis of "average daily trips." The distance in feet is calculated from the end of the 150' road that is cost shared between the county and developer.

- a. 1, 000 feet for traffic generation of 100 ADT (average daily trips) or less*
- b. 450 feet for traffic generation of 101 – 200 ADT*
- c. 200 feet for traffic generation of 201 – 300 ADT*
- d. Direct connection for traffic generation of 301 ADT or greater*

The cost of the extended road shall be born by the developer and the residents using the following formula:

- Per lot road impact fee of \$2,100 accessed on each building permit. This fee is restricted and may only be applied to the priority roads designated in this plan document*
 - Five (5) percent share of the total cost by the county as an equity for general taxes paid*
 - Remainder as a special assessment to the development as a whole*
- 3. County roads with an impervious surface should also be classified as high priority for development purposes. Internal (public) roads that service new development from the paved county roads should be required to provide paved roads. Lot splits and quarter/quarter sell offs should be exempt from this requirement.*
 - 4. The highest priority for county expenditures to enhance development should be concentrated in areas that have the greatest potential for municipal level utilities and emergency services, e.g. those areas that border the Wamego and Manhattan urban areas. To implement this policy, the county could create a 20 year road surface plan with the following roads having the highest priority:*
 - 5.*
 - a. Green Valley Road north to Junietta Road*
 - b. Excel Road north to Harvest Road*

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- c. Junietta Road east to Moody Road
- d. Harvest Road east to Lake Elbo Road
- e. Salzer Road at Sixth Street Road north to Highway 24
- f. Salzer Road north to Elm Slough Road
- g. Elm Slough Road at Salzer Road east to Highway 99

Land Use Changes

The Highway 24 Corridor Land Use Map should be amended to reflect the following:

a. Create a new planned land use category named "Planned for Development" to be used in the Highway 24 Corridor Plan. The "Planned for Development" category is used to designate certain tracts in the Corridor that have access points on or near impervious surface roads. The term officially indicates that the property may have development potential without regard to the specific type or density of land use.

b. Re-designate those tracts currently designated "Infill – PUD or Cluster" in the Highway 24 Corridor Plan to the category "Planned for Development."

c. Re-classify the following tracts on the Highway 24 Official Land Use Map from "Open Space" to 'Planned for Development in accord with a new policy to utilize all land resources, currently or planned, on paved roads.

- *All tracts bounded by Highway 24, Rockenham Road, Flintrock Road and Gillaspie Road (and Gillaspie Road as extended to Rockenham Road)*
- *160 acres (more or -) bounded by Salzer Rd., Winding Road & Becker Rd.*
- *160 acres (more or -) bounded by Salzer Rd., Becker Rd. and Elm Slough Rd.*
- *80 acres (more or -) fronting on Salzer Rd. and Elm Slough Rd.*
- *All tracts bounded by Salzer Rd., Elm Slough Road and the ½ section line of Section 29-10-9 – excluding that portion already designated residential development along Highway 99.*
- *All tracts currently designated "Green Space located between Sixth Street Road and U.S. Highway 24.*
- *All tracts currently designated "Green Space located between Burr Oak Road/Flintrock Rd. and U.S. Highway 24.*
- *The SW ¼ of the SW ¼ of 3-10-9*

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Development Policies Summary

Key Points

- Set a long range goal to move the 3 - 5 acre minimum lot requirement for single family housing to 20 – 40 acres. Amend the quarter/quarter lot sell off to permit one non-farm residence rather than two.
- Consider adopting a goal and policy for subdivisions with more than three lots to locate only on (or very near) impervious surface roads.
-