



THE
**BRIGHT
FUTURE**
PLAN

**COMPREHENSIVE
PLAN**

8.3.2017





ACKNOWLEDGMENTS

Council Members:

Steve Town, At Large
Kalee Smith, Ward 1
Bill Smith, Ward 2
Dave Maddax, Ward 3
Carol Aust, Ward 4
Marty Southard, Mayor

Steering Committee:

Dr. Brian Biermann, USD 416
Superintendent
Doug Bowes, Crown Realty Broker
Andy Sauber, Planning Commission Chair
Anne Smith, Planning Commission
Lee Baer
Chris Niebrugge
Janet Houchen
Lara Justensen
Kim Moreland

City Staff:

Jean Carder, Communications Coordinator
Nathan Law, City Administrator

Planning Team:

The Lakota Group, Planning, Urban Design,
Historic Preservation and Landscape
Architecture
TY Lin International, Transportation
Planning
CLUE Group, Market Research
The Planning Guild, Strategic Planning

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PART ONE: SETTING THE STAGE

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● INTRODUCTION

OVERVIEW & PURPOSE

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In 2016, the Louisburg community embarked on a nine month-long process to prepare a new Comprehensive Plan - the City's official policy and decision-making guide regarding land use and development, community character, neighborhoods and commercial districts, economic vitality and quality of life.

With the last Comprehensive Plan adopted in 1996, Louisburg stakeholders have recognized that new strategies and tools are needed to promote and manage growth while maintaining the central qualities that make Louisburg unique - its small-town feel, the “everyone-knows-each-other” sense of community, its traditional downtown and adjacent neighborhoods, strong schools and institutions, and quality parks and recreational areas. Above all, stakeholders also understand that an updated Comprehensive Plan will help the community become more resilient and adaptable to constant economic change and challenges.

This Comprehensive Plan is more than just a Comprehensive Plan – it’s the Bright Future Plan – a plan that builds on Louisburg’s assets and strengths while looking forward to an enhanced quality of life, new job opportunities, a revitalized downtown, and vibrant neighborhoods and shopping districts. The Bright Future Plan was created through a dynamic, democratic process that combines an analysis of physical, environmental, economic and social characteristics with community input and participation. The resulting Bright Future Plan sets forth policies for the future decision-making over a 20-year time horizon. It will also provide a framework to ensure that:

- The City supports the growth of existing and future businesses.
- Residents live in a community that is safe, healthy, and sustainable.
- Decision-makers have community-supported, justifiable information to guide the future growth of the City.

As a planning and decision-making guidebook, the Bright Future Plan will influence community development policy in a wide range of areas. Through various implementation strategies, investment guides, and recommendations, the Bright Future Plan will aim to foster a physical, economic, and social environment that, in turn, creates a:

Livable Community:

Livability is the sum of the factors that add up to a community’s quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities. The Comprehensive Plan aims to ensure that all elements of the built environment work together to provide sustainable places with a high quality of life.

Vibrant Community:

The Bright Future Plan aims to ensure that the community is prepared to deal with both positive and negative changes in its economic health and to initiate sustainable development and redevelopment strategies.

Connected Community:

The Bright Future Plan not only aims to create physical connections via transportation, bicycle facilities and pedestrian facilities, but also to ensure fairness and equity in providing for the housing, services, health, safety, and livelihood needs of all citizens and groups. The Bright Future Plan also aims to ensure that all local proposals account for, connect with, and support the plans of adjacent jurisdictions and the surrounding region.

This State of the City Report is a summary of the first phase of the comprehensive planning process, which included an assessment of existing conditions, including land use, physical character, neighborhoods, commercial areas, parks and transportation, and a determination of key planning issues to be addressed in the final Bright Future Plan document.

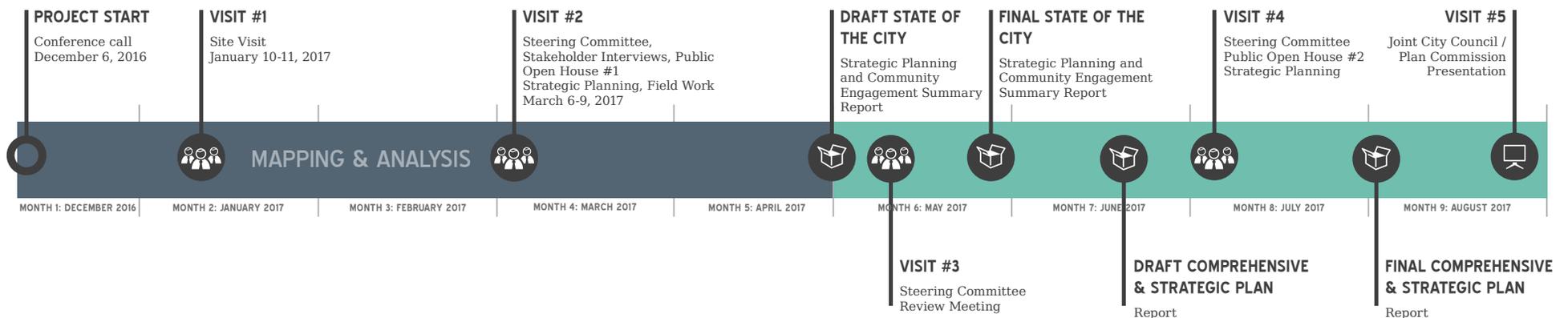
PLANNING PROCESS

Methodology & Timeline

The Bright Future Plan is a nine-month process that began in early December 2016. The planning process is divided into two phases: (1) State of the City and (2) Comprehensive Plan. This document outlines the results and findings of the first phase of the process - State of the City.

The State of the City established a dynamic community planning process and created a comprehensive information base through which the planning team could understand the City's existing conditions. During this phase, the planning team reviewed relevant planning documents and policies, assessed the community's existing and projected demographics, and defined challenges and opportunities on achieving short-term and long-range planning goals. This phase also consisted of stakeholder interviews and listening sessions, and a community Speak-Out. This phase was conducted from December 2016 to May 2017. The results of this phase are summarized in this State of the City Report.

The second phase of the planning process, the Comprehensive Plan, will establish policies that incorporate action strategies for both the public and private sectors that can be taken to advance and achieve the City's comprehensive planning goals.



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Topics Studied

During this process, the following topics and issues were reviewed to gain a clear understanding of existing conditions in the City of Louisburg:

-  **LAND USE:** EVALUATE EXISTING COMMUNITY LAND USES AND IDENTIFY SPECIFIC ISSUES, OPPORTUNITIES, AND CONSTRAINTS TO ENCOURAGE APPROPRIATE LAND USE PATTERNS AND DEVELOPMENT WITHIN AND ADJACENT TO THE CITY OF LOUISBURG'S MUNICIPAL BOUNDARY.
-  **ECONOMIC DEVELOPMENT (CORRIDORS & DOWNTOWN):** ANALYZE EXISTING AND PROJECT MARKET TRENDS FOR COMMERCIAL, RESIDENTIAL, AND INDUSTRIAL DEVELOPMENT IN THE CITY OF LOUISBURG AND SURROUNDING REGION. THIS INFORMATION WILL SERVE AS THE FOUNDATION FOR FUTURE LAND USE AND ECONOMIC DEVELOPMENT SCENARIOS AND RECOMMENDATIONS BOTH ALONG THE MAIN COMMERCIAL CORRIDORS AND DOWNTOWN.
-  **NATURAL RESOURCE AND AGRICULTURAL PRESERVATION:** IDENTIFY AND UNDERSTAND EXISTING NATURAL RESOURCES AND AGRICULTURAL LAND USES. THIS INFORMATION WILL INFLUENCE FUTURE LAND USE AND POLICY DECISIONS SO STRATEGIES AND RECOMMENDATIONS ARE FEASIBLE, SUSTAINABLE, AND PROTECT THE CITY'S EXISTING NATURAL RESOURCES.
-  **PARKS, OPEN SPACE, AND TRAILS:** EVALUATE EXISTING PARKS AND OPEN SPACES WITH THE CITY OF LOUISBURG TO UNDERSTAND THEIR EXISTING GREEN INFRASTRUCTURE SYSTEM AND EVALUATE THE OUTDOOR RECREATIONAL OPPORTUNITIES AVAILABLE TO RESIDENTS. IN ADDITION TO PARKS AND OPEN SPACES, TRAILS ARE ALSO EVALUATED, WITH A FOCUS ON PROVIDING CONNECTIONS BETWEEN KEY DESTINATIONS SUCH AS PARKS, INSTITUTIONS, AND RESIDENTIAL NEIGHBORHOODS.
-  **NEIGHBORHOODS AND HOUSING:** ANALYZE THE EXISTING CONDITIONS OF RESIDENTIAL NEIGHBORHOODS AND HOUSING STOCK AND PROJECTED HOUSING DEVELOPMENT. THIS INFORMATION WILL SERVE AS THE FOUNDATION FOR NEW CONSTRUCTION, HOUSING REHABILITATION, AND INFILL DEVELOPMENT STRATEGIES.
-  **TRANSPORTATION:** EVALUATE THE CONDITIONS OF THE EXISTING ROADWAY NETWORK, INCLUDING BOTH VEHICULAR AND PEDESTRIAN INFRASTRUCTURE, IN THE CITY OF LOUISBURG AND SURROUNDING REGION. OPPORTUNITIES FOR ACHIEVING NETWORK EFFICIENCIES, ROADWAY CHANGES, AND PEDESTRIAN ENHANCEMENTS WILL ALSO BE CONSIDERED.
-  **COMMUNITY SYSTEMS AND FACILITIES (INFRASTRUCTURE, UTILITIES, SERVICES):** ASSESS THE CITY'S EXISTING SANITARY, STORMWATER, WATER, GAS, AND ELECTRIC UTILITY CONDITIONS AND MANAGEMENT SYSTEMS.
-  **IMAGE AND IDENTITY:** EVALUATE THE CITY'S EXISTING IMAGE AND IDENTITY, BOTH THROUGH THE LENS OF EXISTING RESIDENTS AND VISITORS. THIS INFORMATION WILL SERVE AS THE FOUNDATION FOR RECOMMENDATIONS REGARDING COMMUNITY IMAGES, CHARACTER, AND APPEARANCE. THIS INCLUDES, BUT IS NOT LIMITED TO, SIGNAGE, WAYFINDING, BRANDING, STREETSCAPES, GATEWAYS, AND DEVELOPMENT CHARACTER.
-  **AGENCIES, ORGANIZATIONS, AND INSTITUTIONS:** EXPLORE THE EXISTING PUBLIC AND PRIVATE AGENCY CONTEXT AND EVALUATE THE RELATIONSHIPS BETWEEN THE VARIOUS ORGANIZATIONS WITHIN THE CITY OF LOUISBURG. THESE ORGANIZATIONS INCLUDE, BUT ARE NOT LIMITED TO, THE CITY OF LOUISBURG, SCHOOL DISTRICT, LIBRARY, NON-PROFIT GROUPS, AND RELIGIOUS INSTITUTIONS. THIS INFORMATION WILL PROVIDE VALUABLE INSIGHT INTO POTENTIAL IMPLEMENTATION PARTNERS AS THE CITY EXECUTES THE COMPREHENSIVE PLAN.
-  **REGULATORY TOOLS:** UNDERSTAND THE EXISTING REGULATORY CONTEXT OF THE CITY OF LOUISBURG THAT MANAGE AND DIRECT COMMUNITY GROWTH AND REVITALIZATION. THIS INFORMATION WILL SERVE AS THE BASIS FOR POLICY RECOMMENDATIONS TO PROMOTE ECONOMIC GROWTH AND DIVERSITY AND CREATE AN ATTRACTIVE, LIVABLE COMMUNITY.

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Planning Team & Steering Committee

To facilitate the creation of the Bright Future Plan, The City of Louisburg engaged a multi-disciplinary planning team that included the following firms

- **The Lakota Group:** planning, urban design, historic preservation, landscape architect, community engagement
- **CLUE Group:** market analysis
- **TY Lin International:** transportation planning, engineering, trails, and bikeways
- **The Planning Guild:** community engagement, strategic planning, stormwater management

To assist the planning team in this effort, the City of Louisburg established a steering committee that consisted of key community stakeholders and leaders, including local property owners, residents, business organizations, merchants, civic institutions, and other governmental agencies.



Source 1-1: Kiersten Allen, Louisburg Historical Society

PLAN ORGANIZATION



This *Comprehensive Plan Report* is organized into two main sections that thematically review and summarize the City of Louisburg’s existing conditions and key planning strategies and initiatives.

The Louisburg Comprehensive Plan is organized in two main parts. **Part One, “Setting the Stage,”** provides background information on community conditions, including existing land use, demographics, and market information, as well as the community engagement program employed to gain feedback from Louisburg residents and stakeholders on planning issues and strategies. Part One is comprised of the following sections:

- **Section 1: Plan Introduction**
- **Section 2: Community profile**
- **Section 3: Existing Land Use**
- **Section 4: Community Speaks**

Part Two, Comprehensive Plan, is comprised of five sections outlining planning goals, policies and residential areas, other shopping districts, industrial strategies for Louisburg’s Downtown, parks, corridors, transportation network, and City infrastructure systems.

The last section, Stewardship and Implementation provides information and direction for implementing the Comprehensive Plan, will be completed after the second community workshop on August 3, 2017







COMMUNITY PROFILE

REGIONAL CONTEXT

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Located only 20 minutes south of the Kansas City metropolitan area and its employment centers, cultural attractions, and entertainment opportunities, Louisburg is easily accessible via U.S. Highway 69 (U.S. 69) and Kansas Highway 68 (K-68).

Regionally, the Mid-America Regional Council (MARC) is the metropolitan planning organization for the bi-state Kansas City region; it is also a non-profit association of municipal and county governments promoting regional cooperation on critical regional planning and quality of life issues. Recent reports and studies produced by MARC provide insight into regional demographic, economic, and environmental indicators that affect the future of the City of Louisburg. The City of Louisburg is located in Miami County, which is one of eight counties within the MARC service region.

According to MARC's *Transportation Outlook 2040 Plan*, the Kansas City region is home to more than 1.9 million people and will continue to grow to roughly 2.5 million residents by 2040. Jackson County, Missouri, has the largest population at 674,158 while Miami County has the smallest population in the region at 32,787. However, Miami County is projected to

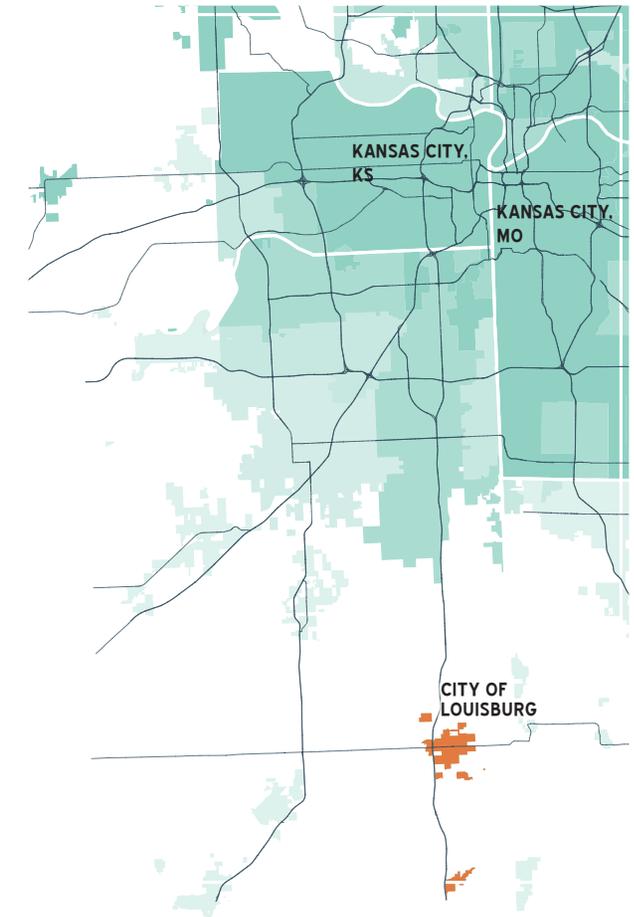
grow by 14,633 residents, increasing the County's population to 47,420 (2040). Overall, the region's population is aging and becoming more racially diverse, which leads residents to seek areas with transportation, housing, and employment options. As the region grows over the next 20 years, local governments will need to address these demographic changes through new investments in infrastructure and active transportation choices that efficiently and effectively connect people to jobs, neighborhoods, and services.

Jackson County, Missouri, and Johnson County, Kansas, serve as the region's key employment centers, providing nearly 400,000 jobs. Miami County provides the smallest number of employment opportunities of the MARC region's counties with 9,544 (2010). This is projected to increase slightly by 2,367 jobs by 2040. From an economic standpoint, the Kansas City region, like others around the country, face a variety issues, including economic globalization, new technologies, and demographic change, that require local communities to be resilient and adapt for change.

The City of Louisburg, shown in orange in Figure 2-1, contains an intact historic commercial district, stable neighborhoods, good schools and ample land to grow and expand for new growth. Most importantly,

Louisburg is poised to take advantage and build upon these strengths by planning for sustainable growth while maintaining its small-town form and character.

Figure 2-1: Regional Context Map





Planning Area

The planning area for this Bright Future Plan focuses on existing municipal boundaries, depicted in the black dashed line on the map to the right. The municipal boundary encompasses approximately 6.12 square miles, of which 5.57 square miles is land and 0.55 square miles is water.

The City of Louisburg contains land areas that were annexed in different phases: before 1995, between 1995 and 2006, and between 2006 and the present as shown on the map to the right. This Plan also considers, however, the growth area as outlined in the City's *1996 Comprehensive Plan*. This is shown as the light blue area outside of the municipal boundaries on the map.

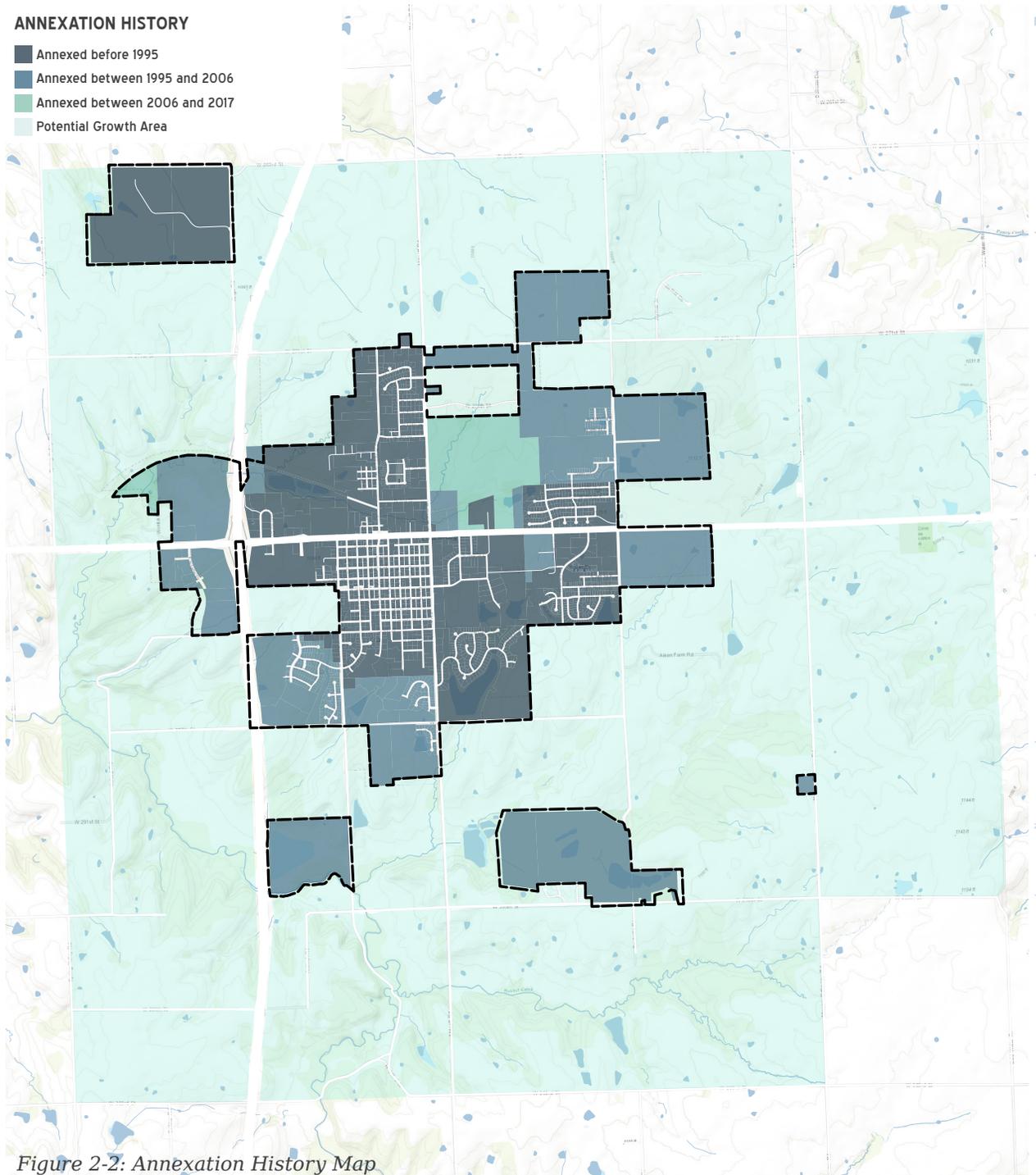
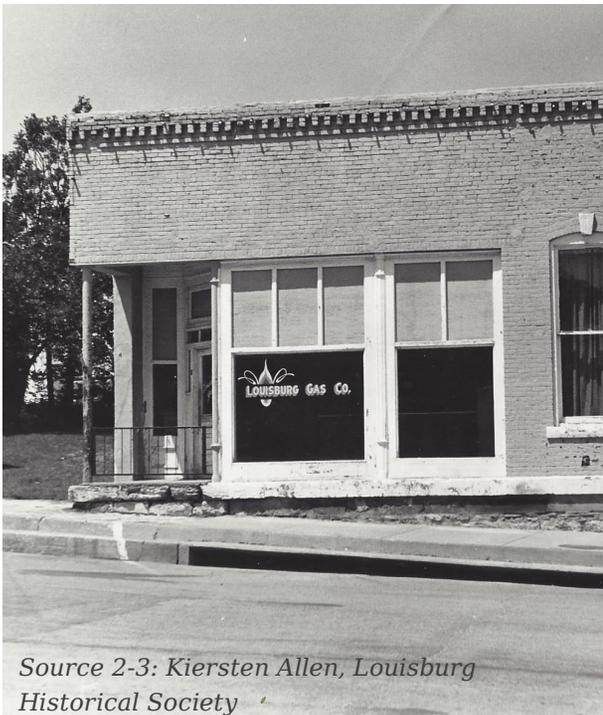


Figure 2-2: Annexation History Map

HISTORIC CONTEXT

The wooded hills, streams, and prairie Louisburg sits on was originally purchased from France in 1803 as part of the Louisiana Purchase. Originally inhabited by the Confederated Tribes (or Peoria) of Wea, Piankishaw, Peoria, and Kaskaskia Indians, the land bordered the Shawnee Reservation on the north, the Pottawatomie on the West, and the Miami on the south.



Source 2-3: Kiersten Allen, *Louisburg Historical Society*

Traders and missionaries often visited the Lykins County area (changed to Miami County in 1861) and, in 1854, new settlers started to farm and build new homes in the area. One of the earliest pioneers in the Wea area, and the first non-Native American to settle and build in Louisburg, was John W. Chaudoins. Eventually, the Federal Government negotiated a treaty with the Confederated Tribes and purchased most of the Indian Trust Land in Kansas.

In 1854, a treaty with the U.S. Government opened the Confederated Tribe's reserve land near the Osage River in eastern Kansas for sale to settlers. This sale sparked the beginning of the City of Louisburg and the early community of homes, businesses, churches, and a railroad depot was called by both "New St. Louis" and "Little St. Louis." However, this led to some confusion by the Missouri Kansas Texas (MKT) railroad as it delivered materials to both Little St. Louis, Kansas, and St. Louis, Missouri, and by 1872, the name was changed finally to Louisburg, Kansas. During the Civil War period into the latter half of the 19th century, the Louisburg community would face internal conflicts, not only between the pro-Union Kansas Jayhawkers and the pro-Confederate Missouri Raiders, but also between the north and south sides of the community, which was split in two

halves by the railroad. Around 1875 many homes and businesses began moving south of the railroad tracks to what would eventually become downtown Louisburg. At this time, the community had new mills and nurseries, including Louisburg Mills operated by Reed & Wright, and E.F. Cadwallader's Fruit Farm and Nursery. In 1882, Louisburg was incorporated with population of 400.

By the early 1900s, downtown Louisburg was bustling with retail and supply stores, two livery stables, a hotel, and a few automobiles lining Main Street, which was later renamed Broadway. The first gasoline station in Louisburg opened in the 1920s and was owned by James L. Williams. Williams' original building, which still stands today, was located at Amity and Broadway Streets. It has since undergone several renovations and been occupied with a number of businesses. As the community grew, new businesses and public spaces were constructed, including a log cabin for social and cultural events, and a fairground. In 1925, a fire destroyed several downtown businesses on the east side of Broadway.

Due to increased truck traffic on K-68 during the 1930s from Missouri, the State contacted Williams regarding a needed inspection station. The Little Round House served as a Port of Entry office in the



area and, in future years, was used for various small businesses and World War II temporary housing. The Little Round House was eventually relocated from its Amity Street and Metcalf Road location to the City Lake on South Metcalf. In 2005, the community restored the Little Round House.

During the late 1950s, the MKT railroad, also known as the Katy, ended service in Louisburg. By 1970, the City of Louisburg’s population was 1,033. In 1977, the downtown suffered a second fire between South 1st and Amity streets. The population grew to 1,744 in 1980 and then to 1,964 in 1990. The City developed its last comprehensive plan in 1996. At this time, most residential growth occurred north of North 9th Street and west of Metcalf Road. Commercial growth, however, continued to be focused in the central business district — along Broadway Street and Amity Street to South 3rd Street; newer developments have taken place along Metcalf Road south



LOUISBURG’S LOCATION AT U.S. HIGHWAY 69 AND KANSAS HIGHWAY 68, PROVIDES EASY ACCESS INTO THE COMMUNITY FROM ALL DIRECTIONS — ENABLING OPPORTUNITIES FOR CONTINUED GROWTH AND FUTURE PROSPERITY.



Source 2-4: Kiersten Allen, Louisburg Historical Society

of Amity Street and by the U.S. Highway 69-Kansas Highway 68 interchange. By 2000, Louisburg’s population was 2,576.

U.S. Highway 69, which passes through Louisburg on its western flank, is part of the Frontier Military Scenic Byway, which travels from Leavenworth, Kansas, to the Oklahoma border. The scenic byway closely follows the original military road constructed between 1838 and 1844, which was used to move soldiers and supplies between Forts Leavenworth and Scott to Fort Gibson in Oklahoma. Soldiers, immigrants, missionaries, traders, outlaws and other travelers have used this historic road.

Louisburg’s location at U.S. Highway 69 and Kansas Highway 68, provides easy access into the community from all

directions — enabling opportunities for continued growth and future prosperity. The community enjoys a small-town atmosphere and strives to preserve a high quality of living for its residents. When visiting Louisburg travelers are sure to find a clean city with friendly people, modern schools, welcoming churches and religious institutions, and high-quality restaurants and businesses.

Adapted from the Louisburg Chamber of Commerce.

GOVERNANCE



The City of Louisburg is governed by a Mayor and five-member City Council. Each council member represents a designated ward within the City, with the exception of one, which is elected at-large.

Other administrative staff posts and departments with the City of Louisburg, include the City Clerk — responsible for managing the City’s elections, permitting and record-keeping activities; City Administration and Finance; Police and Fire Departments; Public Works; Utilities; and, Planning and Zoning.

There are also several boards and commissions, including the Planning Commission, the Board of Zoning Appeals, the Park and Tree Board, the Fox Hall and Cemetery Boards, the Historic Preservation Commission, and a shared Recreation Commission with the school district. The Park and Tree Board manages the City’s park system, including Lewis-Young, Weers, and City Park. Both the Planning Commission and the Board of Zoning Appeals administer processes for adopting community plans, subdivision plats, zoning variances, and other related activities. Recently established, the Historic Preservation Commission oversees local efforts to document and recognize significant historic buildings and resources within Louisburg.

The Louisburg City Council has several planning responsibilities, including adopting a comprehensive plan and future land use map, enacting and amending zoning and subdivision regulations after consideration by the Planning Commission.

The City Council is not responsible for approving subdivision plats. The role of the City Council in the subdivision process is limited to accepting or rejecting dedications of easements, rights-of-way and the public lands, and approving financial guarantees or financing mechanisms to ensure construction of all public improvements.

Louisburg Planning Commission

Pursuant to Kansas State Act 12-2901, local Kansas communities are permitted to establish local planning commissions to prepare comprehensive plans and adopt local zoning and subdivision regulations. Planning commissions are also charged with making decisions to control growth, promote economic health, and improve the quality-of-life for all residents. The City of Louisburg Planning Commission serves these functions and also acts as chief advisor to the City Council regarding all planning and zoning.

The Louisburg Planning Commission is composed of nine citizen members appointed by the Mayor and the City Council, with a non-voting City Council liaison, representing various community interests. The Commission also coordinates many interests of the community, serves



as a forum for new ideas, provides liaison between the City and Miami County on planning issues, and assists the Louisburg City Council in guiding the implementation of plans and planning proposals. State planning law also authorizes local planning commissions to adopt operating budget and by-laws.

As part of its comprehensive planning duties, the Louisburg Planning Commission can prepare comprehensive plans or other plans that take into account any unincorporated territory lying outside of the City which, in the opinion of the Commission, forms the “total community” of which the City is part. Before adopting or amending a plan, the Planning Commission must hold a public hearing to accept citizen comment and input.

Beyond its planning functions, the City Council and Planning Commission have responsibilities for determining the manner in which zoning regulations are determined, enforced, and amended. Under the City’s current Zoning Ordinance, the Planning Commission’s first duty is to conduct public hearings regarding the rezoning of land. In this sense, the Planning Commission is a sounding board for community attitudes toward development.

Under the City’s adopted subdivision regulations, the Planning Commission has responsibility for approving both preliminary and final plats. The City may adopt and enforce subdivision regulations only after adopting and approving a comprehensive plan. Subdivision regulations provide design standards and guidelines for the layout and configuration of roads, lots and other amenities that may included in new developments.



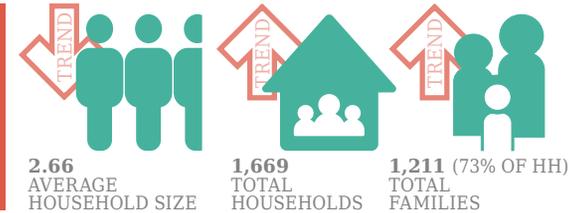
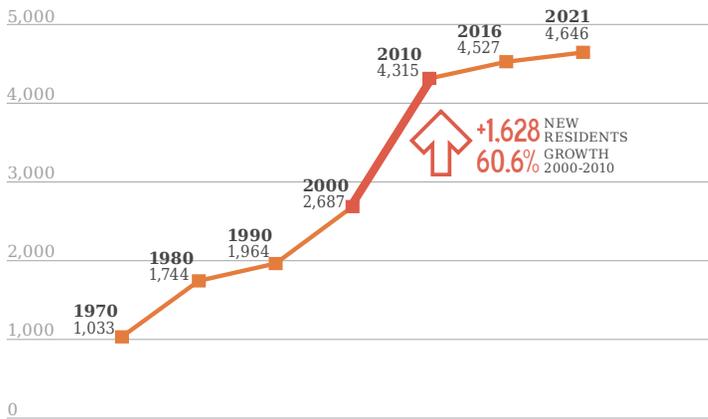
DEMOGRAPHICS

The consultant team utilized demographic data obtained from Environmental Systems Research Institute, Inc. (ESRI), the largest research and development organization dedicated to Geographical Information Systems (GIS) and specializing in population projections and market trends for the demographic trend analysis.

The City of Louisburg currently has a population of 4,527, and is projected to grow over the next five years, albeit slower than both state and national projections. This is a drastic change from the growth the community experienced between 2000 and 2010, when the community experienced an increase of 1,628 residents in only ten years. Household size within the community has seen a slow, but steady, decline, which reflects the overall national trend. Currently, household size is 2.66 persons per household, and this will shrink to 2.65 by 2021.

Two recent studies commissioned by City of Louisburg, the *2014 Downtown Louisburg Revitalization Plan* and the *2017 Hotel Market Feasibility Study* also reported on the City's demographic characteristics and trends.

4,527 2016 TOTAL POPULATION ESTIMATE



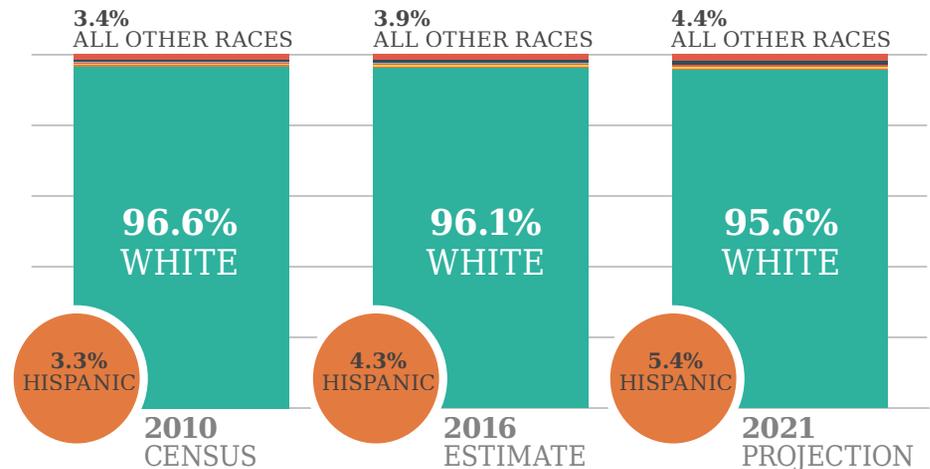
The City of Louisburg's average household size has consistently decreased since 1970 when it was 2.75 persons per household.

DEFINITIONS:

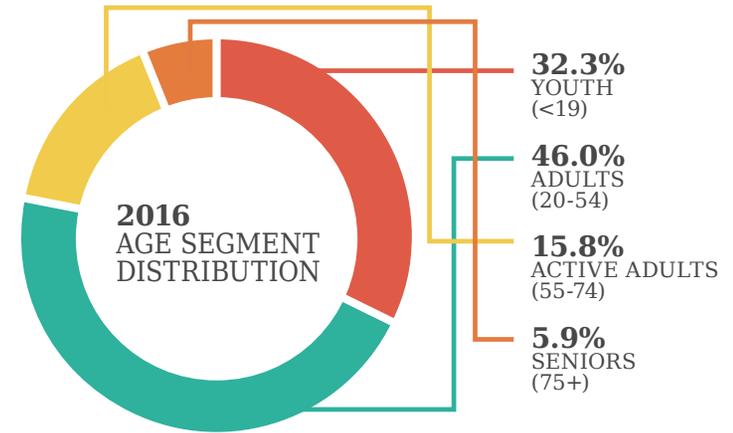
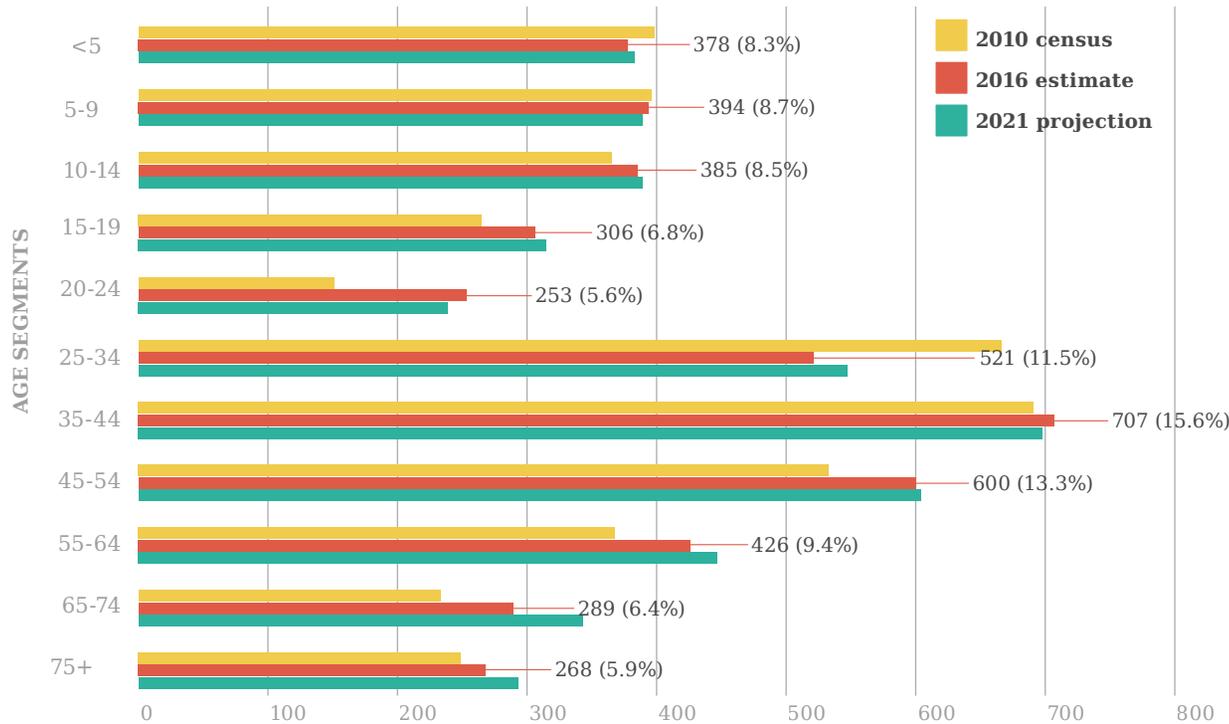
A **household** is defined by the Census as "all the persons who occupy a housing unit as their usual place of residence."

A **family** is defined by the Census as "a householder and one or more other people related to the householder by birth, marriage, or adoption."

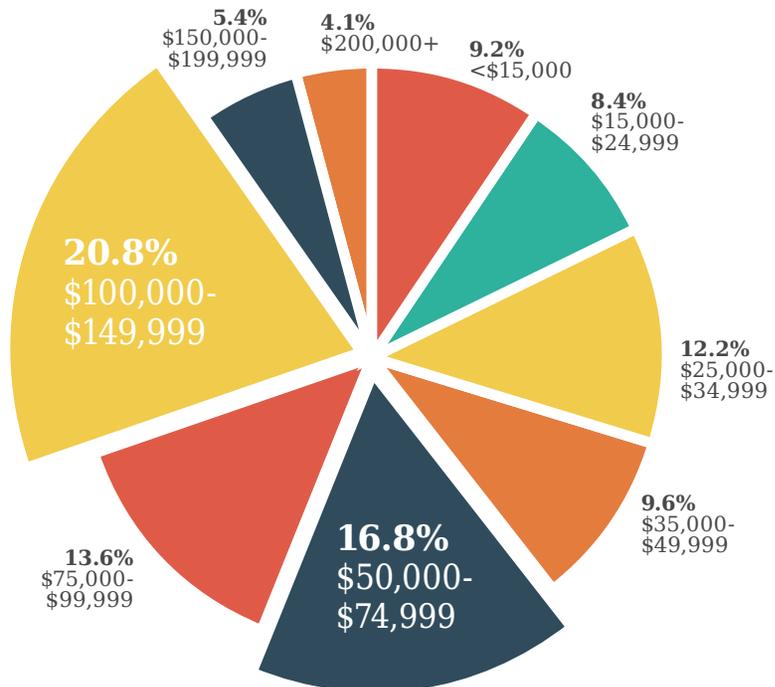
Over the next five years, the community is projected to be slightly more diverse, though the community will remain mostly White. Except for the Hispanic* population, which will experience growth from 4.3% to 5.4% of the population by 2021, all other minority groups will remain small percentages of the community's overall population.



*Hispanic origin can be viewed as the heritage, nationality, lineage, or country of birth of the person or the person's parents or ancestors before arriving in the United States. People who identify as Hispanic, Latino, or Spanish may be any race.



The community has a young population, with a median age of 35.4, but is projected to age slowly over the next five years.



35.4 2016 MEDIAN AGE

\$56,621 2016 MEDIAN HOUSEHOLD INCOME

The City of Louisburg's median household income will increase by an annual rate of 2.38% over the next five years. This is a higher growth rate than both state and national rates. The City of Louisburg's median household income is currently \$56,621. Currently, the median household income for the State of Kansas is \$53,906 and the US is \$51,939. By 2021, Louisburg's median household income is projected to be \$63,678.

This overview highlights several population characteristics that influence and impact the community’s economic development potential.

Louisburg is small and rural, so population size presents a barrier to several kinds of economic development, particularly in the retail sector. Retail is a market follower, so developers and site selectors seek out “rooftops” and centers of population. Population growth – a prospect that some Louisburg residents would welcome and others would not – would generate more local consumer demand which, theoretically, could support more local retail businesses in the coming years.

“It’s tough to make predictions, especially about the future,” Yogi Berra said, and while predicting population growth would appear to be a rational exercise, it is riddled by the many things that cannot be known about the future. Most population forecasts are extrapolations of growth (or decline) observed in the recent past.

Figure 2-5: Population Forecasts compares population forecasts for the City of Louisburg as estimated by ESRI (a demographic data provider) and MARC, the regional planning agency for the Kansas City region. The more conservative ESRI growth rate forecast of 0.69 percent for the current intercensal decade (2010-2020) more closely resembles the observed

growth rate in cities comparable to Louisburg. (The MARC forecast of 3.62 percent annual growth exceeds the observed housing development data for the first six years of the current decade.) See Figure 2-5.

ESRI forecasts are based on extrapolations from the 2010 Census of Population. Residential permitting data available from the City allows more direct observation of current trends: In the first six years of the decade, Louisburg theoretically added 90 households, for a total of 1,673 households at the end of 2016. Based on an average household size of 2.66 persons, Louisburg added approximately 240 people during that period, for a current population of 4,555 (when construction of 2016 residential permits is completed).

Louisburg’s median household income is notably high, especially when compared to many small communities in the Midwest. The relatively strong household earnings reflect the city’s proximity to regional centers of employment. The estimated median household income was \$56,621

in 2016, higher than the US median of \$54,149, but lower than Miami County’s \$61,865. Median age for Louisburg was 35.4 years old in 2016, an age when families are forming and raising children. This is also reflected in the relatively large household size in Louisburg of 2.66 persons. See Figure 2-6: Household Comparison.

Figure 2-6: Household Comparison

LOUISBURG AGE, HOUSEHOLD SIZE AND HOUSEHOLD INCOME*			
	Median age	Avg. HH size	Median HH income
Louisburg	35.4	2.66	\$56,621
Miami Co.	40.7	2.62	61,865
Kansas	36.7	2.51	52,890
US	38.0	2.59	54,149

*2016 estimates. Source: ESRI.

Figure 2-5: Population Forecasts

LOUISBURG POPULATION FORECAST					
	U.S. Census	ESRI forecast	Est. annual compounded rate	MARC forecast	Est. annual compounded rate
	2010	2020		2020	
Population	4,315	4,622	0.69%	6,155	3.62%
Households	1,583	1,710	0.77%	2,268	3.66%



Source 2-7: Kiersten Allen, Louisburg Historical Society

EMPLOYMENT CHARACTERISTICS

The largest employer in the city is the School District, with 177 employees. The next largest employers in the city include retail, industrial, healthcare, and local government. See Figure 2-8: Major Employers.

The American Community Survey reports place-of-employment for Louisburg residents; it also reports where people who hold a Louisburg-based job live. About 90% of employed Louisburg residents leave the city for work, with about 20% commuting to Overland Park. Surprisingly, Topeka (82 minutes), Kansas City, MO (42 minutes) and Olathe (33 minutes) are approximately tied as the next-most-common commuting destinations, at about 8% each.

Switching lenses to look at place of residence, Louisburg-based jobs are more likely to be filled by Louisburg residents: 20% of jobs in the city are filled by locals. Five percent of Louisburg-based employees live in Overland Park.

For both data sets (“Where residents are employed” and “Where Louisburg workers live”), the catchall category “All other locations” is the largest. It is important to note that, within the catchall groups, any single place represents less than 2% of employed Louisburg residents, or less than 1% of Louisburg jobs, respectively. Six percent of the employed Louisburg population works from home. (This represents a subset of Louisburg residents and Louisburg workers in each of the two tables, shown in Figure 2-10 and Figure 2-11)

Figure 2-8: Major Employers

MAJOR LOUISBURG EMPLOYERS (2016)*	
	Full-time equivalent employees
Louisburg School District	177
Louisburg Ford	49
L & K Services	47
Louisburg Healthcare and Rehab	45
McKeever’s Price Chopper	35
City of Louisburg	33

*Source: Miami County.

Figure 2-9: Employment by Industry

LOUISBURG EMPLOYMENT BY INDUSTRY*	
	% of employed population
Services	47.7%
Construction	12.3%
Retail Trade	10.1%
Finance / Insurance / Real Estate	7.3%
Transportation / Utilities	6.8%
Manufacturing	5.4%
Agriculture / Mining	3.1%
Wholesale Trade	3.0%
Information	2.3%
Public Administration	1.9%

*Employed population over 16 years old. “Services” includes educational services and state and local government. Source: ESRI.

With the vast majority of employed Louisburg residents leaving the city for work, the reduced daytime population has a negative effect on local consumer purchasing. Most working residents are not in Louisburg when typical retail businesses are open, and these workers may be inclined to make purchases near their work, rather than near their home.

The proximity of high-paying jobs (an overall strength and a benefit that allows people to seek out small-town life in Louisburg) also presents hiring challenges to some Louisburg employers. Several larger employers (e.g., the School District and Price Chopper) report difficulty in filling low-wage positions, such as cleaning staff, shelf-stockers, etc.).

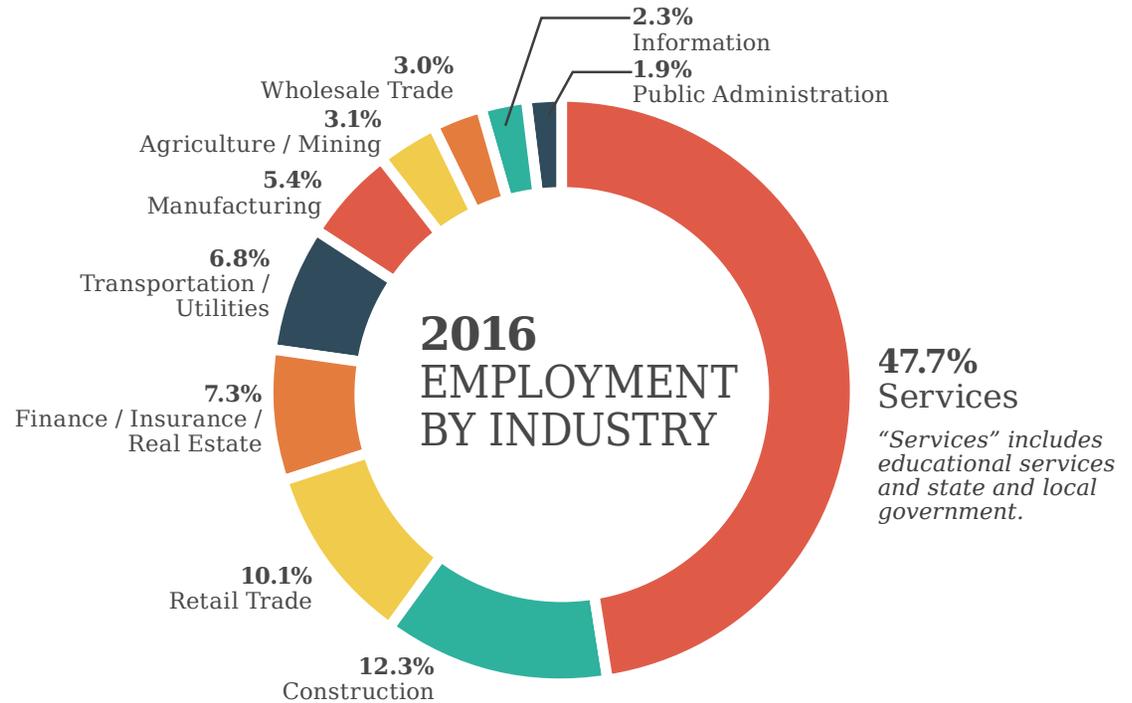


Figure 2-10: Where Louisburg residents are employed.

Total count (2,297)	
	Total 100%
Overland Park, KS	20%
Louisburg, KS	10%
Topeka, KS	8%
Kansas City, MO	8%
Olathe, KS	8%
Lenexa, KS	7%
Kansas City, KS	4%
Paola, KS	3%
Leawood, KS	2%
Wichita, KS	2%
All other locations	29%

Figure 2-11: Where Louisburg workers live.

Total count (1,172)	
	Total 100%
Louisburg, KS	20%
Overland Park, KS	5%
Olathe, KS	4%
Osawatomie, KS	2%
Paola, KS	2%
Spring Hill, KS	2%
Kansas City, MO	2%
Lawrence, KS	2%
Leawood, KS	2%
Gardner, KS	1%
All other locations	57%

Primary job for Louisburg residents over 16 years old. Total count: 2,297 employed residents. Source: 2014 American Community Survey.

Louisburg-based primary jobs for people over 16 years old. Total count: 1,172 jobs. Source: 2014 American Community Survey.

QUALITY OF LIFE ASSETS

Schools

The Louisburg Unified School District 416 serves the Louisburg community and areas beyond its corporate boundaries, encompassing 156 square miles in eastern Miami County, Kansas. The District includes the City of Louisburg, as well as the unincorporated communities of Bucyrus, Chiles, New Lancaster, Wea, and a portion of Somerset. The District currently enrolls approximately 1,700 students (K-12) and operates five schools, including:

- Circle Grove (pre-k);
- Rockville Elementary School (K-2);
- Broadmoor Elementary School (3-5);
- Louisburg Middle School; and,
- Louisburg High School.

The District also operates a virtual learning center for grades 9 through adult. Approximately 200 employees serve the District, making it the largest employer in the community. Faculty within the district average nine years of experience, and 38 percent hold advanced degrees in their fields. In 2011, Louisburg High School was named as a National Blue Ribbon School based on overall academic excellence. In addition to their National Blue Ribbon status, the High School was awarded the Governor's Award in 2010, 2011, and 2012. Louisburg Middle School also received this honor in 2011

and boasts two Horizon-Award winning teachers from the Kansas Horizon Awards Program. The High School is consistently high-performing with above-average ACT scores and more than 85 percent of their students continuing on to higher education. Overall, as of 2015, the District had an 87.3 percent graduation rate. This was slightly higher than the state rate of 85.7 percent. The elementary schools have also been recognized for character development efforts — Broadmoor Elementary was recently selected as a Kansas School of Character and received Enhanced Spotlight Recognition in Character Education by the Kansas Department of Education. Broadmoor also received an Enhanced spotlight Recognition in Character Education from the State in 2016.

There is also a prominent home school presence within the community and private school offerings include the Holy Rosary-Wea Catholic School that serves preschool through middle school students.



Commerce, Industry & Tourism

Within Louisburg’s municipal boundaries, there are approximately 316 businesses ranging from small retail and service establishments to health care and construction-related businesses. Small retail and service businesses are generally located within the downtown district, or along the Amity Street and Metcalf Road corridors. Strip centers at the various locations along Amity Street and Metcalf Road, especially near U.S. Highway 69, also provide a variety of destination retail services focused on groceries, dry goods and merchandise, automotive, banking, and restaurants and dining. Other businesses and industries are located mostly along the Amity Street and Metcalf Road corridors.

The largest number of businesses are in the categories of Construction, Retail Trade, Professional and Scientific and Technical Services; Health Care and Social Assistance, and Other Services. While the number of businesses does not necessarily correlate to employment or revenues, it is notable that Manufacturing, a potential growth category of interest to the City and County, currently comprises just 3 percent of Louisburg businesses.

Louisburg has several tourism destinations, many located just outside its municipal boundaries, including the Louisburg Cider Mill, which operates a country store along with several special events and festivals, and Cedar Cove Feline Conservatory & Sanctuary, a non-profit devoted to education about and care and preservation of endangered large cats. Other area tourism attractions include the Ininglass Estate Winery, Middle Creek Winery and Somerset Ridge Vineyard and Winery and the Rutlader Outpost recreational vehicle park at West 335th and Metcalf Roads.



Source 2-13: Louisburg Cider Mill

Figure 2-12: Louisburg Businesses and Industries

BUSINESSES AND INDUSTRIES		
NAICS	Description	%
11	Agriculture	3%
21-22	Mining, Extraction, Utilities	1%
23	Construction	12%
31-33	Manufacturing	3%
42	Wholesale Trade	4%
44-45	Retail Trade	10%
48-49	Transportation & Warehousing	4%
51	Information	1%
52	Finance & Insurance	5%
53	Real Estate, Rental & Leasing	6%
54	Professional, Scientific & Technical Services	11%
56	Admin, Waste Mgmt. & Remediation Services	4%
61	Educational Services	2%
62	Health Care & Social Assistance	13%
71	Arts, Entertainment & Recreation	2%
72	Accommodation & Food Services	4%
81	Other Services (Except Public Administration)	11%
92	Public Administration	2%
99	Unclassified	3%



Parks & Open Space

The City of Louisburg features three parks and nearly 500 acres of open space. City Park, located between South 3rd and South 4th streets and Olive and Vine streets, features a large, raised shelter, playground, tennis court, and many mature deciduous shade trees. This park is the most centrally-located amenity within the City, and is surrounded by older neighborhood blocks dating to the City's early development periods. Ron Weers Park is located on the southern edge of the City near The Lakes subdivision. This park features a large fishing lake and walking trail for passive recreation opportunities. It also includes a large shelter with restrooms.

In addition, the gem of the Louisburg park system is Lewis-Young Park, a large, multi-use sports complex located north of the City on Jingo Road. This park, when fully developed, will feature six soccer fields, eight baseball fields, six flag football fields, batting cages, a tractor pull area, a playground, picnic areas, sand volleyball courts, a horse-show area, a horseshoe pitching area, a fishing lake, hiking trails, and the Powell Observatory. The Observatory is slated to be relocated to Mission Belleview Road east of town to be incorporated as part of an outdoor learning space near the Unified School District 416's administrative offices.



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Community Services

Within Louisburg, there are a number of community services and civic organizations. Churches and religious institutions of many different denominations have a large presence within the community. There are more than 10 different denominations of Protestant, Evangelical, Baptist, Catholic, and Lutheran affiliations.

Civic organizations include a variety of social services such as the Agape Center Food Pantry, the American Red Cross, and youth organizations such as the Boy and Girl Scouts, and 4H Explorers. Recreation-related organizations are also present and active with the Barracudas Swim Team, Louisburg Area Recreation Association, and the Louisburg Soccer and Youth Football and Wrestling Clubs, providing swimming, baseball, basketball, flag football, tackle football, softball, tennis, wrestling, and volleyball opportunities for youth and adults. Fraternal organizations include the Veterans of Foreign Wars, Knights of Columbus, Lions Club, Rotary Club, Peace Lodge 243, and American Legion — all having significant presences within the Louisburg community.



RELATED PLANNING DOCUMENTS



All planning documents are vehicles to establish clear goals and policies for community land use, development, and revitalization. The following is a review of current and past planning efforts and initiatives which provide relevant background information and planning concepts related to community visioning, downtown development, and regional growth.

5X5 Vision Plan

The *5x5 Vision Plan* for 2013-2018 outlines five priorities to establish a central, unified vision for City leadership. These broad initiatives include:

- Update the parks and recreation system;
- Update infrastructure and improvement utilities services;
- Increase City government accountability;
- Establish City as community leader; and,
- Create long-term vision for the community.

Several initiatives included in the Vision Plan have been completed, including the creation of a joint Recreation Commission, the installation of automated meter reading, completing enhancements to the City's website, constructing a new City Hall, and continuing support for downtown revitalization. One initiative, preparing and adopting a new community comprehensive plan, will be completed through this planning process, which will also address parks and recreation and an update to the community capital improvement plan.

1996 Comprehensive Plan

The *1996 Comprehensive Plan* directed growth and development for the Louisburg community over the last 20 years. While the Plan and its Future Land Use Map were updated in 2006, the Plan's growth recommendations were based on planning assumptions and population growth projections before the economic recession of 2008.

The Plan focused on five land use goals and objectives:

- Encourage infill development and provide a variety of housing options;
- Engage the community in the planning process;
- Provide safe and efficient transportation;
- Ensure future development occurs in a manner that is efficient, affordable, and compatible with existing and future land uses; and,
- Provide parks and recreation opportunities for all areas of Louisburg.

Economic development goals focused on strengthening downtown and building a strong economic base, growth control



of commercial development outside of downtown Louisburg, promoting smart growth at the Kansas Highway 68 and U.S. Highway 69 interchange, and encouraging the strategic development of light and heavy industrial land uses. Quality of life goals focused on park and recreation investment, including the development of existing park and open space sites and the acquisition of additional sites. In addition to parks and recreation, the City’s image and identity were also key topics of the 1996 Comprehensive Plan.

Regarding transportation, the Plan recommended widening Kansas Highway 68 and U.S. Highway 69 while also encouraging the development of alternative modes of transportation, including a bicycle and pedestrian trail system.

Downtown Louisburg Revitalization Plan

Completed in 2014, and funded through a grant from the Mid-America Regional Council, the *Downtown Louisburg Revitalization Plan* was commissioned to create a community-based vision for sustainable improvements in downtown Louisburg. The Plan focused on 16 square blocks of downtown Louisburg, between Amity Street (K-68) on the north, Elm Street on the east, 4th Street on the south,

and Doyle Street on the west. The Plan’s vision for downtown included a desire for walkable streets, improved infrastructure, accessible shopping, and new social gathering spots. Recommendations were broken down into six categories: land use and development, community activity, economic, and business development, visibility and accessibility, aesthetics, and infrastructure.

Land use recommendations focused commercial development along Broadway (Main Street Commercial) and Kansas Highway 68 (Highway Commercial). Main Street Commercial land uses are one to two stories with zero setbacks, on-street parking, first-floor commercial retail, and upper story office and residential. Highway Commercial consists of automobile-oriented development; however, the Plan recommends that new development in this zone be designed to compliment downtown’s existing “Main Street” character. The Plan also recommends Main Street Civic uses, such as the Public Library and City Hall, be concentrated along Broadway Street. As you move farther from the Broadway and Amity Street intersection, development becomes less dense, transitioning to Boutique Commercial, Mixed-Use Residential Commercial, and, finally, to Low- to Medium-Density Residential development.

In addition to the land use strategy, the Plan recommended maintaining a strong civic presence downtown, targeting infill commercial development, nurturing small businesses, protecting historic properties, and actively investing in the existing downtown housing stock, as well as facilitating new housing development. Community activity was also an important piece of the Revitalization Plan, with recommendations for additional community-oriented events, activities and festivals. Economic development recommendations included the implementation of marketing strategies to leverage existing regional businesses and destinations, expanding entrepreneurial and small business opportunities and programs, and providing support for local small businesses so they remain competitive in a changing market.

Recommendations for visibility and accessibility focused on establishing gateways and visible markers for the downtown area while also improving vehicular, pedestrian, and bicycle circulation. Circulation improvements include the establishment of two-way streets on all downtown roadway segments. Aesthetically, the Plan recommends maintaining a “Main Street” character throughout existing and future architecture, encouraging façade improvements, and installing public art throughout downtown. Finally,



infrastructure recommendations included the development of a capital improvements program and exploring telecommunication and internet improvements.

Other implementation action items included the development of the City Hall — Community Center Block and additional use of the old high school gymnasium. Currently, the City is completing a downtown streetscape project — fulfilling several of the goals within the Revitalization Plan, including improved pedestrian circulation.

Miami County Comprehensive Plan

The *2004 Miami County, Kansas, Comprehensive Plan* serves as the long-range policy guide for the County outlining several planning goals and objectives to direct future land use and development. This Plan includes the County's five incorporated cities — Spring Hill, Paola, Louisburg, Osawatimie, and Fontana — and all remaining unincorporated areas, which totals 577 square miles of land.

The Plan aims to concentrate development in and around existing incorporated areas where infrastructure is readily available while maintaining a rural, low-density character throughout the rest

of the County. Sustainable development principles – cluster development, floodplain preservation, protected waterways, and strategic infrastructure development – serves as the foundation of the Plan's goals and objectives.

Residential goals and objectives that may affect the City of Louisburg's long-range planning efforts include the residential densities of 10 and 20 acres throughout the unincorporated areas while increasing density to one unit per three to 10 acres within "Village Expansion Areas". In addition to the guidelines regarding the size of residential developments, the Plan recommends cluster development and the preservation of at least 30 percent of open space in clustered developments.

Commercial development goals and objectives that may directly affect the City of Louisburg include specific commercial, business park, and industrial development criteria, which may limit where future development is permitted. For instance, the Plan encourages the development of hotels and motels to cities within the County, an interest Louisburg leadership is already pursuing. Finally, the Plan requires industrial and business parks to be 25 acres or more in size.

The County's transportation priorities related to the City of Louisburg are addressed in the *Kansas Highway 68 Corridor Management Plan* and the *Miami County Comprehensive Transportation Plan*; however, the County's Comprehensive Plan does outline some general transportation goals and objectives that may impact the City of Louisburg, including protecting, expanding, and controlling access to the regional highway system and studying Kansas Highway 68 for its feasibility as an economic and commercial corridor.

Kansas Highway 68 Corridor Plan

Kansas Highway 68 (K-68) is a roadway that extends throughout Miami County as well as the Kansas City region. It provides connections between Louisburg and Paola, Ottawa and Interstate 35 to the west. It also connects across the Kansas state line into Missouri where the route designation changes to Missouri Highway 2 (M-2) and travels eastward to Harrisonville, Missouri. Kansas Highway 68 is two lanes in Franklin County at Ottawa east to the Missouri state line, located four miles east of Louisburg. From a regional standpoint, this route is the next major road connection south of 135th Street between U.S. Highway 69 (U.S. 69) and Interstate 49 (I-49) — US



Highway 71 (U.S. 71). It is the only east-west highway regional crossing south of Interstate 435 (I-435). As growth continues to move south from Johnson County into northern Miami County, K-68 will have an ever-increasing role for providing and supporting traffic movement.

Due to the significance of the K-68 corridor, the Kansas Department of Transportation (KDOT) prepared a *Kansas Highway 68 Corridor Management Plan* in 2009 to evaluate improvements, including widening through Louisburg. The study included a disclaimer that the concept plans depicted KDOT’s recommended improvements but the exact alignment, design, and right-of-way could be different from what is shown in the concept plans. The Plan recommended a four-lane urban expressway with a 22- to 34-foot median approaching from the west to Sutherland Drive. From Sutherland Drive east to Metcalf Road, the roadway would change to a five-lane urban arterial with two-way left turn lanes in the middle lane. East of Metcalf, the roadway would become four-lane with a 20-foot median to accommodate future traffic volumes. Acquisition of additional rights-of-way would be needed throughout the corridor to accommodate the roadway expansion.

The Kansas Highway 68 Corridor Management Plan suggested two pedestrian or bicycle improvements:

- Extending sidewalks along the south side between Crestview Circle and Summerfield Drive/Aquatic Drive.
- Adding “Share the Road” signs for cyclist along appropriate sections of K-68 and adjacent routes to the corridor.

Following the Corridor Management Plan, a *5-County Regional Transportation Study*, dated March 2013, was prepared for KDOT and the Mid-America Regional Council. This report included several strategies for the K-68 corridor; however, widening K-68 through Louisburg is on hold until 2040 or until Johnson County sees new development pressure. In the interim, several strategies were recommended for implementation, including constructing park and ride facilities near the U.S. 69 interchanges at 135th and K-68 and implementing various access management strategies.

The Corridor Management Plan suggested that access management strategies and / or initiatives should be implemented along Amity Street to enhance its utility and performance, including:

- Interim intersection upgrades (traffic signals, turn lanes, and acceleration lanes)
- Consolidate mainline driveways
- Relocate mainline driveways/ side road access
- Relocate public road connections to frontage roads
- Relocate private driveways to frontage roads
- Intersection and driveway consolidation
- Advanced right-of-way acquisition
- Close median breaks

The Louisburg subdivision regulations makes provision for access management:

“In the interest of public safety and for the preservation of the traffic-carrying capacity of the street system, the planning commission has the right to restrict and regulate points of access to all property from the public street system. Such restriction shall be indicated on the final plat.”



5-County Regional Transportation Study

Subsequent to the Kansas Highway 68 Corridor Management Plan, a *5-County Regional Transportation Study* dated March 2013 was prepared for KDOT and the Mid-America Regional Council. This report included several strategies for the K-68 corridor; including constructing park-and-ride facilities near the U.S. 69 interchanges at 135th and K-68, and implementing access management strategies. Again, like the Kansas Highway 68 Corridor Management Plan, this Plan also acknowledges that widening K-68 through Louisburg is on hold until 2040 or until rapid growth in southern Johnson County occurs.

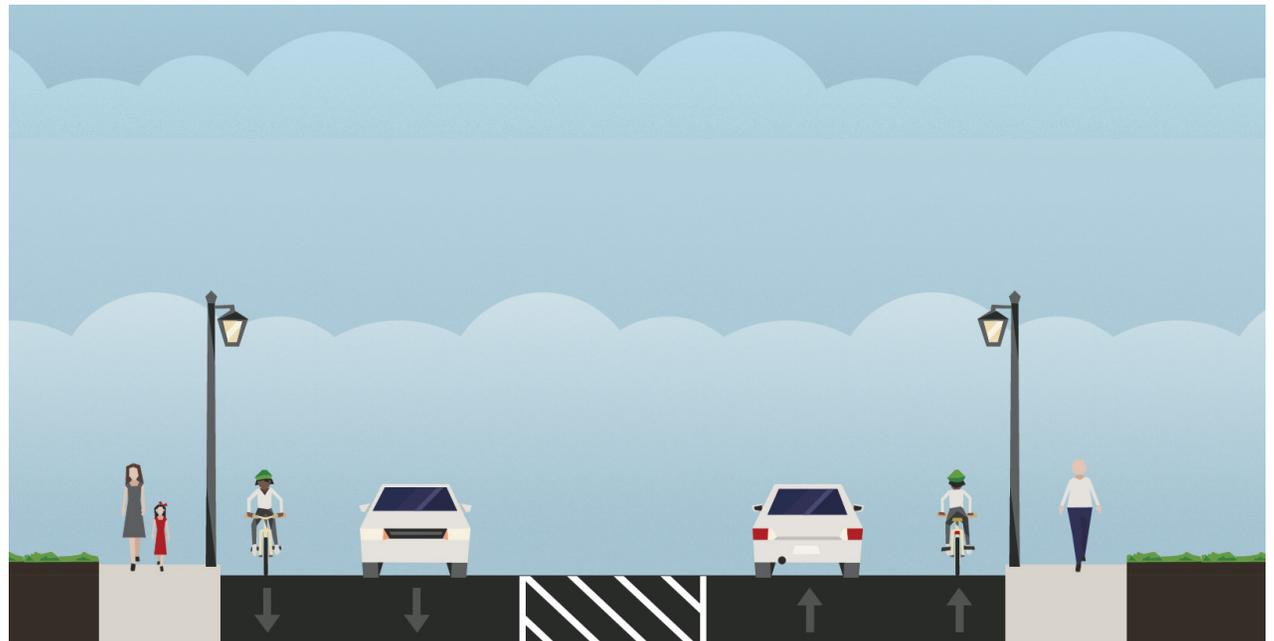
The 5-County Study also suggested the locations of intersections where traffic signals will likely be warranted. As developments are proposed, site specific traffic impact studies should be completed to determine the needs for traffic signals or other traffic access devices such as deceleration and acceleration lanes. A traffic light was installed on Amity Street and Crestview when new commercial development occurred.

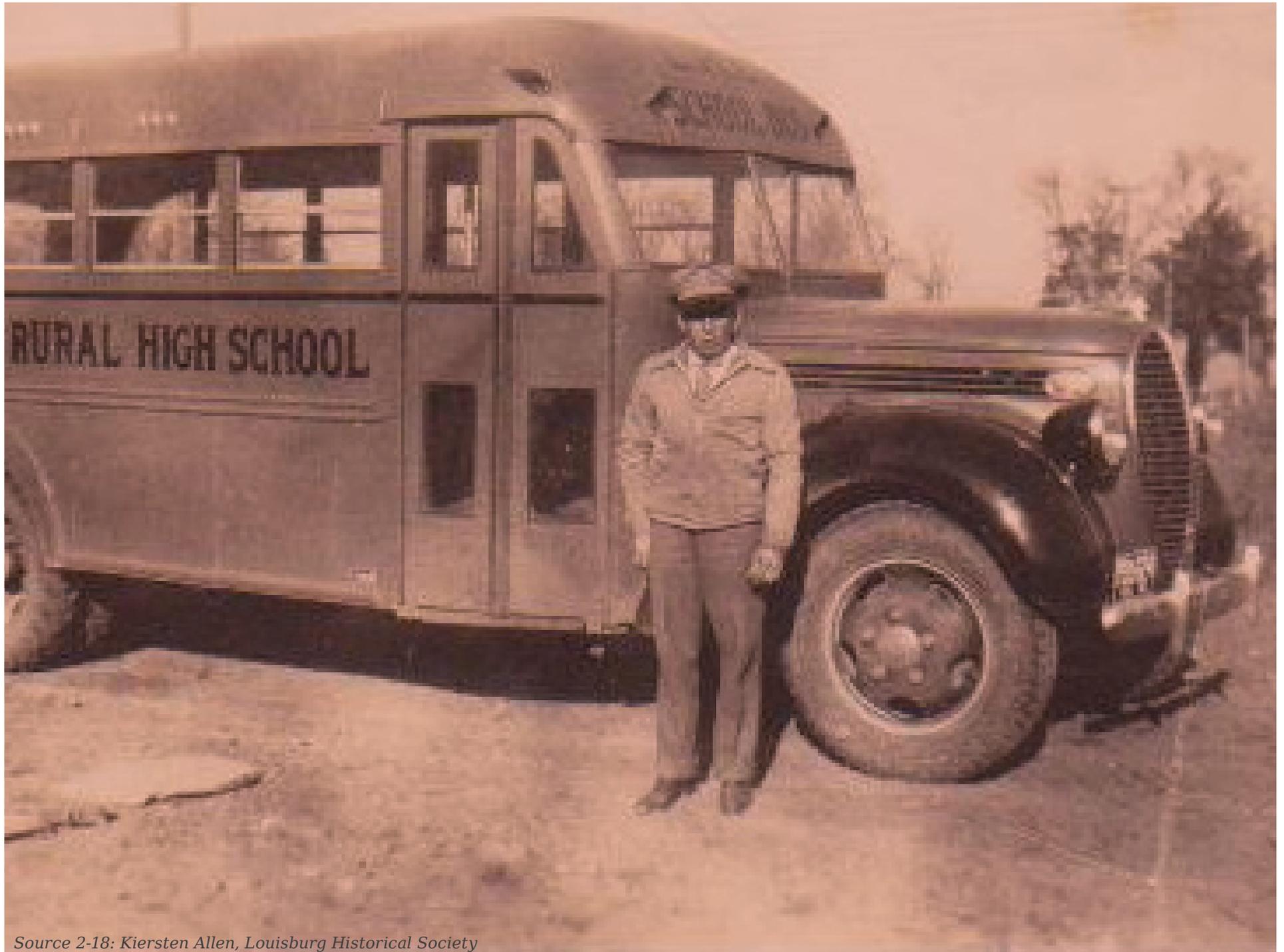
The intersection at Amity Street and Metcalf Road will be rebuilt this year along with the installation of a traffic signal, sidewalks and pedestrian crossings; other traffic signals may be needed along Amity Street.

The 5-County Study also suggested that an interchange on U.S. 69 at the existing 287th Street overpass should be considered. This interchange would allow traffic to be diverted from K-68 between U.S. 69 and Metcalf Road where it is difficult to provide the necessary street width to a five-lane

cross section. Instead of widening Amity Street, it could be converted to a three-lane section, requiring less right-of-way. Figure 2-17: Three-lane Street Cross Section Example shows a three-lane cross section with bicycle lanes prototype.

Figure 2-17: Three-lane Street Cross Section Example





Source 2-18: Kiersten Allen, Louisburg Historical Society





EXISTING LAND USE

OVERVIEW



Land use is typically the central element of a community comprehensive plan - it defines a community's overall urban form and physical character, including where specific land uses are located and how transportation and infrastructure systems are provided and connected to support those land uses. Louisburg's land use pattern and the physical condition in which those uses are found serve as the basis point for determining land use planning policies and strategies that guide the actions and investments of public and private users of the land.

This section describes Louisburg's existing land use pattern, and land use types and districts, their relevant zoning and the overall quality of the built and physical environments found within these districts. Land use data and classification provided in this section has been obtained primarily through the Mid-America Regional Council and confirmed through field work observations and analysis of existing land use studies, maps and reports.

Louisburg land uses have been categorized into five principal classifications: Commercial, Residential, Industrial, Public/Semi-Public, and Parks and Open Space (see Map).

The distribution of land uses within the Louisburg municipal boundaries are summarized in the graphic to the right. Within the municipal boundaries, vacant and agricultural land predominates as the major land use at 1,296 acres (45.20 percent of land area). Next to vacant and agricultural land, residential land use is the second most predominate land use category at 606.43 acres (21.17 percent of land area). In addition, public/semi-public land uses (258 acres) and parks and open space (494 acres) both combine for 26 percent of Louisburg's land area. This land use mix primarily reflects Louisburg semi-rural, residential character. Commercial land use (154 acres) and industrial parks (58 acres) comprise only 7.4 percent of total land area in Louisburg's municipal boundaries.

Land uses were identified and inventoried by the Mid-America Regional Council (MARC) in 2009. All land uses and their acreage are derived from that inventory. In several cases, MARC sub-classified land uses according to density, reflecting the regional land use classification system developed by MARC for its 2009 Regional Land Use Map.

Land Uses

RESIDENTIAL: CLASSIFIES ALL RESIDENTIAL PROPERTIES AND DEVELOPMENTS WITHIN LOUISBURG'S MUNICIPAL BOUNDARIES.

COMMERCIAL: IDENTIFIES ALL EXISTING COMMERCIAL AREAS INCLUDING DOWNTOWN LOUISBURG, AND CORRIDOR AND DESTINATION COMMERCIAL AREAS LOCATED NEAR THE U.S. 69 AND KANSAS HIGHWAY 68 (K-68) HIGHWAY INTERSECTION AND DEVELOPMENTS ALONG AMITY STREET AND METCALF ROAD. COMMERCIAL USES INCLUDE BOTH RETAIL AND OFFICE DEVELOPMENTS.

INDUSTRIAL AND BUSINESS PARK: IDENTIFIES ALL EXISTING INDUSTRIAL AREAS IN LOUISBURG, MAINLY ENCOMPASSING SMALLER-SCALE AGRICULTURAL-RELATED USES, INCLUDING STORAGE USES, GRAIN ELEVATORS AND FEED SUPPLY ENTERPRISES.

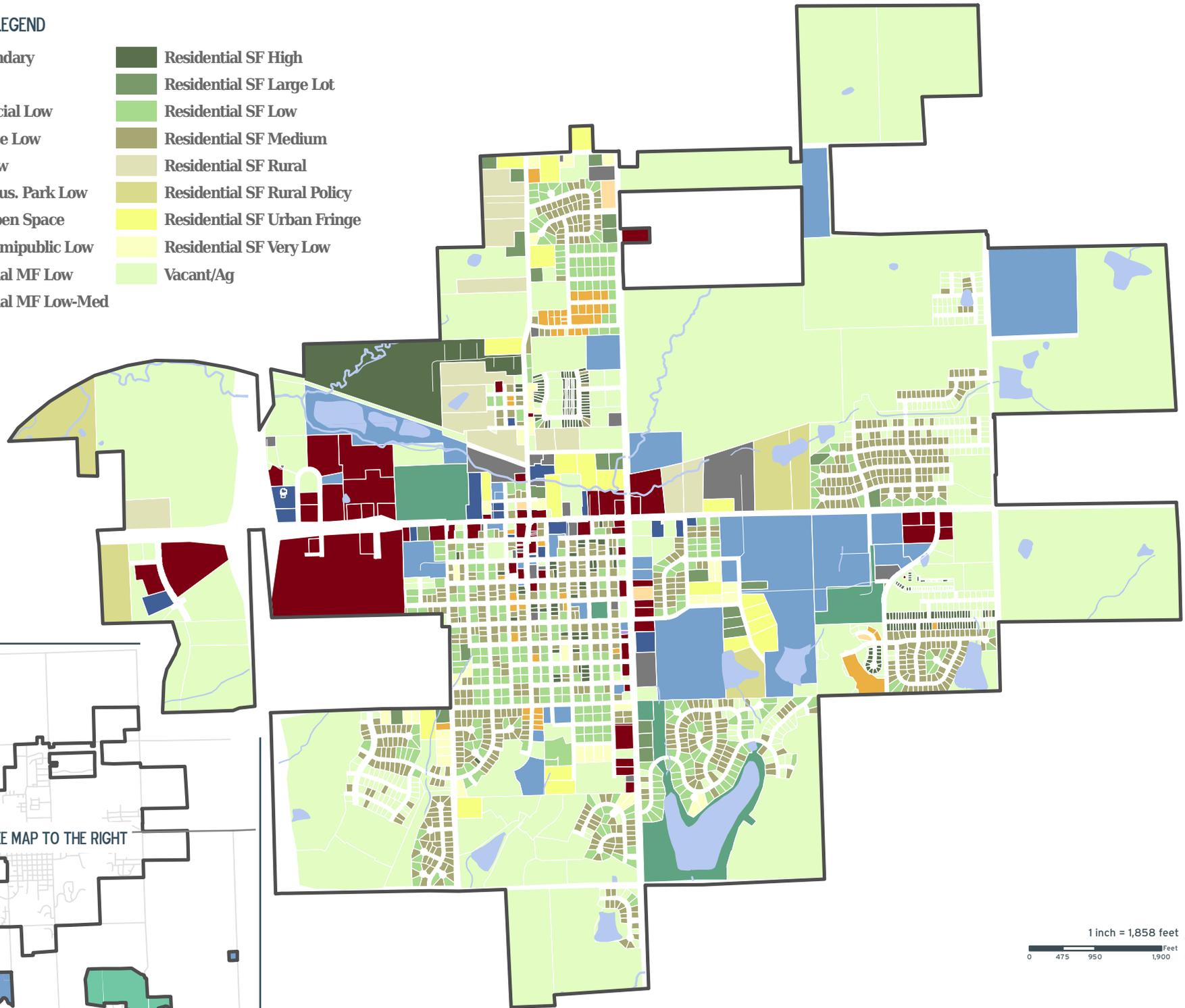
PUBLIC/SEMI-PUBLIC: CLASSIFIES ALL EXISTING GOVERNMENTAL BUILDINGS AND INSTITUTIONS, INCLUDING CITY HALL AND OTHER CITY-OWNED FACILITIES, THE POLICE AND FIRE DEPARTMENT COMPLEX ALONG METCALF ROAD, THE PUBLIC LIBRARY IN DOWNTOWN, LOCAL CHURCHES, AND VARIOUS LOCAL SCHOOL BUILDINGS AND THEIR ASSOCIATED SPORTING COMPLEXES.

PARKS AND OPEN SPACE: IDENTIFIES ALL EXISTING MUNICIPALLY-OWNED AND OPERATED PARKS, RECREATIONAL FACILITIES AND CONSERVED OPEN SPACE.

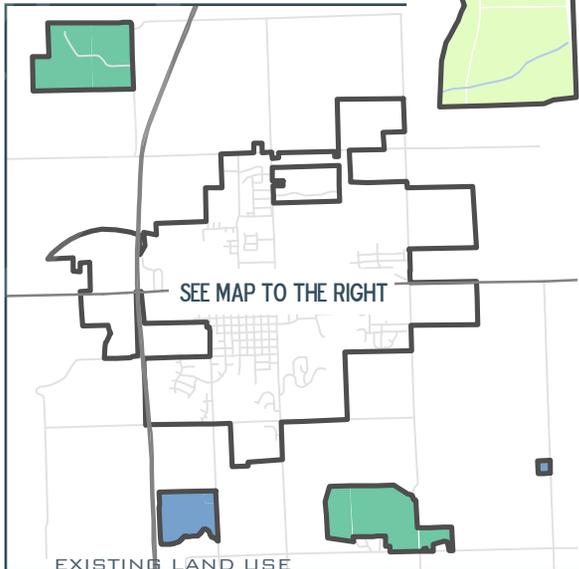
VACANT AND AGRICULTURAL: LANDS NOT CLASSIFIED AS ANY OF THE PREVIOUS EXISTING LAND USES LISTED ABOVE IS CONSIDERED AGRICULTURAL OR VACANT.

LAND USE MAP LEGEND

-  City Boundary
-  ROW
-  Commercial Low
-  Mixed Use Low
-  Office Low
-  Indust./Bus. Park Low
-  Parks, Open Space
-  Public/Semipublic Low
-  Residential MF Low
-  Residential MF Low-Med
-  Residential SF High
-  Residential SF Large Lot
-  Residential SF Low
-  Residential SF Medium
-  Residential SF Rural
-  Residential SF Rural Policy
-  Residential SF Urban Fringe
-  Residential SF Very Low
-  Vacant/Ag



CITY-WIDE MAP



RESIDENTIAL LAND USE

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Within its municipal boundaries, Louisburg’s residential areas comprises 606.43 acres, which represents 21.17 percent of Louisburg’s total land area. This section summarizes general residential land use and market conditions. In general, Louisburg’s single family residential stock represents the community’s most significant land use in terms of acreage next to parks, open space and agricultural land.



Louisburg’s single family neighborhoods can be characterized as consisting of the Traditional Neighborhood blocks surrounding downtown Louisburg, largely bounded by Amity Street on the north, Rogers Road to the west, South 9th Street at its southern edge, and Metcalf Road to the east – an area that developed from the 1880s through to the ‘60s – and the relatively newer subdivision developments located to the north, east and south of the traditional neighborhoods. The Traditional Neighborhood is also defined by the rectilinear street grid. Figure 3-1: Residential Land Use Sub-categories on page 41 outlines the various residential land use categories and their characteristics.

Traditional Neighborhoods

In the Traditional Neighborhoods, the housing stock can be described as older, vernacular housing types and styles ranging from Gable-Fronts, Queen Anne’s, Bungalows, Split-Levels and Ranch homes that were built over a range of decades from the 1880s to the 1960s. Although the average housing dwelling unit size is 3,000 square feet, a significant portion of the traditional housing stock consists of small worker cottage housing types constructed

on generous lot sizes. The Mid-America Regional Council classifies the single-family residential housing stock within the Traditional Neighborhoods into four land use sub-categories according to Dwelling Units per Acre (DUA): Single-Family Residential Low, Single-Family Residential Medium, Single-Family Residential High and Single Family Large Lot (see Figure 3-2: Residential Typical Zoning District Requirements on page 42). The majority land uses are Single Family Residential Low and Medium; there are few Single Family Large Lots in the Traditional Neighborhoods

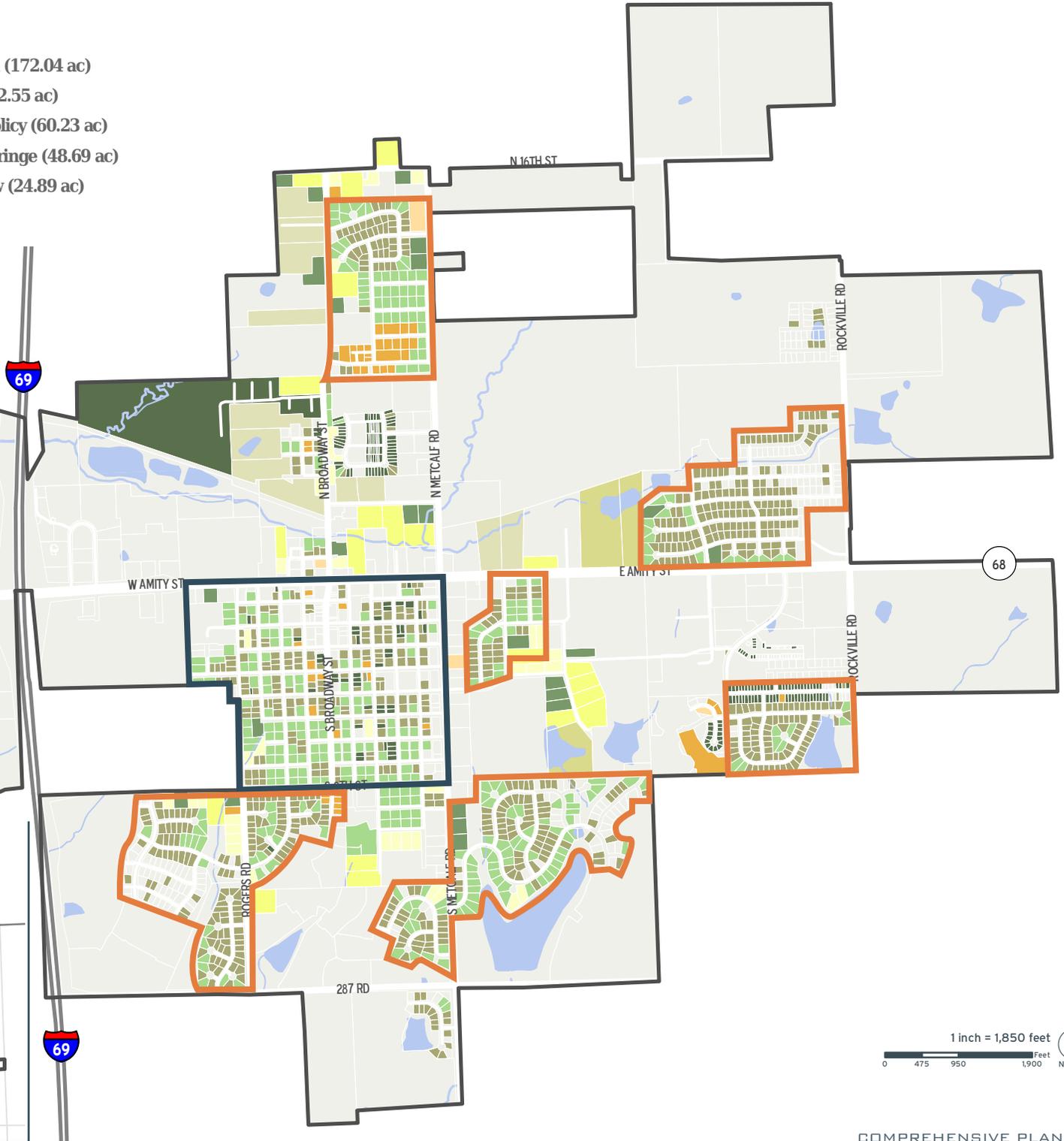
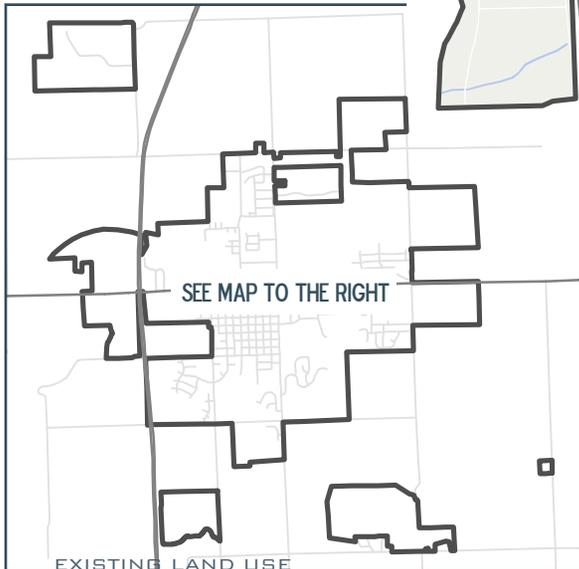
In addition to single-family housing, the Traditional Neighborhoods also feature scattered multi-family housing development, mostly one or two-story duplexes or triplexes concentrated on lots adjacent to downtown Louisburg along or near Broadway Street. The average dwelling unit size within existing multi-family housing is 1,500 square feet.

Setbacks and building placement within the Traditional Neighborhoods are consistent, although there is some informality to the arrangement of houses on each block – some houses located to the side, rear or front of the lot. Homes are generally in good to excellent condition; however, several multi-family buildings exhibit a lack of maintenance and some exterior

RESIDENTIAL LAND USE MAP LEGEND

-  City Boundary
-  MF Low (19.32 ac)
-  MF Low-Med (3.94 ac)
-  SF High (70.51 ac)
-  SF Large Lot (23.59 ac)
-  SF Low (120.67 ac)
-  SF Medium (172.04 ac)
-  SF Rural (62.55 ac)
-  SF Rural Policy (60.23 ac)
-  SF Urban Fringe (48.69 ac)
-  SF Very Low (24.89 ac)
-  Traditional Neighborhoods
-  Recent Residential Developments

CITY-WIDE MAP





deterioration. Infrastructure conditions vary with ample trees and tree canopy in the parkway with sidewalks missing on most block faces; what sidewalks do exist are in poor to deteriorating condition. Alleys are typically greenways and unpaved, most utilized as an easement for utilities. An open swale and below-grade sewer system are both employed for stormwater management purposes.

The housing stock in the Traditional Neighborhood Center is a unique character-defining area of Louisburg and provides a tangible link to the community's early settlement years and decades of development. Such homes could be a selling point for those seeking housing stock near a traditional, walkable downtown.

Recent Residential Developments

Located to the southeast and north of Louisburg's Traditional Neighborhood core, newer residential developments date mostly within the last four decades and comprise a mix of housing types from small lot single-family to attached townhomes constructed mostly in the Neo-Colonial style with attached or front-loaded garages. As opposed to the Traditional Neighborhood, such developments are also characterized

by curvilinear streets, cul-de-sacs, water and greenway features, and consistent building setbacks and placements. Interestingly, recent subdivision developments reflect similar density and land use characteristics with the Single Family Residential Low (2.5 DUA) and Medium (5.0 DUA) sub-categories as found in the Traditional Neighborhoods. New duplex residential development, classified as Single Family Residential High at ten (10) DUA, is located along South 5th Street and Danford Drive, just southeast of the U.S. Post Office, the Aquatics Center and Louisburg High School - developments that incorporate senior/association-managed, as well as market-rate senior housing.

Given the relatively recent construction of these residential subdivisions within Louisburg, the housing stock, constructed mostly in wood, wood substitute or brick, is in good to excellent condition. Infrastructure conditions vary with some developments including sidewalks and trees on both sides of street, others just one side; trees are also missing on side block fronts in some locations. Alleys are mostly non-existent in these areas and a below-grade sewer system with retention ponds is employed for stormwater management purposes. Streets and rights-of-way within both the Traditional Neighborhoods and newer subdivision developments are 35 to 50 feet. The detail of residential

architecture tends to be similar from subdivision to subdivision with the front-loaded garage type a common design feature. Some subdivisions incorporate a higher level of landscaping and site treatments than others. Foundation plantings are sometimes missing and side elevations often do not include window openings, contributing to a somewhat monotonous appearance to the housing stock.

Other Residential Neighborhoods

Additional residential land uses, typically of lower density, large-lot housing types, are found adjacent to newer subdivision developments and in edge areas along Louisburg's northern and western boundaries. These housing types correspond to the Single-Family Large Lot, Urban Fringe, Rural and Rural Policy land use sub-categories with housing densities of one housing unit per acre or less. Large lot housing is often of newer construction with front-loaded garages; sometimes single-story Ranch homes facing the street as is characterized along W. 271st Street along Louisburg's northern boundary. Existing and former farmsteads also comprise the community's large-lot housing stock, which, with Louisburg's other recent large-lot developments, reinforce the semi-



rural visual character of the landscape surrounding the downtown and the Traditional Neighborhood blocks.

In addition to large-lot and townhome housing, pockets of high-density single-family and multi-family housing also exist in scattered locations throughout the community. Located at North Broadway Street just south at North 9th Street is the Louisburg Estates mobile home park, classified as Single-Family Residential High, comprising 50 or more mobile homes on individual pad sites, and ranging in condition from good to fair. To the southeast of Louisburg Estates between North 4th and North 6th Terrace are newer duplex and four-plex residential housing units, part of an unfinished residential subdivision development. This development is also classified as Single-Family

Figure 3-1: Residential Land Use Sub-categories

RESIDENTIAL LAND USE SUB-CATEGORIES		
Traditional Neighborhood Residential Land Use Description*	Dwelling Unit Square Footage (Average)	Dwelling Units Per Acre
SINGLE-FAMILY LAND USES		
Single-Family Residential Low	3,000	2.5
Single-Family Residential Medium	3,000	5.0
Single-Family Residential High	3,000	10.0
Single-Family Very Low	4,000	1.50
Single-Family Large Lot	5,000	1.00
Single-Family Urban Fringe	5,000	0.50
Single-Family Rural	5,000	0.20
Single-Family Rural Policy	5,000	0.10
MULTI-FAMILY LAND USES		
Residential Multi-Family Low-Med	1,500	12.00
Residential Multi-Family Low	1,500	8.0

*MARC 2009 Regional Land Use Map



Residential High.

Residential Zoning Districts

Most residential neighborhoods in Louisburg are zoned R-1: Single-Family Residential; other areas are zoned R-2: Two-Family Residential, R-3 Multi-Family Dwelling, and M-P Mobile Home Park (See Figure 3-2: Residential Typical Zoning District Requirements and Figure 3-3: Residential Zoning Map). The Metcalf Ridge Golf Course at W. 295th Street is also zoned R-1 Single Family. The community's lone mobile home park, Louisburg Estates is zoned M-P Mobile Home Park.

According to the most recent Louisburg

zoning map, there are two Planned Unit Developments (PUDs) located on the community's eastern edge along Harvest Drive south of the U.S. Post Office and the Louisburg Aquatics Center. These developments feature single-family homes and fourplexes as part of the Phase 1 Starbrooke Villas/Summerfield Village subdivision. The intent of PUDs is to encourage innovation and variety in the design and layout of buildings, as well as promote land conservation and open space. Basic PUD standards are listed in Figure 3-2: Residential Typical Zoning District Requirements.

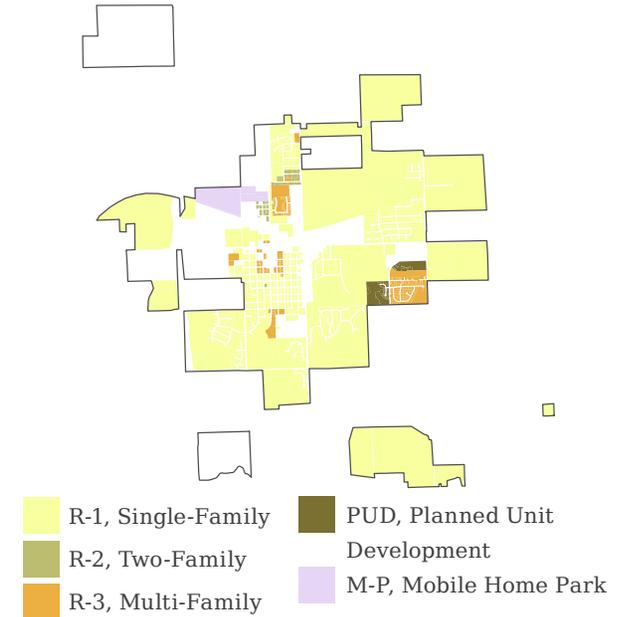


Figure 3-3: Residential Zoning Map

Figure 3-2: Residential Typical Zoning District Requirements

RESIDENTIAL TYPICAL ZONING DISTRICT REQUIREMENTS				
Zoning District	Min. Lot Area	Min. Lot Width	Minimum Dwelling Size	Front Setback
R-1: Single Family	8,000 SF	70 feet	1,200 single story 1,400 multi-story	25 feet
R-2: Two-Family	7,700 SF single-family 5,000 SF two-family	70 feet single-family 90 feet two-family	1,200 single story 1,200 multi-story	25 feet
R-3: Multi-Family	7,000 SF single-family 3,000 SF two-family	70 feet single-family 80 feet two-family	1,200 single story 1,200 multi-story	25 feet
M-P: Mobile Home Park	0.5 acres	300 feet	4,000 square feet pad site	25 feet
	Min. Size	Building Coverage		
Planned Unit Development	2 acres	40 percent maximum		

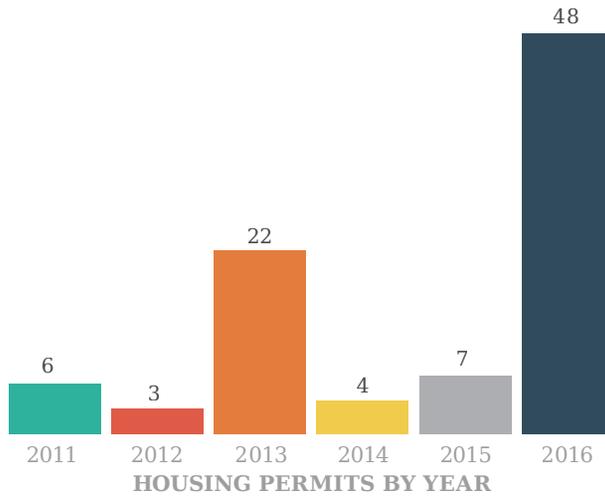


Housing Market Trends

The 2016 median home value in Louisburg was \$170,466. Based on interviews with local real estate brokers, sales remain very strong and inventory is not keeping pace with demand, which is pushing a new-construction trend. Existing for-sale homes priced in the range of the median value are receiving multiple offers. New homes are typically selling in the range of \$220,000 to \$230,000. Proximity to Johnson County, and the comparatively low cost of land (and, therefore, homes) are key market drivers, especially for first-time homebuyers. The median household income in Louisburg is slightly higher (\$56,621/53,906) and the population is slightly younger (35.4/36.3 years) than in Kansas in general. People appear to be moving to Louisburg because of the lower cost of housing paired with good jobs and easy access to employment in Johnson County.

The residential rental market in Louisburg is relatively small. Existing rental duplex homes in good condition list in the range of \$700 per month. New single-family homes currently under construction will be testing the market’s willingness to pay higher rents, with proposed asking prices reported at \$1,600 per month. Interviews with local real estate brokers suggest the 48 residential permits in 2016 was unusually high and the typical construction and

absorption rate is closer to 15 to 20 units per year. This would represent population growth of 40 to 53 people per year, going forward.



THIS WOULD REPRESENT POPULATION GROWTH OF 40 TO 53 PEOPLE PER YEAR, GOING FORWARD

Of the 1,718 housing units in Louisburg, 1,583 are occupied (1,205 owner-occupied, 378 rental units), primarily single-family detached units, and 173 3-4 unit structures.

Louisburg’s rental housing is relatively expensive, starting in the range of \$700 per month, with new rental homes under construction that will push the top end of the market at \$1,600 per month. A few lower-priced options are available at several small developments around the city, including Cedar Run (North 14th Street and Metcalf), Wea Creek (an over-55 community at Autumn Place), and Rockville Ridge Apartments (Rockville Road and K-68 Highway). Together, these apartment complexes offer about 100 units of moderate-priced housing, with about 70 of them qualified for low-income residents. Anecdotally, some informal, lower-priced rental options (e.g., an “in-law suite” or an outbuilding on someone’s property) exist around the city.

About 460 households in the city earn less than \$35,000. Given the small inventory of affordable units, many of these households likely have difficulty finding affordable rental housing in Louisburg. In addition to current residents with low or moderate-incomes, some lower-income earners who work in the City (such as City or School District employees) may have already sought rental housing outside the city because of lack of inventory at an accessible price point.



Housing developments at the periphery, especially to the east, are newer, larger and generally of much higher value. This area is also targeted for most of the permitted, but not built housing. Public utilities and infrastructure have been extended outward, especially to the east and west. It is reported that there are 660 platted, but undeveloped lots on the east side of Louisburg. No residential development has occurred west of Kansas Highway 68. Development into these areas will provide a balance to Louisburg, but still result in development momentum to the periphery and away from the heart of the community.

Figure 3-4: Affordable Monthly Housing Expenditure

AFFORDABLE MONTHLY HOUSING EXPENDITURE			
Income range	No. of HH in Louisburg	% of HH	Affordable monthly housing expenditure (30% of HH income)
Less than \$15,000	154	9%	\$0 to \$375
\$15,000 to \$24,999	145	9%	\$375 to \$625
\$25,000 to \$34,999	160	10%	\$625 to \$875
\$35,000 to \$49,999	264	16%	\$875 to \$1,250
\$50,000 to \$74,999	315	19%	\$1,250 to \$1,875



COMMERCIAL LAND USE

.....

Within Louisburg’s municipal boundaries, commercial areas, office, mixed use and retail comprises 154.42 acres, representing 5.38 percent of Louisburg’s total land area. Commercial land use in Louisburg can largely be divided between downtown, the Amity Street and Metcalf Road corridors, and the destination, larger-scaled retail facilities located at Amity Street and U.S. 69.



Downtown Louisburg

The *2014 Downtown Louisburg Revitalization Plan* defines the downtown district with Doyle Street on the west, Amity Street / K-68 Highway on the north, Elm Street on the east, and South 4th Street to the south, although the historic commercial core is mostly located along Broadway Street. Broadway Street’s commercial uses consist mainly of one to two-story traditional commercial buildings housing retail, service, office, and small-scaled light manufacturing uses; upper-stories are either vacant or utilized for storage or residential apartments. Newer developments mainly house two banks, First Option and Peoples Bank.

A former school building and its gymnasium are located to the east of Broadway Street while a significant vacant land parcel defines the downtown’s western boundaries along Mulberry Street. Downtown Louisburg’s physical form is characterized by traditional, zero lot-line development with the exception of the southwest corner of Amity Street and Broadway Street where a strip-center development has broken the continuous building street wall. Generally, building conditions range from good to fair with several of the historic commercial buildings needing maintenance and rehabilitation.

According to the MARC 2009 Land Use Map, downtown Louisburg is classified under three land use categories: Commercial Low, Mixed Use Low and Office Low (see Figure 3-5: Commercial Land Use Sub-Categories).

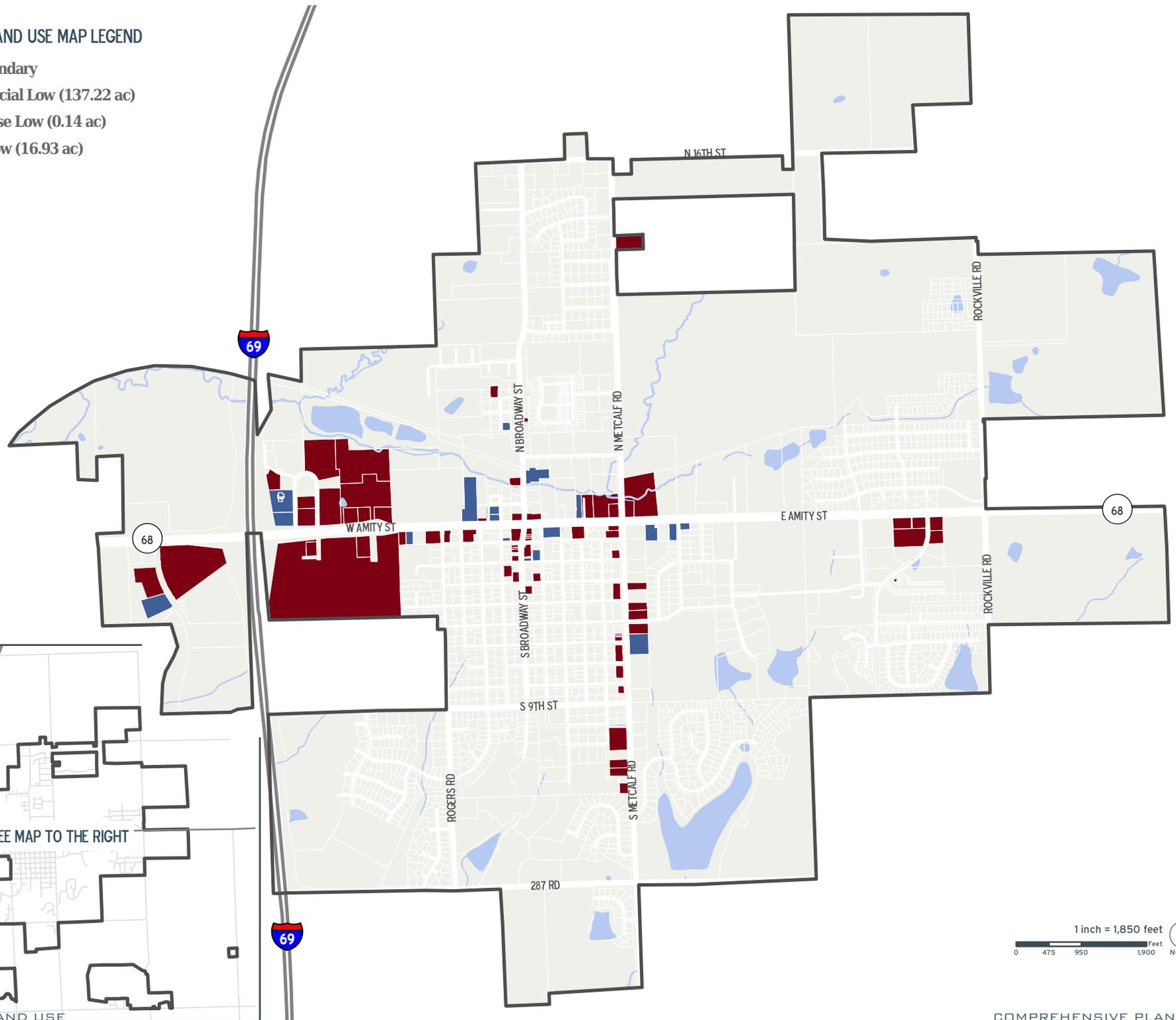
Figure 3-5: Commercial Land Use Sub-Categories

COMMERCIAL LAND USE SUB-CATEGORIES	
Commercial Land Use Description*	Gross Building Footprint as % of Parcel
Commercial Low	15.1
Mixed Use Low	10.4
Office Low	10.4

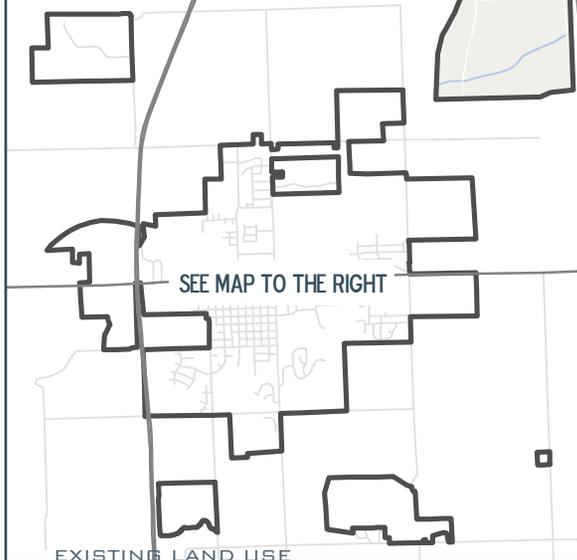
**MARC 2009 Regional Land Use Map*

COMMERCIAL LAND USE MAP LEGEND

-  City Boundary
-  Commercial Low (137.22 ac)
-  Mixed Use Low (0.14 ac)
-  Office Low (16.93 ac)



CITY-WIDE MAP





Kansas Highway 68 /Amity Street and Metcalf Road Corridors

Amity Street between Rogers Road on the west to Rockville Road on the east, and Metcalf Road from North 14th Street to Shoreline Drive contain a variety of low-scaled commercial and office uses, mostly in strip and auto-oriented developments where parking is placed in front or to the side of buildings. Commercial services provided along these corridors include small retail establishments, auto body and automotive supply stores, restaurants, banks and bank drive-throughs, gas stations, pharmacies, car washes, animal clinics, salons, athletic clubs, and health care providers. Most commercial establishments along these corridors are constructed on stand-alone sites, although apart from three significant strip centers located at South 10th Street and Metcalf Road, at South 6th Street, and at Harvest Drive and Amity Street. The latter strip center at Harvest Drive contains several stand-alone outlot developments for restaurants and a gas station; this center currently has a high vacancy rate. Most commercial developments along Amity Street and Metcalf Road have generous setbacks from the road with greenspace

and some landscaping; sidewalks exist in some segments of the corridors and are often interrupted by driveway aprons. Building conditions and exteriors are mixed given the range of building construction ages – older commercial developments and strip centers tend to have a more tired appearance.

Amity Street and U.S. 69 Destination Center

East of U.S. Highway 69 along Amity Street (K-68 Highway) east to Rogers Road contains Louisburg’s most significant cluster of larger-scaled destination businesses providing every day goods and services to local residents, as well as convenience retail to travelers along U.S. 69. Commercial establishments include the Price Chopper grocery store, Orscheln Farm and Home, Voh’s Pharmacy, Louisburg Tire and Automotive, Burger King and McDonald’s, the First National Bank, and other office and service-related businesses. All development in the cluster are placed in stand-alone outlot sites or in strip centers with parking in front with a significant setback from Amity Street and minimal landscaping treatments. Sidewalk connections are present in some locations and not in others, especially along Amity Street where sidewalks exist only on the

south side. Given the relatively recent construction of this retail cluster, building appearances are good to excellent. Some outlot sites remain to be developed.

To the southwest of the Amity Street and U.S. 69 is the Louisburg Ford auto dealership along with a recently constructed retail strip center and adjoining office development. The strip center currently has a high vacancy rate while the office development currently houses an insurance company and a tax and accounting firm.



Commercial Zoning Districts

Commercial areas in Louisburg are zoned in one of seven zoning classifications: C-O: Office and Institution District, C-1: Neighborhood Business District, C-2: Central Business District, C-3: General Business District, C-4: Special Use Business District, C-S: Highway Service District, and B-P: Business Park District. Downtown Louisburg is currently zoned C-2: Central Business District while most commercial uses along the Amity Street and Metcalf Road corridors are zoned C-3: General

Business District; the Amity Street and U.S. Highway 69 Destination Center is also zoned C-3. A C-4: Special Use Business District is designated for the Hometown Feed and Supply commercial complex at North Broadway and North 3rd Streets, along with other small and large parcels along Amity Street near Broadway Street and north from the Louisburg Middle School. Office and Institution Districts (C-0) are in scattered sites along or near Amity Street (See Figure 3-7: Commercial Typical Zoning District Requirements). There are currently no B-P Business Parks or Commercial PUD's zoned in Louisburg.

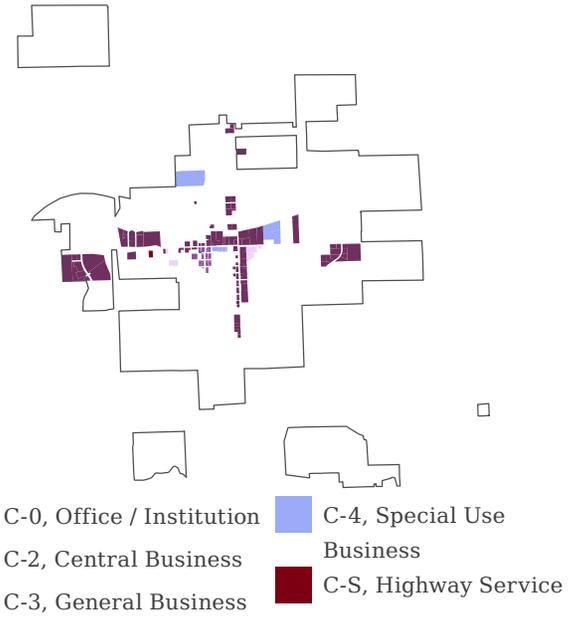


Figure 3-6: Commercial Zoning Map

Figure 3-7: Commercial Typical Zoning District Requirements

COMMERCIAL TYPICAL ZONING DISTRICT REQUIREMENTS				
Zoning District	Min. Lot Area	Min. Lot Width	Height Limit	Front Setback
C-O: Office and Institution District	6,000 SF	50 feet	45 feet	25 feet
C-1: Neighborhood Business District	10,000 SF	100 Feet	35 feet	25 feet
C-2: Central Business District	None	None	35 feet	None
C-3: General Business District	1,500 SF	None	45 feet	25
C-4: Special Use Business District	None	None	45 feet	25 feet
C-S: Highway Service District	10,000 SF	100 feet	45 feet	25 feet
B-P: Business Park District	10,000 SF	75 feet	45 feet within 150 feet of residential district; 75 feet more than 150 feet from a residential district	25 feet with 1 foot increments above 45 feet in height allowance
	Min. Size	Building Coverage		
Planned Unit Development	4 acres	35 percent maximum		

Commercial Market Trends

Retail sales-void analysis estimates the amount of household consumer demand that is being captured in a given geography and how much is “leaking” to other shopping alternatives. As retailing continues a rapid transformation, many of the purchases that might have leaked to big-box stores in the recent past are now shifting to online purchases. Yet Louisburg, which attracts some retail sales from more rural areas to the south, shows sales surpluses in several categories, including food and beverage stores, health and personal care stores, gasoline stations, and food service and drinking places, including restaurants and bars (See Figure 3-8: Retail Demand, Retail Sales, and (Gap) or Surplus for Louisburg on page 51).

The retail sales surpluses shrink (and leakages increase) as the geography expands outward from Louisburg. For example, in the 15-minute drive area from downtown, most retail sales surpluses have evaporated.

For retail sales capture, three factors exert strong influences in Louisburg:

- The resident population is small, meaning the total purchasing power within the City is small;
- Most employed residents leave the City during the day, meaning they cannot shop when most Louisburg businesses are open.
- Many residents commute to Johnson County, which provides a nearly comprehensive selection of retail and restaurant offerings, and many commuters likely make household purchases near their place of work.

In community interviews, Louisburg residents often expressed desires for more diverse retail offerings, such as apparel, hardware, and restaurants. Louisburg has successfully supported significant convenience-retail amenities, such as grocery, pharmacy, and fast-food. However, as a function of limited consumer demand and commuting patterns that take residents out of the City for work, the City is challenged to support additional commercial space or more extensive retail uses. Typical retail leasing rates in Louisburg are low and estimated to be between \$5.00 and \$7.00 per square foot, triple net.

Of the three shopping centers outside downtown, the Price Chopper strip center is largely occupied and reported to be performing well. The 45,000 square-foot grocery anchor is smaller than most modern supermarkets, but still serves a larger geography than Louisburg, attracting customers from smaller towns to the south.

The two other shopping centers at K-68 Highway and Harvest Drive, and on the Louisburg Ford property in the southwest quadrant of the Amity Street and U.S. Highway 69 interchange – are largely vacant. These two centers, built speculatively before the real estate crash of 2008, have never been fully occupied. In addition to being ahead of Louisburg’s growth trends and being challenged by limited consumer demand, both centers have poor visibility from major roads, making it difficult to capture additional spending from pass-through traffic. The potential uses for these centers are likely non-retail in nature, such as offices or family-based activity centers.

Downtown - Louisburg’s original retail center - offers an attractive setting that is currently seeing a streetscape redesign. It faces additional hurdles of limited visibility from Amity Street / K-68 Highway and poorly-maintained commercial buildings, but it hosts multiple uses, including

retail, retail services, civic, and small manufacturing. While downtown is not set up to attract major retailers, it is well-positioned to provide entrepreneurs a place to grow independent businesses, and to offer some smaller-scale retail amenities that residents desire.

Figure 3-8: Retail Demand, Retail Sales, and (Gap) or Surplus for Louisburg

RETAIL DEMAND, RETAIL SALES, AND (GAP) OR SURPLUS FOR LOUISBURG				
INDUSTRY GROUP	NAICS	DEMAND (\$)	RETAIL SALES (\$)	RETAIL GAP (\$)*
Total Retail Trade and Food & Drink	44-45, 722	69,900,000	51,300,000	(14,500,000)
Total Retail Trade	44-45	59,800,000	44,300,000	(15,500,000)
Total Food & Drink	722	6,100,000	7,100,000	1,000,000
Motor Vehicle & Parts Dealers	441	15,800,000	9,600,000	(6,100,000)
Furniture & Home Furnishings Stores	442	1,800,000	0	(1,800,000)
Electronics & Appliance Stores	443	2,700,000	0	(2,700,000)
Bldg Materials, Garden Equip. & Supply Stores	444	3,400,000	100,000	(3,300,000)
Food & Beverage Stores	445	11,200,000	22,200,000	11,000,000
Grocery Stores	4451	9,900,000	21,200,000	11,300,000
Beer, Wine & Liquor Stores	4453	900,000	1,000,000	40,000
Health & Personal Care Stores	446	2,500,000	4,600,000	2,100,000
Gasoline Stations	447	3,500,000	5,500,000	2,000,000
Clothing & Clothing Accessories Stores	448	2,100,000	100,000	(1,900,000)
Sporting Goods, Hobby, Book & Music Stores	451	1,300,000	900,000	(400,000)
General Merchandise Stores †	452	12,000,000	500,000	(11,400,000)
Miscellaneous Store Retailers	453	2,600,000	700,000	(1,900,000)
Nonstore Retailers ‡	454	1,000,000	0	(1,000,000)
Food Service & Drinking Places	722	6,100,000	7,100,000	990,000

*A negative number indicates a sales leakage; a positive number indicates a sales surplus.

† Includes department-store-type sales.

‡ A very broad category that includes online sales, vending machine sales (e.g., “Redbox”), in-home sales (e.g., telephone sales, Avon, Mary Kay, etc.), home heating oil, and others.

INDUSTRIAL LAND USE



Within Louisburg’s municipal boundaries, industrial land comprises 57 acres, which represents just under 2 percent of Louisburg’s total land area.

Industrial uses are generally characterized as small-scaled buildings for light assembly and manufacturing, grain elevators and feed stores, and auto-supply and commercial-industrial establishments, mostly located in scattered small lots and sites along Metcalf Road and North Broadway Street. Some industrial developments include outdoor storage facilities and storage yards for cars, buses and materials. Given the small-scaled nature of industrial land use, which tend to be more commercial in nature – and their relative concentration along Metcalf Road and North Broadway Street, there appears to be minimal conflicts with adjacent residential neighborhoods and other sensitive land use areas.

According to the MARC 2009 Land Use Map, Louisburg’s industrial land use is classified under one land use category: Industrial/Business Park Low (see Figure 3-9: Industrial Land Use Sub-Categories).

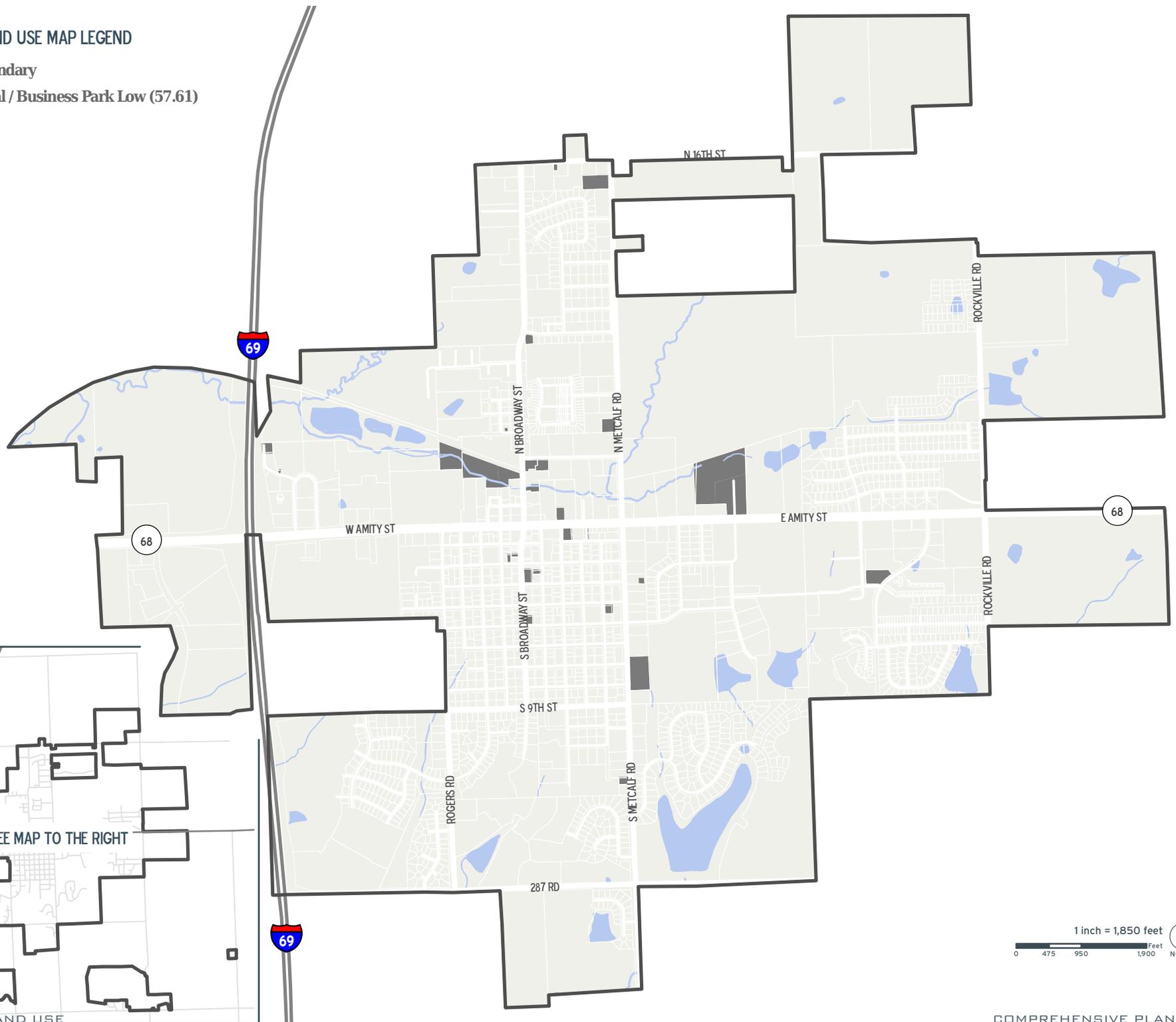
Figure 3-9: Industrial Land Use Sub-Categories

INDUSTRIAL LAND USE SUB-CATEGORIES	
Industrial Land Use Description*	Gross Building Footprint as Percentage of Parcel
Industrial/Business Park Low	10.3

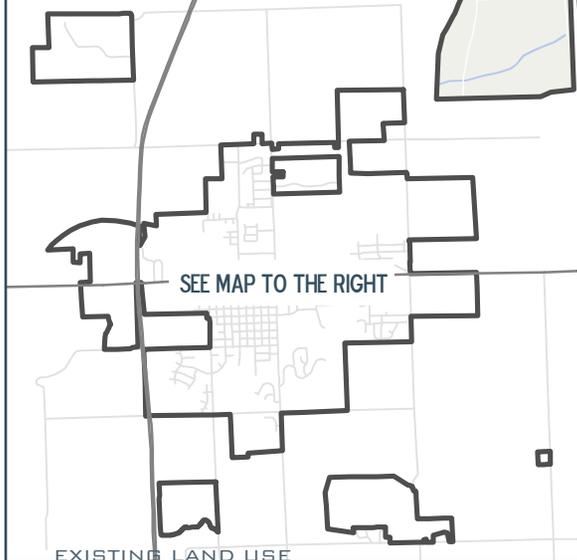
**MARC 2009 Regional Land Use Map*

INDUSTRIAL LAND USE MAP LEGEND

-  City Boundary
-  Industrial / Business Park Low (57.61)



CITY-WIDE MAP



Industrial Zoning Districts

Industrial areas in Louisburg are zoned in one of two zoning classifications: I-1 Light or I-2 Heavy Industrial. In I-1 and I-2 industrial districts, permitted uses include greenhouses and nurseries, building material and storage areas, animal hospitals and clinics, public utilities, lawn and landscape services, dry cleaning and laundry plants, and light manufacturing. Grain elevators are expressly permitted in I-2 Heavy Industrial districts.

Dry cleaning and laundry establishments have also been categorized as industrial land uses although they are classified within the C-1 Neighborhood Business District zoning districts. Industrial zoned areas in Louisburg are located just north of the Amity Street/U.S. 69 Destination Center, the City’s north sanitary lagoons west of Broadway Street, and the wastewater treatment facility north of South Wea Creek.

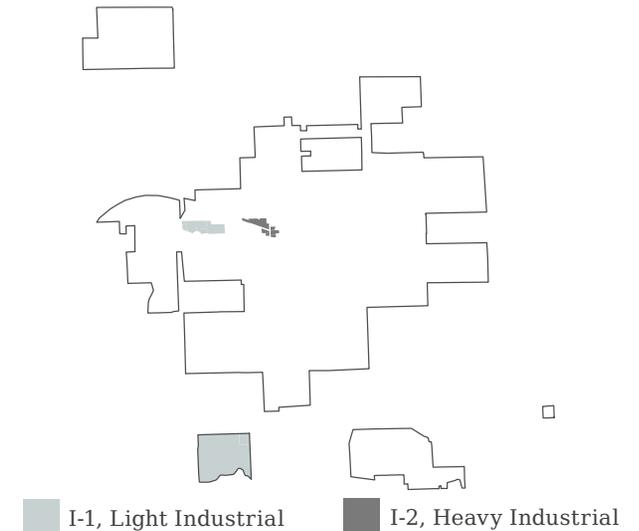


Figure 3-11: Industrial Zoning Map

Figure 3-10: Industrial Typical Zoning District Requirements

INDUSTRIAL TYPICAL ZONING DISTRICT REQUIREMENTS				
Zoning District	Min. Lot Area	Min. Lot Width	Height Limit	Front Setback
I-1 Light Industrial	10,000 SF	100 feet	45 feet within 150 feet of residential district; 75 feet more than 150 feet from a residential district	25 feet
I-2 Heavy Industrial District	10,000 SF	100 feet	45 feet within 150 feet of residential district; 75 feet more than 150 feet from a residential district	25 feet
	Min. Size	Building Coverage		
Planned Unit Development	10 acres	35 percent maximum		

Industrial Market Trends

Industrial development in Louisburg is desired for its employment and tax-generating benefits, but viewed warily by some community stakeholders for its potential adverse effects on residential neighborhoods. Depending on the proposed use, most locations in the City would face resistance to industrial development. A key parcel immediately north of Louisburg Ford is the most likely site for future industrial. It has good access to major roads and it would have limited visual impact.



PUBLIC / QUASI-PUBLIC SPACE LAND USE



Within Louisburg’s corporate boundaries, public/semi-public land uses comprise 258 acres, representing 9 percent of Louisburg’s total land area.



Public uses include community facilities that provide services to residents – City Hall and Public Library, both located in the downtown, and the Police and Fire Departments along Metcalf Road. Other public uses include the U.S. Post Office, located along Harvest Drive on Louisburg’s east side, local schools and their respective sporting complexes, and various churches and religious institutions. Public and semi-public uses are located in different quadrants throughout the City of Louisburg with a significant concentration on the City’s east side with the co-location of the Louisburg Middle and High School complexes along with the Louisburg Aquatics Center.

According to the MARC 2009 Land Use Map, Louisburg’s public/semi-public land use is classified under one land use category: Public/Semi-Public Low (see Figure 3-12: Public/Semi-Public Land Use Sub-Categories).

Public and semi-public land use in Louisburg is currently not regulated under a separate zoning classification within the City’s 2010 Zoning Regulations but are typically permitted uses within all residential zones, with some limited exceptions in the M-P Mobile Home Park zoning classification. Churches and religious institutions are permitted in the C-3 General Business District zoning

districts. Although classified as a public/semi-public use, the City’s wastewater treatment facility north of South Wea Creek is currently zoned 1-2 Heavy Industrial.

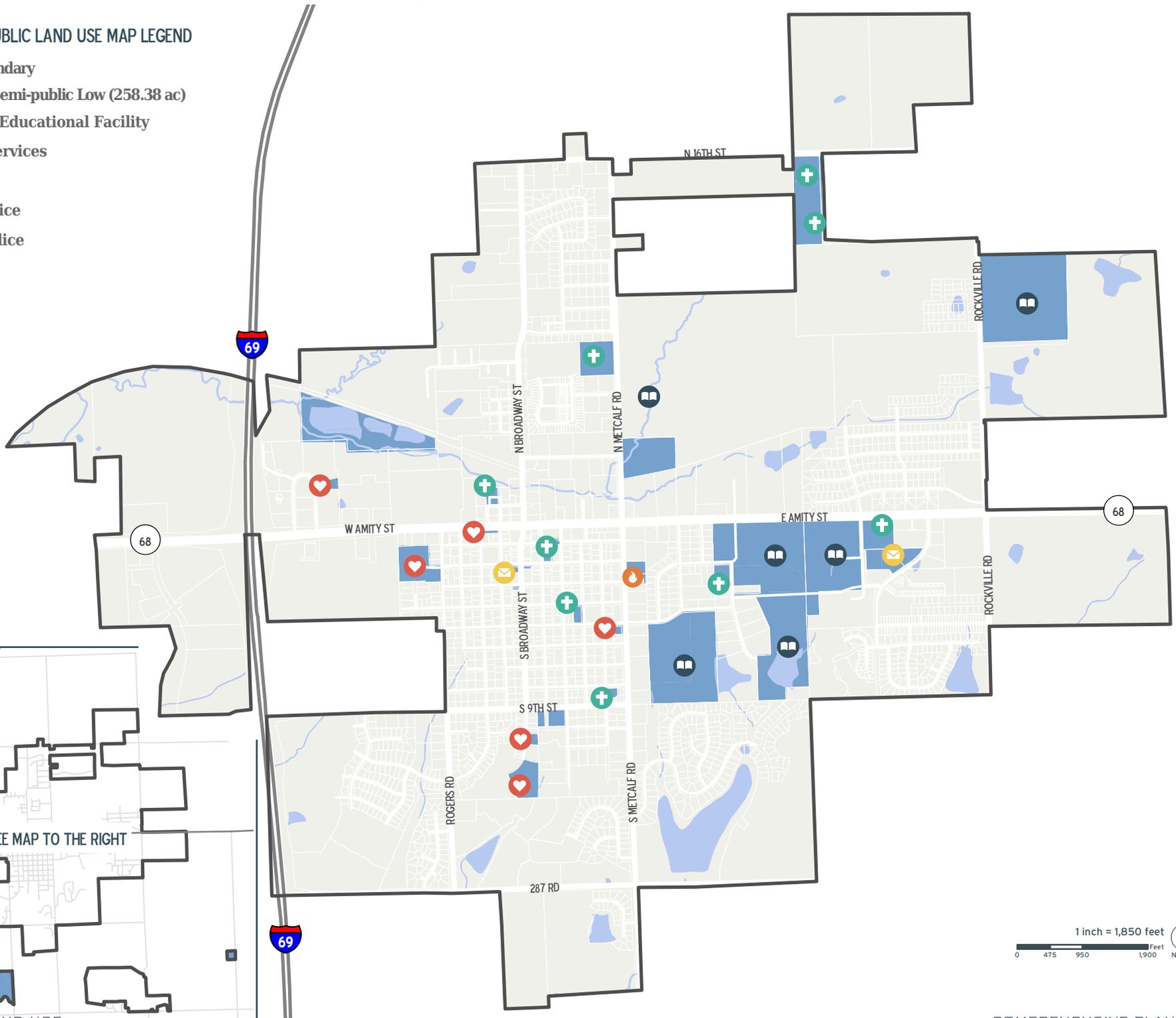
Figure 3-12: Public/Semi-Public Land Use Sub-Categories

PUBLIC/SEMI-PUBLIC LAND USE SUB-CATEGORIES	
Public/Semi-Public Land Use Description*	Gross Building Footprint as Percentage of Parcel
Public/Semi-Public Low	5.5

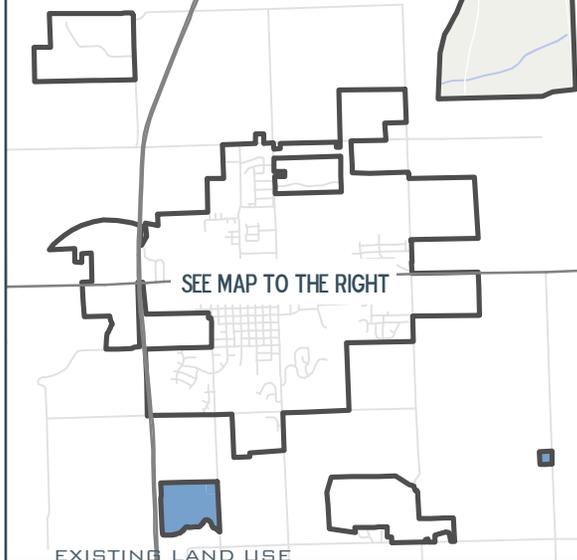
**MARC 2009 Regional Land Use Map*

PUBLIC / SEMIPUBLIC LAND USE MAP LEGEND

-  City Boundary
-  Public / Semi-public Low (258.38 ac)
-  School / Educational Facility
-  Social Services
-  Church
-  Post Office
-  Fire / Police



CITY-WIDE MAP



PARKS & OPEN SPACE LAND USE

Parks and open space land in Louisburg comprises 498 acres, representing approximately 17 percent of the City’s total land area.



Park facilities include the City Park, located at South Elm and South 4th streets within Louisburg’s Traditional Neighborhoods, the Aquatics Center on the City’s east side at Aquatic Drive south of Louisburg High School, Ron Weers Park at South Metcalf Road and South 16th Street, and Lewis-Young Park at North 16th Street and Jingo Road. Louisburg Cemetery at 865 West Amity Street and the Metcalf Ridge Golf Club at 6302 West 295th Street are also classified as open space. City parks accommodate a range of recreational needs, including play spaces and playground equipment, shelters, ballfields, pedestrian and bicycle paths and complexes for sports tournaments.

According to the MARC 2009 Land Use Map, Louisburg’s parks and open spaces are classified under one land use category: Parks and Open Space (see Figure 3-13: Parks and Open Space Land Use Sub-Categories).

Parks and open space in Louisburg is currently not regulated under a separate zoning classification within the City’s 2010 Zoning Regulations but are permitted uses in agricultural, residential, and several commercial zoning districts. The Metcalf Ridge Golf Club is currently zoned R-1: Single Family.

Level of Service

The City has a total of 498 acres of parks and open spaces, the majority of which are Community Parks (262.9 acres) and Special use Parks (e.g. cemeteries and the golf course - 233.4 acres). One measure of level of service for parkland is acreage level of service. This is represented as acre per 1,000 population. The recommended acreage level of service for a community of 4,000-5,000 people according to the National Recreation and Park Association’s (NRPA) Park Metrics is 9.4 acres per 1,000. The City of Louisburg has an acreage level of service of 10.7 acres per 1,000. This is a surplus of 61.9 acres of open space.

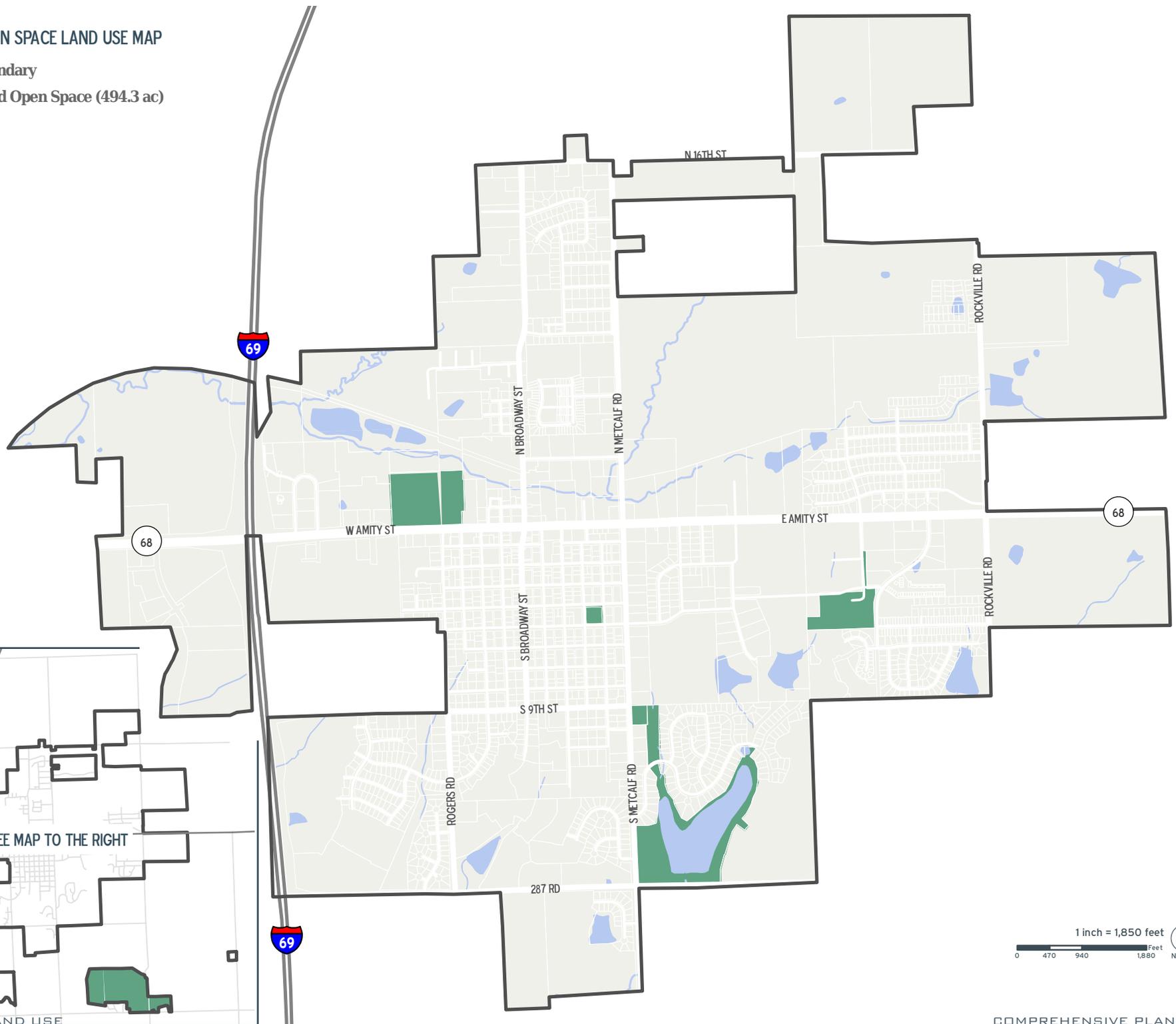
Figure 3-13: Parks and Open Space Land Use Sub-Categories

PARKS AND OPEN SPACE LAND USE SUB-CATEGORIES	
Parks and Open Space Land Use Description*	Gross Building Footprint as Percentage of Parcel
Parks and Open Space	5.5

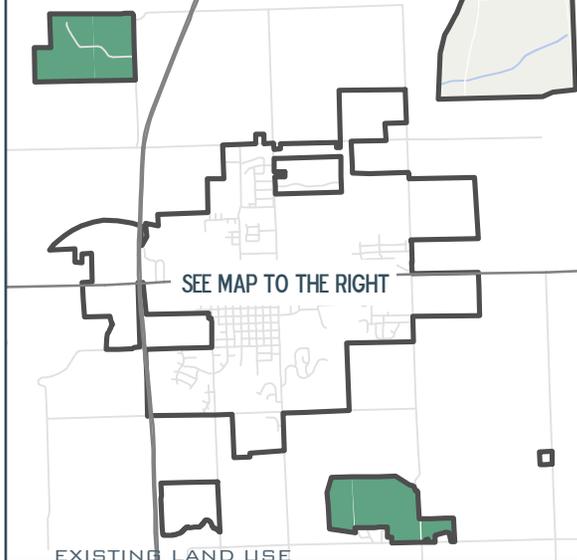
*MARC 2009 Regional Land Use Map

PARKS AND OPEN SPACE LAND USE MAP

-  City Boundary
-  Parks and Open Space (494.3 ac)



CITY-WIDE MAP

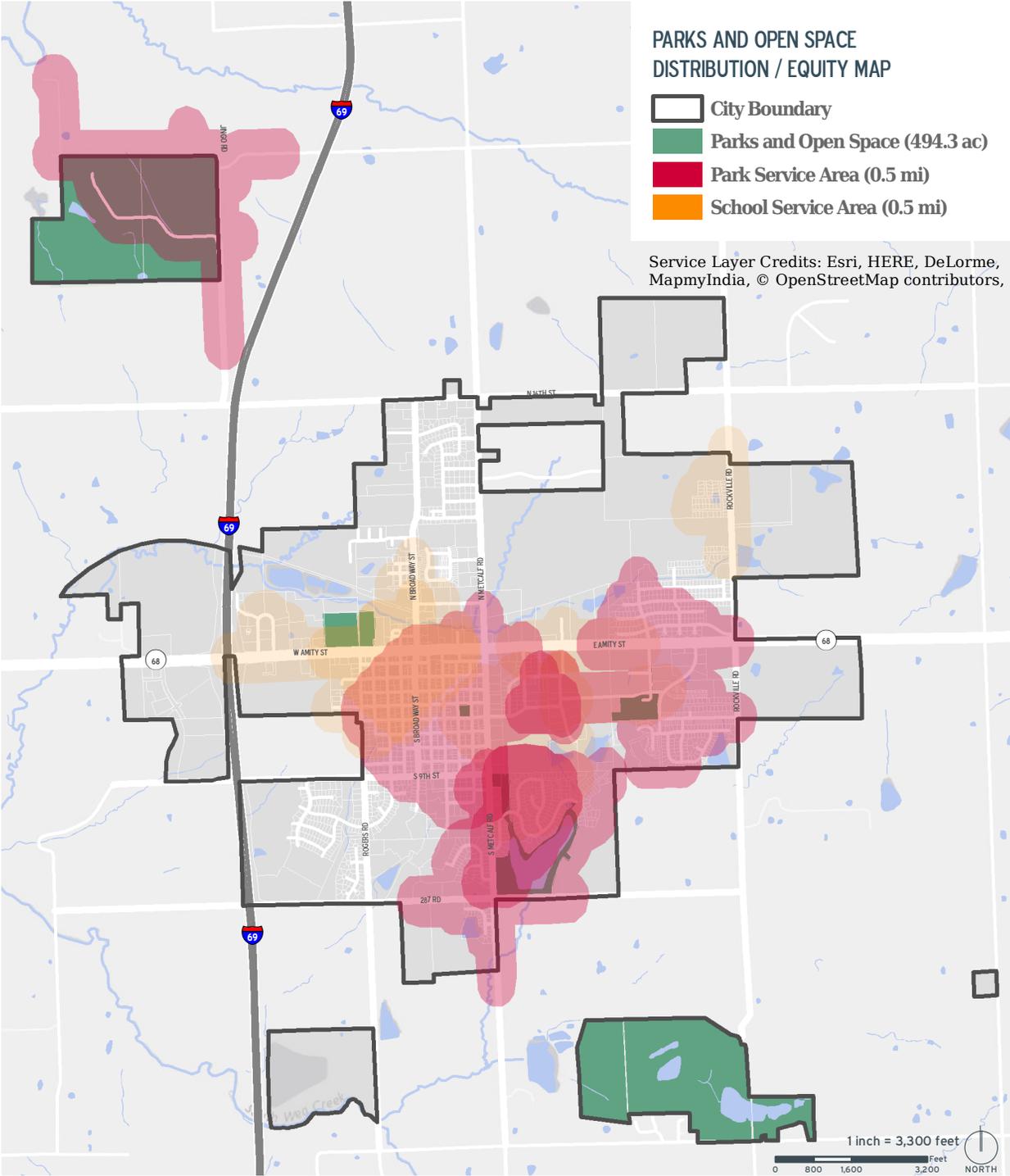


Neighborhood Park Equity

PARKS AND OPEN SPACE DISTRIBUTION / EQUITY MAP

-  City Boundary
-  Parks and Open Space (494.3 ac)
-  Park Service Area (0.5 mi)
-  School Service Area (0.5 mi)

Service Layer Credits: Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors,



Neighborhood parks have a service area of 0.5-miles and serve as the basic unit of a parks and open space system. Louisburg has one neighborhood park - City Park, located in Old Louisburg. Community parks, while larger and focus on serving community-wide or regional scale recreation needs, also serve the purpose of a neighborhood park for those residents living within a half-mile of the site. Nearly 3,000 (2,851) residents have access to neighborhood park site within a half-mile of their home. This includes those living within the City boundaries as well as those living in unincorporated Louisburg.

Additionally, school sites that offer open space and playground opportunities also serve a neighborhood park function for those residents within a half mile of the site. While this typically increases the total residents served by recreational opportunities, in Louisburg only 3 additional residents have access.



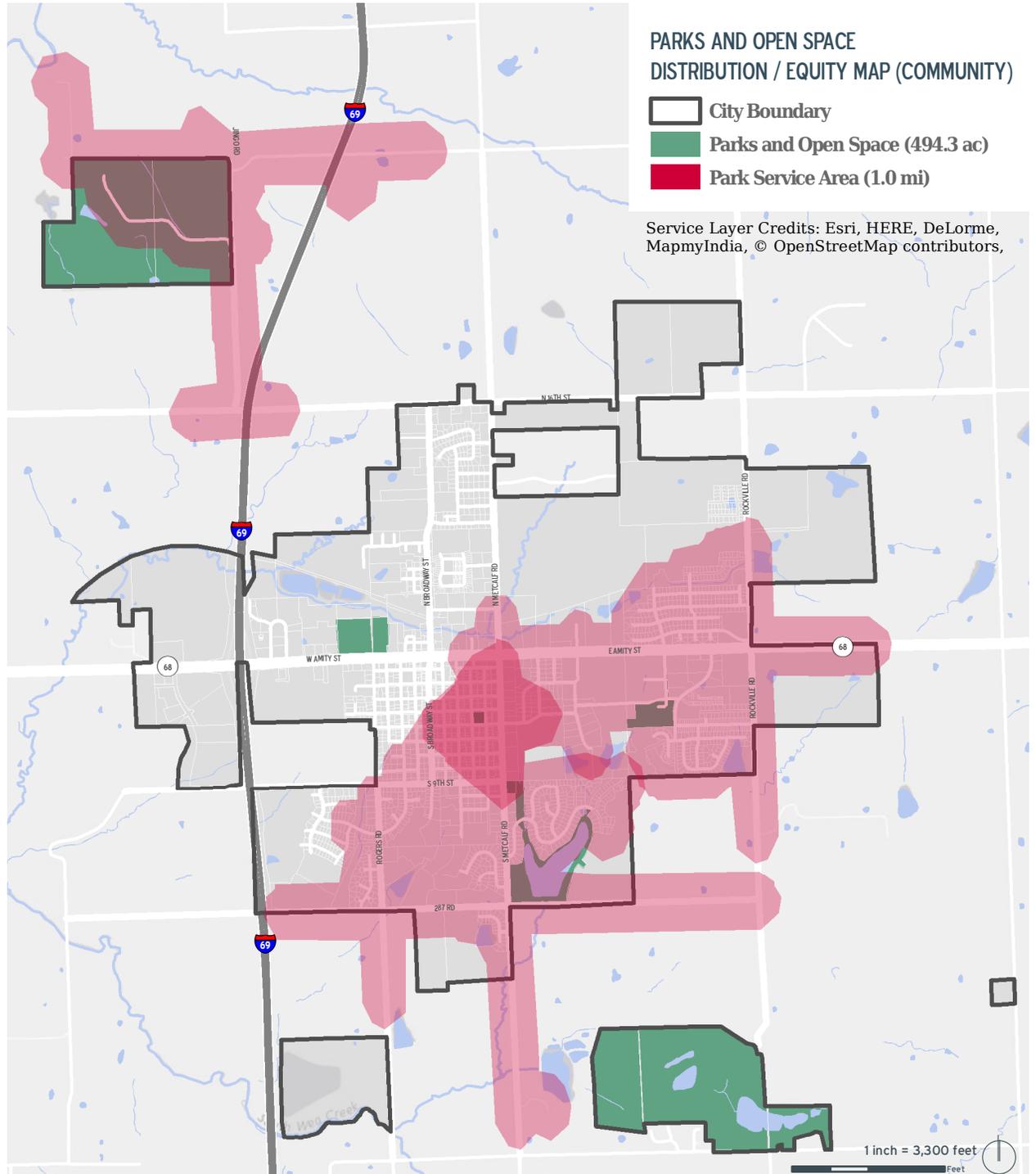
NEIGHBORHOOD PARKS REMAIN THE BASIC UNIT OF THE PARK SYSTEM AND ARE GENERALLY DESIGNED FOR INFORMAL ACTIVE AND PASSIVE RECREATION AND COMMUNITY GATHERING SPACES. NEIGHBORHOOD PARKS SERVE AS THE RECREATIONAL AND SOCIAL FOCUS OF THE NEIGHBORHOOD.

Community Park Equity

Community parks focus on meeting community-wide recreational needs. Louisburg has three community parks - Lewis-Young, Louisburg Aquatic Center, and Ron Weers Park. The service area for a community park is 1.0-miles, and the sites are typically drive-to destinations. Surprisingly, the total population served by community parks does not differ much from those served by neighborhood parks alone. Overall, 2,828 residents have access to a community park within 1.0-miles. This includes those residents living within the City of Louisburg municipal boundaries and those living in unincorporated Louisburg.

.....

COMMUNITY PARKS FOCUS ON MEETING COMMUNITY-WIDE RECREATION NEEDS. THESE PARKS PRESERVE UNIQUE LANDSCAPES, AND OFTEN SERVE THE COMMUNITY AS GATHERING PLACES AND GENERAL ATHLETICS. ELEMENTS IN THESE PARKS INCLUDE PLAYGROUNDS, PAVILIONS, TRAILS AND PATH SYSTEMS, MULTIPLE SPORT COURTS AND FIELDS.



AGRICULTURAL LAND USE

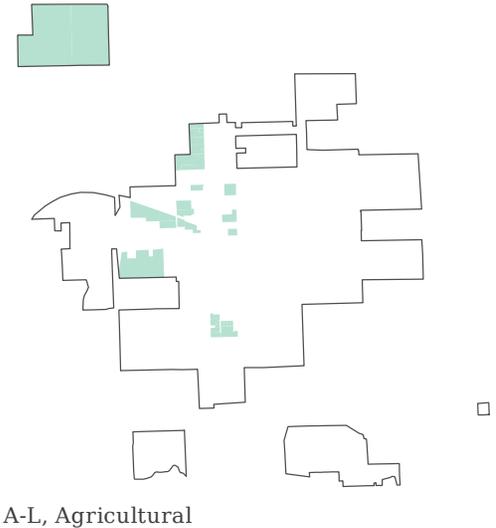
Agricultural land in Louisburg comprises 1,295 acres, representing approximately more than 45 percent of the City's total land area making it the predominate land use.

Agricultural land is mainly located around the perimeter of Louisburg's developed area to the southwest, west, north and east. These areas contain working farms, open spaces and tree groves. According to the MARC 2009 Land Use Map, Louisburg's agricultural land is classified vacant.

Agricultural Zoning Districts

Agricultural land in Louisburg is typically zoned A-L Agricultural District with a variety of permitted uses, including farm operations, single-family dwellings, churches, schools, golf courses and home operations.

Currently, a significant portion of the agricultural land is zoned R-1: Single Family, mainly due to annexed land zoning requirements. All agricultural parcels of 20 acres or less will be classified R-1: Single Family upon annexation.



■ A-L, Agricultural

Figure 3-15: Agricultural Zoning Map

All agricultural parcels of 20 acres or greater are classified A-L: Agricultural District upon annexation provided the parcel's primary use remains agricultural. Subsequent subdivision of such parcels will then require classification to "R-1" Single Family.

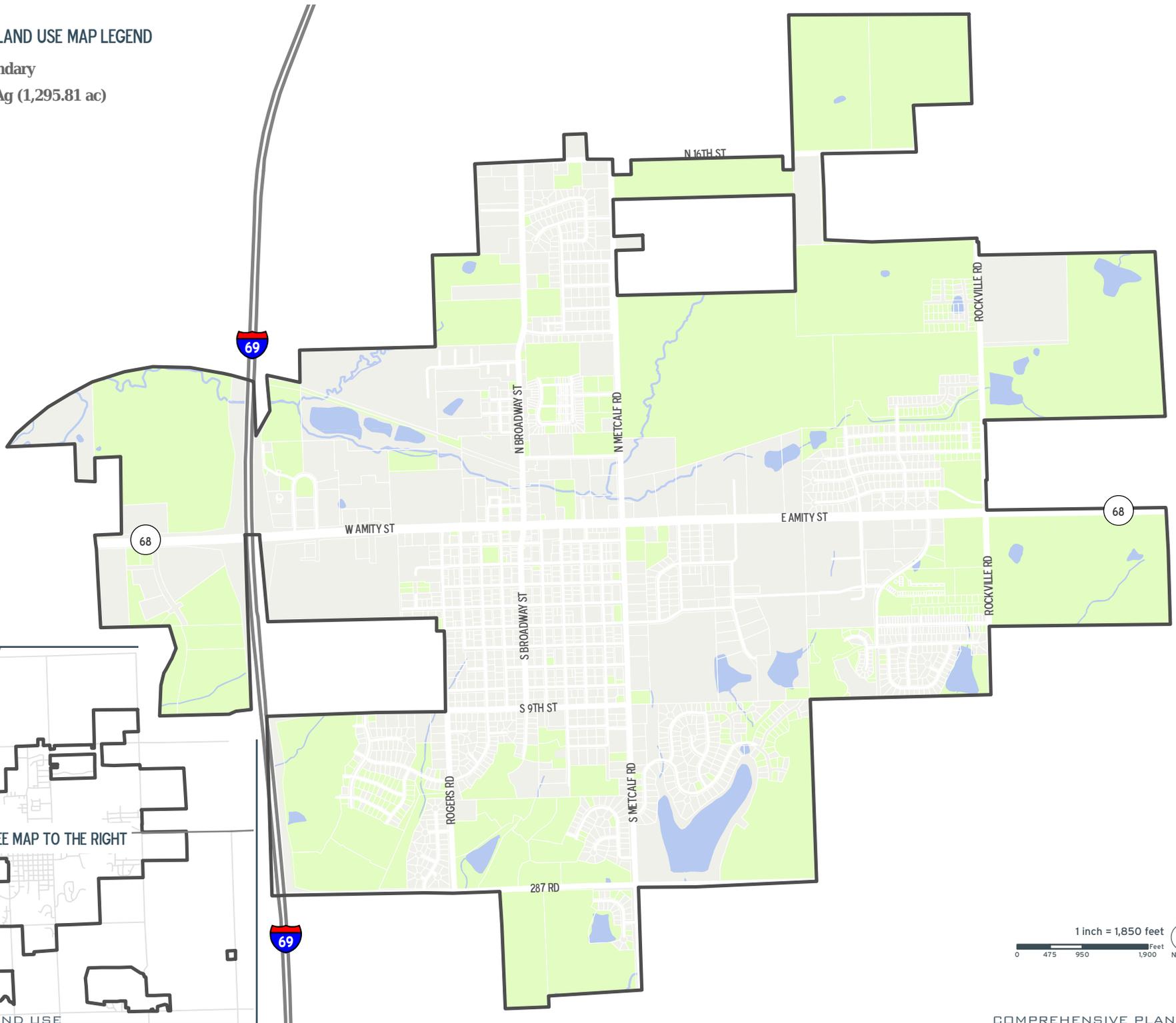


Figure 3-14: Industrial Typical Zoning District Requirements

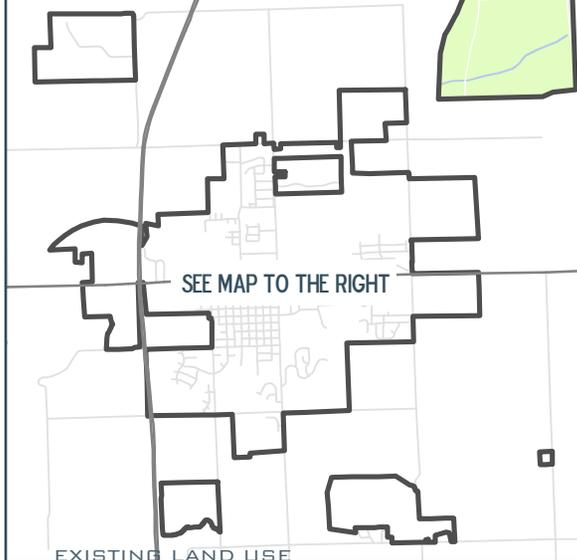
AGRICULTURAL TYPICAL ZONING DISTRICT REQUIREMENTS				
Zoning District	Min. Lot Area	Min. Lot Width	Height Limit	Front Setback
A-L Agricultural District	3 acres for residential; minimum dwelling unit requirements also apply	None	35 feet	25 feet

AGRICULTURAL LAND USE MAP LEGEND

-  City Boundary
-  Vacant / Ag (1,295.81 ac)



CITY-WIDE MAP



HISTORIC RESOURCES



Constructed in 1914 by the Topeka Bridge and Iron Company, the Jake's Branch of Middle Creek Bridge, located eight miles south and two miles west of Louisburg, is the only historic resources listed in the National Register of Historic Places, the nation's official list of buildings, sites, structures, and objects worthy of preservation.

The Bridge is noted for its early use of reinforced concrete. There is no known survey of historic resources in Louisburg, although the City's Historic Preservation Commission would like to pursue a future city-wide documentation effort to determine if other architecturally and historically significant buildings and sites exist in the community.

The Commission is also seeking Certified Local Government (CLG) status from the Kansas Historical Society, which would enable the City to be eligible for grants or other financial assistance for local preservation initiatives.





EXISTING LAND USE

KEY LAND USE ISSUES		
No.	Issue	Description
LU1	Downtown Core Investment	Downtown Louisburg remains a key opportunity for reinvestment and redevelopment given its adjacency to Louisburg’s older neighborhoods and proximity to Amity Street (K-68 Highway), a main east-west thoroughfare through the community. However, the downtown core is set off from Amity Street by one block, which reduces its visibility to motorists. Many downtown buildings are in good condition but façade and storefront appearances need improvement and a level of reinvestment. Some downtown land is underutilized or vacant and could pose opportunities for infill or redevelopment.
LU2	Commercial Corridor Investment	While there may be commercial opportunities in downtown, other commercial areas may experience limited demand for additional retail in coming years given incremental residential growth and the existing commuting patterns that take residents outside the community for work. Some commercial developments along Metcalf Road and Amity Street need physical upgrades, although they represent low-cost space for new entrepreneurs and businesses. Louisburg will continue to face significant competition from neighboring communities in the Kansas City metropolitan area
LU3	Housing Supply	Like many communities after the economic recession of 2008, Louisburg experienced somewhat of a slowdown in housing construction, although the community continues to be an attractive place for new housing construction due to the lowcost of land. Representative housing products are also relatively diverse for a small community from historic homes in the community’s center to small and medium-sized lot single-family, townhomes and fourplexes. The rental housing supply is relatively small with rents reaching the upper limits of affordability.
LU4	Residential Design & Aesthetics	New residential developments are of high quality construction although rather commonplace with front-loaded garages facing the street. More diversity in residential design can make neighborhoods visually interesting and attractive to potential homebuyers.
LU5	Industrial Investments	Land for business parks, research and development, fabrication, and warehousing is very limited in Louisburg, which significantly diminishes local employment opportunities and City tax revenues. Suitable industrial land apart from existing residential areas may be in fringe areas near the U.S. Highway 69 interchange. Some light assembly uses without outdoor storage needs could be located along the Amity Street and Metcalf Road corridors.
LU6	Community Facilities and Opportunities	The Louisburg community appears to be well-served by its community facilities, by their location and by the quality of new building and facility construction. There appears to be no short-term school facility needs. Park and open space resources, such as the Aquatics Center and Lewis-Young Park, are considered by the community as priorities for enhancement and improvement to meet local needs.





● COMMUNITY SPEAKS

INTRODUCTION

.....

A key component of a successful community planning process is the engagement and discussion with community stakeholders on the issues and priorities that matter to them. Why is this important? Effective community participation leads to a more in-depth understanding of community concerns and opportunities for revitalization, growth, and economic diversity.

It also serves to frame a compelling vision for Louisburg's future - a vision that represents community consensus and buy-in. In any planning process, successful engagement of diverse stakeholders is as critical as the planning analysis. It also empowers the community to participate in the process, and the eventual plan implementation efforts.

During the first phase of the planning process, three community engagement activities were undertaken to gather input from community stakeholders and the general public. These activities included:

- Stakeholder Interview and Focus Groups;
- A Community Speak-Out; and,
- A youth input session.

During the second phase of the planning process, two community engagement activities were undertaken to gather input from community stakeholders and the general public. These activities included:

- A Community Speak-Out; and,
- An online community survey.

The proceedings from the activities are summarized in the following pages.



STAKEHOLDER INTERVIEWS & FOCUS GROUPS

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Between March 6 and March 8, 2017, a series of stakeholder listening sessions were conducted with various key stakeholder groups, including the City of Louisburg elected officials, City department heads and commissions, such as the Public Works and Utilities, Police and Fire, Finance and Administration, the Planning Commission, Park and Tree Board, Louisburg Unified School District 416, Louisburg Library District #1, local businesses, churches and religious institutions, civic groups, and Louisburg residents.

Interview questions focused on issues related to land use and growth, economic development, infrastructure, neighborhoods, downtown, community design, quality of life, and parks and open space.

Key planning, land use and community development issues discussed by community stakeholders are summarized below:

Growth and Urban Form

Louisburg experienced significant growth during the 2000s before the 2008 national economic recession slowed both new residential and commercial development activity. Most segments of the Louisburg community desire growth to diversify the tax base – however, growth should come in measured ways that do not impact the community’s character and overall form.

Commercial Services

The commercial business mix needs diversification – the only destination retail that serves the broader community is located at the Amity Street-U.S. Highway 69 intersection. Attracting new retail, restaurants, and even office uses may be

Who Participated?

the city

The City Council (City Council Strategic Planning Session)
The Mayor and City Administrator
Planning Commission/Planning & Zoning Dept.
Police/Fire
Public Works Department/Public Works Superintendent/Utilities Department/Park & Tree Board

partners

County Planning/Eco Devo/MARC
Louisburg Library District #1 /Fox Hall
USD 416
Louisburg High School Student Council
Louisburg Chamber of Commerce
Local Banks and Financial Institutions
Major Local/Regional Employers
Downtown Property Owners and Merchants
Religious Institutions
Civic and Cultural Organizations



challenging given the proximity of shopping services in Overland Park and other areas within the Kansas City region. This is evident in the existing high vacancy rate of recently-constructed strip centers – market conditions may not support retail expansion in Louisburg for the time being.

Industrial Land Use and Employment

Louisburg lacks significant industrial uses and employment centers – many Louisburg residents commute to jobs located in the Kansas City region, making Louisburg truly a “bedroom” community. Without industrial uses or other types of commercial-industrial developments that can add local jobs, the community’s tax base burden will continue to be shouldered by the residential sector. Residential property values are already considered high relative to other nearby communities. However, some Louisburg stakeholders are concerned with the impact of industrial uses on the City’s visual appearances and quality of life.

Connectivity and Mobility

Louisburg has made important strides in planning transportation improvements that support options for pedestrians and bicyclists. The Broadway Street enhancement plan for downtown is a notable example. Most Louisburg stakeholders desire additional transportation improvements that connect places to places – older neighborhoods to the downtown with new sidewalks or safer crossings across Amity Street, for instance – to promote the health, well-being and the quality-of-life of current residents and newcomers to the community.

Neighborhoods and Housing

Recent subdivision developments contain high-quality housing with a mostly standard housing product – single-family residential on similarly-sized lots. Although some townhomes, duplexes and fourplexes have also been developed in the last decade, the supply of multi-family housing and apartment units is rather sparse. Connectively to and from the newer subdivisions to the downtown and Louisburg’s older neighborhoods is poor.

Properties within neighborhood blocks surrounding the downtown also need upkeep and improvement, as well as capital investments to maintain these blocks as appealing places. Absentee landlords may also be a cause for the lack of property maintenance. It should be noted that both younger families and older households are moving to Louisburg and different housing products are needed serve their respective needs, needs that could be met by the community’s older housing stock.

Downtown

Downtown Louisburg currently lacks significant retail and business attractions; its building stock is also in need of maintenance, façade and storefront improvements. Upcoming streetscape improvements should help make the downtown a more safe and comfortable place for pedestrians; however, there is still a need for recruiting and developing small businesses that can fill buildings and storefronts. New mixed-use development would also help in filling some of space gaps along Broadway Street.



Appearances and Urban Design

Louisburg’s “curb appeal” and visual identity needs enhancements – gateways, neighborhood edges, signage, for instance, as well as new development design. Amity Street and Metcalf Road should be a focus of improvements since they are important transportation arteries through the community. Wayfinding signage would also help in guiding visitors and travelers to key destinations.

Local Workforce

Local employers have noted that it is difficult to find and retain good workers, especially for the day-time hours. As the community’s largest employer, Louisburg Unified School District 416 also has a difficult time retaining its non-professional staff. Additionally, Miami County’s unemployment rate is low even as starting pay for most entry-level positions in the Louisburg area is below those of communities in the surrounding counties.

Community Services

Community stakeholders believe that local services, ranging from parks, special events, the Farmer’s Market, and the Senior Center, to name a few, are valued and used extensively by the community. Civic organizations, such as the American Legion and the Lions Club, also play active roles in planning festivals and fundraising initiatives for student scholarships and other local causes. Stakeholders do desire more services and activities that meet the needs of local youth. Louisburg’s Public Library is a significant civic and cultural asset for the community, providing a wide array of programs beyond its core Library functions. A local history room could be installed in the Public Library where archives and materials from the Louisburg Historical Society could be housed and made accessible to the public.

Social Needs and Quality of Life

Stakeholders consider Louisburg to be a tightly-knit community where people know and support each other, but it is not a community without its own issues. Child care and latch-key kids are significant issues given the number of parents that must commute into the Kansas City region

for work; drug addiction and the “invisible poor” are also concerns. Local churches and religious institutions desire to be more active in addressing social issues, such as day care and poverty, but are limited by available resources, and regulatory and liability issues.

Community Marketing and Branding

Promoting and marketing the best of what Louisburg has to offer – its schools, parks, housing opportunities and small town atmosphere – should be a priority and a means to attract visitors, growth and investor interest to the community, but how should it be done and who should do it? What is Louisburg’s brand image within the ever-expanding Kansas City region? How do we take advantage of some of the destination attractions – the Cider Mill and local wineries – to entice visitors to Louisburg? An entity that can lead and manage marketing, as well as various other economic development efforts locally, may be needed.



STATE OF THE CITY COMMUNITY SPEAK-OUT SESSION

.....

The Community Speak-Out Session occurred on March 8, 2017, at the Louisburg City Hall, with over 50 participants, including residents, business owners, and City leaders. The main objectives of the Speak-Out were to introduce community stakeholders and residents to the comprehensive planning process and discuss planning issues and opportunities in an open house format.

This format included interactive planning “issue booths”, a “Big-Map” station, and roundtable discussions for one-on-one interactions with Speak-Out participants. Speak-Out stations included:

Project Introduction Stations

Participants were given the opportunity to “sign-in” to the Speak-Out and provided an information handout describing the goals and phases of the Comprehensive Plan, what is involved in a comprehensive planning process, overall project timeline, and how a Comprehensive Plan benefits the Louisburg community. Information from the hand-out was also displayed on a separate exhibit as one entered the Speak-Out. This station also included a map depicting Louisburg and key planning challenges, as well as a series of infographics that illustrated community demographic statistics.

Theme Stations

These stations were organized into three different “theme” categories, each tying back to key planning goals of making Louisburg a more livable, vibrant, and connected community:



LIVABLE

The plan will ensure that all elements of the built and natural environment—land use, transportation, housing, energy, infrastructure, and parks and open space—work together to create a community with a high quality-of-life.



VIBRANT

The plan will ensure that the community is prepared and able to react and respond to both positive and negative economic changes and initiate sustainable development strategies that foster a healthy business environment.



CONNECTED

The plan will ensure fairness and equity in providing for housing, services, transportation, infrastructure, and safety. It will also foster cooperation with adjacent jurisdictions to improve Louisburg’s connection to the surrounding Kansas-City metropolitan region.



LIVABLE

Exhibits for this theme station focused on creating a “Livable Louisburg” by enhancing quality-of-life assets—housing, parks, neighborhoods, for instance. Participants were asked to identify other assets that should be addressed in the Comprehensive Plan.

Responses to: Hey Louisburg, I have a BRIGHT idea:



LAND USE & DEVELOPMENT

fill existing empty buildings before building new ones

QuickTrip

the voters have spoken—we want the library downtown

we need commercial business development on the west side of town

healthy food store or restaurant

places to buy clothes for all ages

make Louisburg a destination stop for the region



ECONOMIC DEVELOPMENT



PARKS & OPEN SPACE

reopening of Rockville Rd. to the golf course as a walk/bike route, possibly connecting to Ron Weer Park.



NEIGHBORHOODS & HOUSING

youth or community center



TRANSPORTATION

we need a regional airport in or near Louisburg

truck stop complex along 69



TRAILS & BIKEWAYS

need a trail around 68 and metcalf

use rails to trails to connect downtown and subdivisions via the former railway



UTILITIES & INFRASTRUCTURE

tunnel under 68 from high school to Summerfield Farms

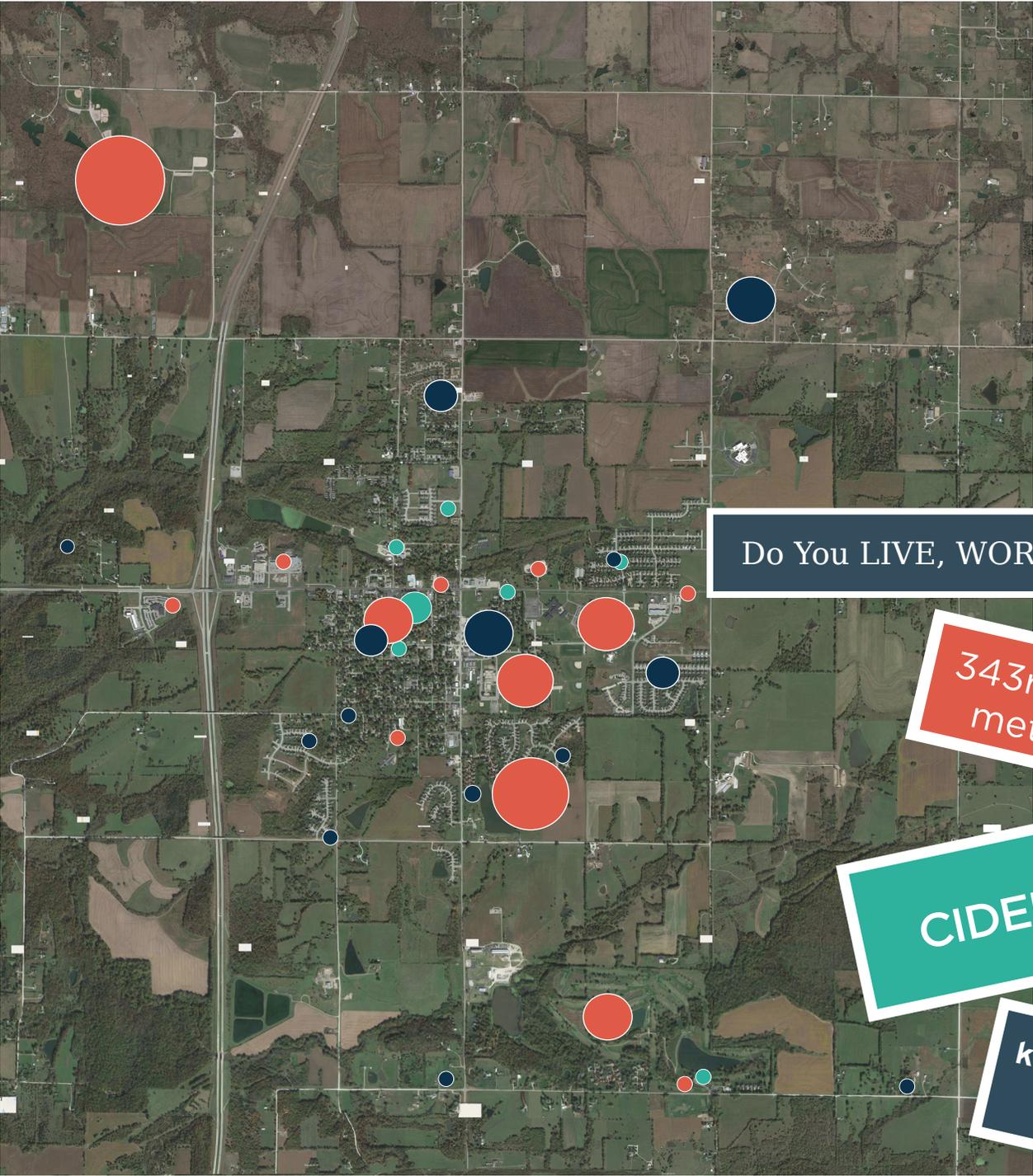


IMAGE, IDENTITY, & BRANDING

signage in 2018 to commemorate the 150th anniversary

entrance to city needs to take advantage of 69 traffic. make cars stop to spend money in Louisburg.

Highlights from: Tell Us About Louisburg



-  WHERE I LIVE
-  WHERE I WORK
-  PLACES I LOVE

Do You LIVE, WORK, or PLAY Outside of Louisburg?

343rd and metcalf

CIDER MILL

295 & metcalf

kansas city, missouri

OVERLAND PARK KANSAS



VIBRANT

This theme focused on creating a “Vibrant Louisburg” with exhibits illustrating the community’s existing economic context. A map depicting three drive-time areas for retail demand and sales gaps (5-minute, 10-minute, and 15-minute) was also displayed. In addition, a questionnaire was distributed asking participants to provide feedback on what kind of businesses they would like to see in Louisburg. Responses included the need for grocery and clothing stores, cafes, restaurants and a movie theater, among others.

Responses to: “Vibrant Louisburg” questionnaire:

three words

to describe downtown
Louisburg

old	clean
dark	neo
tired	parade
empty	unlively
quaint	vacant
parking	rundown
small	clean
library	safe
unused	

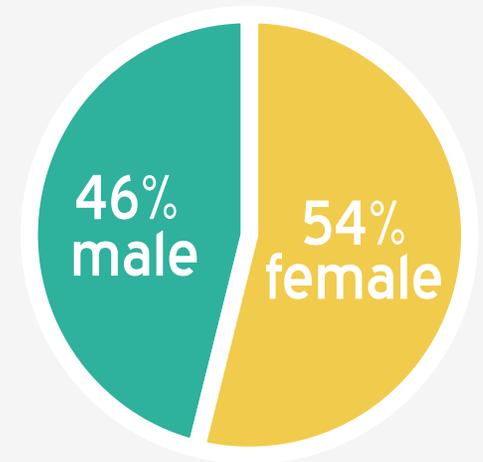
new businesses

you would like to see in downtown
Louisburg

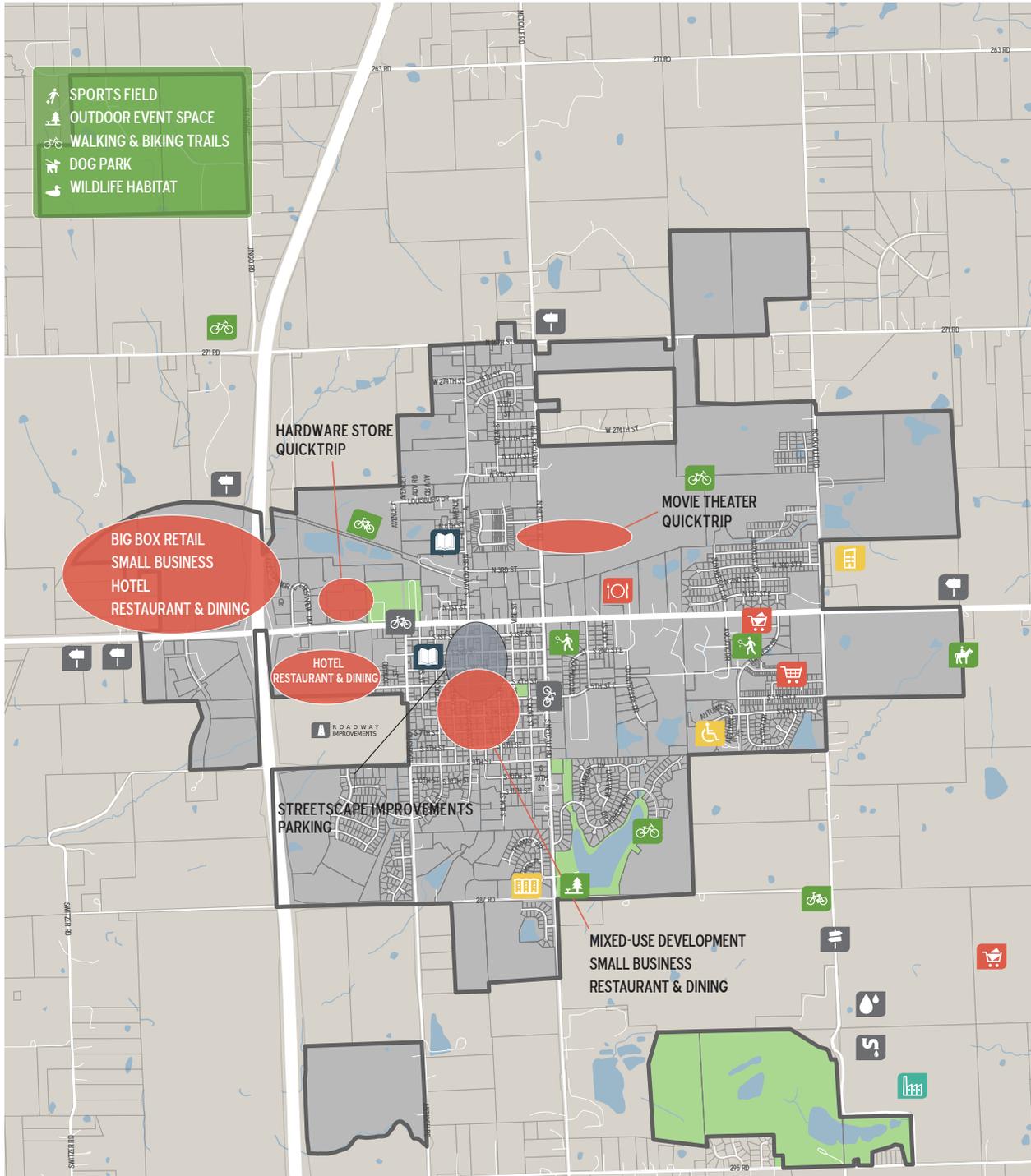
banks	cafe
grocery stores	technology
restaurants	bowling alley
movie theater	fresh
coffee shop	food
night life	burger joint
rec	hotel
center	
clothing stores	

stats

of respondents



45-54	66053
average age range	zipcode most listed



Highlights from: Opportunity Mapping Exercise

Participant instructions: using the stickers provided, show us where you'd like to see specific land uses or elements added or improved within the community. Land uses and elements are color-coded into the following categories

residential

- senior housing
- rental apartments
- townhomes

institutional industrial

- library
- industry

commercial

- big box retail
- grocery store
- restaurants & dining

parks, open space, & agriculture

- recreation center
- walking & biking trails
- equestrian trails
- outdoor event space

transportation & infrastructure

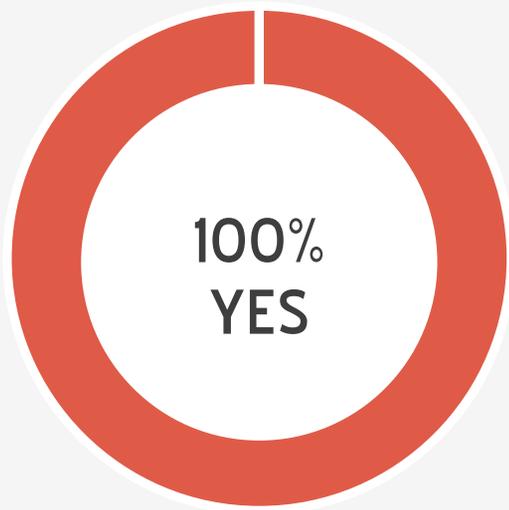
- gateway signage
- on-street bike lanes
- stormwater improvements
- sewer system improvements



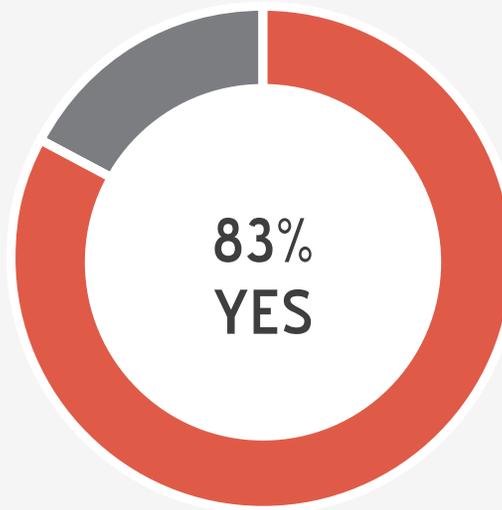
CONNECTED

Exhibits in this theme focused on creating a “Connected Louisburg” by exploring several transportation-related issues, including existing transportation, trail, and bikeway networks. Speak-Out attendees were asked to provide feedback on the types of improvements they would like to see implemented in Louisburg. A questionnaire was also provided at this exhibit station with a summary as follows

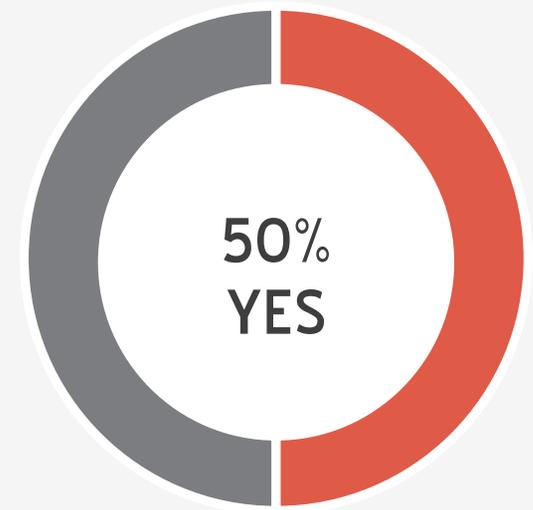
Responses to: “Connected Louisburg” questionnaire responses:



Should the City require curb, gutter, sidewalks and parkway trees with new developments, even though these requirements will add to the overall cost of new development.



Should the City develop off-street bicycle & walking trails? –Most respondents said that bicycle lanes should not be allowed on streets and that the city should develop off-street bicycle and walking trails.



Should the City allow bike lanes on streets?

Highlights from: Visual Preference Survey



Amity St.



Participant instructions: give us feedback on which of these options you would like to see in Louisburg. These images are a sampling of the preferred options from the exercise.

State Arterial Roadway



South 4th Street



Residential Roadway



Amity St. at Broadway St.



Arterial Streetclosing

INTERACTIVE STATIONS



These stations allowed Speak-Out attendees to provide information on a variety of topics and planning issues through a series of interactive exercises.

Photo Booth

At this station, attendees were asked to write down on a small dry-erase board what they love about Louisburg or what Louisburg means to them as a place to live, work and play. A photo of the attendees with the dry-erase board and their written comments was then taken. Some of these photos, with the permission of participants, were posted on social media.

Today, Louisburg Is.../ Tomorrow, Louisburg should be... Exercise

This exercise asked participants to use post-it notes to write and display their thoughts about the “Louisburg of Today” and “Tomorrow.”

Ideas, Insights, and Barriers

This exercise asked participants to identify on a big map where in the City they have ideas for physical improvements, what insights they feel the planning team should know about, and where they see barriers to future improvements.

Youth Coloring Station

A youth area within the Speak-Out room was organized and monitored by Louisburg High School volunteer students. Activities included Louisburg coloring pages and “Postcards from the Future,” where participants were encouraged to write notes about what they want to see in a future Louisburg.



YOUTH INPUT SESSION



The planning team met with the Louisburg High School student council on March 8, 2017. The group of students had representatives from all grade levels - ninth through twelve. There were approximately 20 students in attendance at the meeting.

First, the planning team provided an overview of the plan and the planning process. Then the team asked students to fill in the blank for two sentences: “TODAY, Louisburg is...” and “TOMORROW, Louisburg should be...” The responses to these statements led to further discussion with the students about what they think of the community as it exists today and what they’d like to see improved upon for the future.

Today, Louisburg is...

The word cloud to the right identifies the responses to the first fill-in-the-blank statement. The larger the word in the word cloud, the more students responded with that answer. Most students answered that the community, as it exists today, is “boring.” Other prevalent responses were small, quiet, old-fashioned, and uneventful. The discussion around this activity centered on the students’ opinions that there aren’t a lot of activities for them to do outside of school activities. They felt that there weren’t many places for them to hang out, which was why they end up travelling north to Johnson County for activities. They appreciate the small-town feel and are happy they grew up in Louisburg, but most noted that they probably wouldn’t move back unless / until they had a family to raise because there aren’t things for them

to do in town.

Tomorrow, Louisburg should be...

When asked to fill in the blank to the second statement, most students chose the word “artsy.” Other common responses were athletic, fun, diverse, exciting, and busier. Overall, the students would like to see Louisburg maintain the small town feel while also attracting more diverse residents, businesses, and activities. They’d like to live in more vibrant community where the need to leave for essential services and / or entertainment isn’t necessary - you can get it all in town.

Some ideas the students generated for businesses they’d like to see are:

- Taco Bell
- Coffee Shops
- Bakery
- Sonic
- Chipotle

Today, Louisburg is...

Not only would the students like to see additional commercial development, but they would like the existing community to be improved aesthetically. Some additional comments were photogenic, active, and colorful. Others suggested clean, lively, and updated. It was interesting that several students, even those in their early high school years, already planned on moving back to Louisburg after college; however, these students wanted to see a more vibrant and lively community to come back to. They all appreciate and valued the small town they were raised in, and have high hopes for its future.



Tomorrow, Louisburg should be...



COMPREHENSIVE PLAN COMMUNITY SPEAK OUT SESSION

.....

The Comprehensive Plan Community Speak-Out Session occurred on August 3, 2017, at the Louisburg City Hall. Twenty-five (25) community members participated. The main objectives of the Speak-Out were to re-introduce participants to the comprehensive planning process, reveal the the State of the City community engagement results, and discuss potential strategies and land use policies in an open house format.



This format included interactive planning “issue booths” that were structured around five key topics. These topics included:

- Community Land Use
- Downtown Louisburg
- Residential Strategies
- Employment Center / Business Park Strategies
- Corridors

The posters at these “issue booths” included background information and potential strategies for the future. There were also activities at some of the stations where participants could provide feedback.

Finally, an interactive station allowed participants to build their own budget. Participants allocated their 10 planning dollars amongst seven different categories, including:

- Community Center
- Downtown Library / Farmer’s Market Plaza
- Neighborhood Sidewalks / Stormwater / Capital Improvements
- Downtown Facade Improvement Program
- Gateway / Wayfinding Program
- Park Enhancements
- Trail Enhancements / Extensions

The results of the community speak out are summarized in the following pages.

Open Space
Community
Commons

Community Commons with Library

Downtown Louisburg

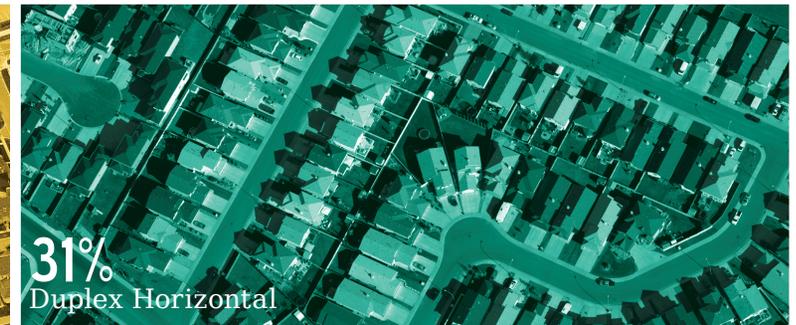
Participants could choose one of four options, including "other," for potential strategies for the downtown farmer's market site including:

- Community Commons with Library
- Community Commons with open space
- No changes to the farmer's market site

Out of the four options, most Community Speak Out participants would like to see a community commons site developed in conjunction with the library.

Preferred Land Uses

Two different stations offered opportunities for participants to identify preferred land uses and potential development options. One station identified potential residential development typologies while a second station identified potential employment center / business park development typologies. From the options provided, the following typologies were preferred. Additional suggestions included a business incubator space.



Corridors

Participants placed stickers on a community map to identify locations for the following improvements:

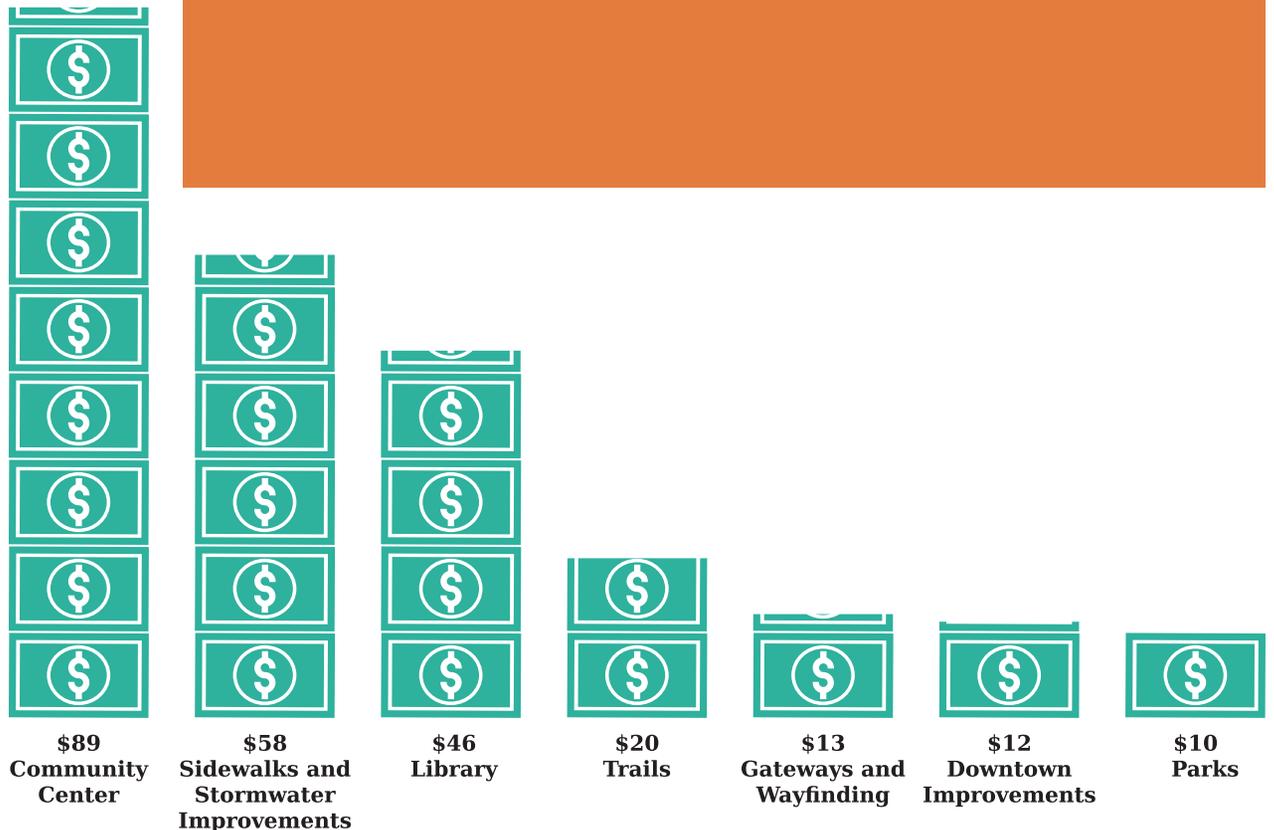
- Gateways & Placemaking
- Streetscape Improvements
- Traffic Control & Calming

The highest priority item, per the number of locations identified, was traffic calming and control. This revealed that pedestrian safety and connectivity is important to the community. Comments regarding corridors and pedestrian improvements included: connecting walkers and bikers to build community, bike trails to Lewis-Young Park, and sidewalks along Broadway, north of Amity.



Implementation

Participants were given \$10 in “planning dollars” and were told to allocate these dollars to seven different categories. The category with the most money allocated to it was the Community Center. This was followed by sidewalks and stormwater improvements and the library. As residents participated in this activity, many discussed their thoughts to combine the Community Center and Library into a single facility. In fact, most of the comments provided by participants were about the need for a community center. Suggestions for the facility included an indoor pool, meeting rooms, and recreation facilities, with outdoor park amenities surrounding the site.



ONLINE COMMUNITY SURVEY



In addition to the Comprehensive Plan Community Speak Out, residents had the opportunity to provide feedback via an online survey. The survey launched September 6, 2017, and remained open for input until September 18, 2017. Questions were formatted in a similar fashion to the Speak Out activities. This allowed the planning team to compare the input and develop clear conclusions regarding future land use, downtown improvements, residential typologies, employment center / business park typologies, and corridor improvements.

In total, 202 residents participated in the survey either online or via a printed hard copy that the planning team entered manually into the online results. The majority (73%) of respondents live within the City of Louisburg's limits, while the remaining (27%) live in unincorporated Louisburg.

The survey not only provided the same level of background as what was found at the community meeting, but also asked respondents to provide their input in a similar way.

Land Use

Respondents were asked to review the proposed land use map and rate the amount of various land uses on a three-point scale. The options included:

- Unsatisfied: I think there should be more areas of this land use.
- Satisfied: I think there is an appropriate amount of this land use.
- Unsatisfied: I think there should be fewer areas of this land use.

Most respondents were satisfied with the quantity of residential land uses with the exception of multi-family and mid-downtown residential. Respondents felt there should be fewer areas of these land

uses (57% unsatisfied for multi-family, and 42% unsatisfied for mid-downtown residential).

Regarding commercial land uses, respondents would like to see more areas of Downtown Core and Destination Commercial land uses. For these land uses, 56% would like to see more Downtown Core Commercial while 49% would like to see more Destination Commercial. There was not consensus on the amount of Neighborhood Commercial as 41% identified the need for more and 41% identified that they are satisfied with the amount shown. Respondents were satisfied with the amount of Commercial-Industrial land uses.

Over 63% of respondents identified the need for more Parks and Open Spaces. All other land use categories received satisfactory marks regarding quantity.

Residential Development

Respondents were given the opportunity to rate seven different residential typologies. Large lot single-family was the preferred residential development typology with a weighted score of 4.25 out of 5. This was followed by small lot single-family (2.77), townhome (1.97), duplex-horizontal (1.8),

duplex-vertical (1.65), low-scale apartment complex (1.51), and fourplex-horizontal (1.46). It is important to note that no only residential typology received a weighted score higher than three out of five.

Downtown Improvements

Respondents were asked to select all of the strategies they would support for the downtown farmer's market block. The four choices were:

- I like the idea of creating a community commons that includes a new library facility.
- I like the idea of creating a community commons that does not include a new library facility. Keep it open space, but design and program the site like a park or plaza.
- I think the farmers market site should remain as is without any improvements.
- Other (please specify).

The top two choices were items one and two, with 52% supporting a commons with a new Library and 43% supporting a commons with open space (park / plaza). Only 8% selected "other." Suggestions included a park, community / recreation center, dog park, and maintaining the farmer's market within any new site development.

Employment Center / Business Park Development

Respondents were give the opportunity to rate seven different employment center / business park typologies. Small Scale Office Business Park received the highest weighted score of 3.4. The next most preferred employment center / business park typology was Ag Industry, with a score of 2.8. This was followed by Light Industrial Business Park (2.6), Distribution Center (2.22), and Warehousing (2.14).

Corridors

Respondents were asked to identify locations for the following three improvements:

- Gateways and Placemaking Elements
- Streetscape Improvements
- Traffic Calming and Control Methods

Respondents provided their feedback in open-ended format, so the planning team read through all comments and deduced the following priorities.

Regarding gateways and placemaking elements, the top priorities were:

- On Amity as you enter the city from Highway 69
- On Amity as you enter the city from the west
- Downtown

Respondents suggested various improvements for area streets including more sidewalks, parking, and pedestrian improvements. Suggestions for streetscape improvements and traffic calming and control measures were nearly identical. Respondents identified the following priorities:

- Various locations along Metcalf Road
- Various locations along Amity
- At key community destinations include schools, post office, Ron Weers Park, and other community park sites
- Various locations along Rogers Road



COMMUNITY

POPULATION GROWTH

The City of Louisville's average household size has consistently decreased since 1970 when it was 2.75 persons per household.

DEFINITIONS:
A household is defined by the Census as "all the persons who occupy a housing unit as their usual place of residence."
The Census also defines a family as "all the persons related by blood, marriage, or adoption who occupy a housing unit as their usual place of residence."

COMMUNITY SPEAKS
What we heard from you

A key component of a successful community planning process is the engagement and discussion with community stakeholders on the issues and priorities that matter to them.

Who participated?

Diversity: Tax Base Attract New HIGH QUALITY RESIDENTS, Retail Investment, Transportation Improvements

Address Changing Workforce

COMMUNITY SPEAKS
What we heard from you

The Louisville Urban & Rural Office

Addressing community issues such as:

- Transportation
- Public Safety
- Quality of Life
- Community Development
- Public Works
- Health & Wellness
- Environment
- Arts & Culture
- Education
- Senior Services
- Community Services
- Public Safety
- Quality of Life
- Community Development
- Public Works
- Health & Wellness
- Environment
- Arts & Culture
- Education
- Senior Services
- Community Services

THE COMPREHENSIVE PLAN

COMMUNITY VISION
COMMUNITY GOALS
COMMUNITY STRATEGIES

COMMUNITY VISION
COMMUNITY GOALS
COMMUNITY STRATEGIES

COMMUNITY VISION
COMMUNITY GOALS
COMMUNITY STRATEGIES

PART TWO: COMPREHENSIVE PLAN







● COMMUNITY VISION & LAND USE STRATEGY

GOALS AND POLICY STATEMENTS

Goals	Policies for Decision-Makers / The City's Role
Foster a diverse mix of land uses that support and grows Louisburg's tax base.	<p>Balance land uses by pursuing a mix of residential uses and housing types.</p> <p>Introduce and encourage employment-generating land uses that enhance Louisburg's local economy.</p> <p>Concentrate commercial uses in the Traditional Downtown and along the Amity Street and Metcalf Road corridors.</p>
Establish Downtown Louisburg as a vibrant and vital mixed-use center.	<p>Encourage retail, service and residential uses within existing buildings and new development.</p> <p>Maintain and expand governmental and public services within the Downtown.</p> <p>Facilitate the preservation and rehabilitation of historic commercial buildings while fostering good infill development design.</p> <p>Consider the reuse of older homes adjacent to the Downtown core for small-scaled retail uses.</p> <p>Promote a safe and comfortable pedestrian environment through transportation and urban design enhancements.</p>
Establish thriving neighborhood retail and destination commercial centers along Amity Street and Metcalf Road.	<p>Direct neighborhood-scale commercial development along Amity Street and Metcalf Road, and larger-scaled destination commercial uses near the Highway 68/69 interchange.</p> <p>Promote high-quality development design, signage, and reduce curb-cuts and driveway aprons where feasible and warranted.</p> <p>Limit expansion of commercial uses along corridors until market demand strengthens.</p>
Strengthen Louisburg's stable, vibrant neighborhoods that provide varied housing and living opportunities.	<p>Maintain, rehabilitate, and preserve the older, traditional housing stock adjacent to the Downtown.</p> <p>Facilitate build-out of unfinished residential subdivisions.</p> <p>Encourage connectivity between developing and existing neighborhoods.</p> <p>Promote duplex and multi-family housing developments near the Downtown and adjacent to schools, parks and existing residential neighborhoods.</p> <p>Support new, high-quality housing development design.</p>
Strengthen and expand Louisburg's enhanced and well-maintained parks and open space system.	<p>Encourage developers to pursue high-quality public space improvements, parks, open space, and trails within new residential developments.</p> <p>Encourage park development in underserved areas of the City, specifically the west-northwest areas, to provide walkable access to outdoor recreation opportunities.</p>
Ensure Louisburg has a well-connected, maintained and comprehensive transportation system.	<p>Promote safe, comfortable pedestrian and vehicular connectivity between different districts, neighborhoods, community destinations, and Downtown.</p> <p>Maintain all roads and rights-of-way to promote efficient transportation and circulation within the community.</p> <p>Consider future impacts of driverless car technology</p>
Ensure Louisburg has an orderly approach to maintaining its city form and addressing growth management.	<p>Ensure capital improvement planning and expenditures are consistent with the land use and development goals presented in the Future Land Use Strategy.</p> <p>Collaborate with other local, county and regional agencies regarding infrastructure, capital improvements and growth management issues.</p>
Maintain a high quality-of-life with quality community services, amenities and year-round activities.	<p>Support expansion and improvement of community services.</p> <p>Promote community identity through gateway, wayfinding and other urban design enhancements.</p> <p>Involve other partners and entities in programs and events that build community relationships and social equity.</p>



This Comprehensive Plan document - a document representing a clear, compelling vision and framework for Louisburg’s long-term growth, development and quality of life - was created through an energetic, collaborative planning process undertaken between the City of Louisburg, the Comprehensive Plan Steering Committee, the Planning Commission, and the residents and stakeholders of Louisburg.



The collaborative process included a community speak-out session, a workshop with Louisburg youth, a series of stakeholder interviews, and meetings with the Comprehensive Plan Steering Committee - a process that helped garner a broad understanding of planning issues that are of critical concern to the people who live and work in the community.

A starting point and foundation element for the Louisburg Comprehensive Plan is the Vision Statement – a statement that summarizes the community’s consensus and aspirations for Louisburg’s “bright future.” From the Vision Statement, a series of planning goals, policies and strategies have been created to guide community decision-making in maintaining and enhancing Louisburg’s vitality and quality-of-life.

All goals and strategies build on the community’s existing assets – its neighborhoods; its Downtown district and commercial areas; its schools, parks and amenities; and, its vibrant network of civic and religious institutions – while exploring ways in which to grow and develop without diminishing its small-town character and tightly-knit social networks – qualities that make Louisburg distinctive among all other communities within the greater Kansas City region.

Succeeding sections of this chapter – ***Community Vision and Future Land Use*** – provide an overview of the Comprehensive Plan’s recommended land use strategy for Louisburg’s future development and revitalization. The land use strategy is the Comprehensive Plan’s central element as it provides the blueprint for how and where Louisburg will grow over the next decade, ensuring that a high-quality built environment and a balance of land uses are achieved. A balanced and appropriate mix of land uses, from residential, commercial, parks and open space, and industrial, can help promote and enhance Louisburg as an attractive place to invest in as well as live, work, shop, and play.

LOUISBURG VISION STATEMENT

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Louisburg’s Vision Statement captures the community’s aspirations, sentiments and values for its long-term growth and quality of life; it also defines what aspects of the community should be preserved and maintained as key building blocks for future prosperity and growth, and what should be changed to promote quality living, sustainability and resilience in the face of ever-changing economic conditions. While the Vision Statement defines the community’s aspirations, it also serves as the benchmark for measuring the progress of implementing the Bright Future Plan’s goals, strategies and initiatives over time.

In 2027, Louisburg is the quintessential American small town known in the Kansas City Region for the vibrancy and character of its Downtown and residential neighborhoods, the quality of its public services and amenities, and the authenticity and friendliness of the people who live and work in the community. Over the years, the City, along with its committed residents and stakeholders, have planned for and invested in its assets and pursued opportunities for quality, measured growth and revitalization that strengthens the community’s economic base, sense of place and overall quality of life. Louisburg always strives to plan and improve the community with the active and vigorous involvement and engagement of its stakeholders and citizens.

While considering the opportunities and constraints for Louisburg’s growth and development, the community has achieved the following:

A vital Downtown and desirable shopping areas.

Downtown Louisburg has become a center for retail, service, and business activities, and, with its attractive streetscape, event spaces, and pedestrian environment, an appealing place for social interactions and community gatherings throughout the year. Downtown buildings have been rehabilitated and preserved, while new development – appropriate to Downtown’s sense of scale and character – provides additional space for new businesses and housing for those who want to live in or near the Downtown. A new Public Library, offering expanded services to Louisburg residents, along with City Hall, serve as key institutional anchors to an ever-vital and growing Downtown.

While Downtown provides a mix of commercial, residential, and institutional uses, the destination shopping areas along Amity Street and Metcalf Road serve both customers from surrounding communities and the daily shopping needs of local residents. Gateway signage, landscaping, wayfinding, and better building and site design enhance the appearance of these important commercial corridors. Bicycle routes, sidewalks, crosswalks, and other pedestrian amenities connect Downtown and other shopping areas to adjacent neighborhoods, schools, and parks.



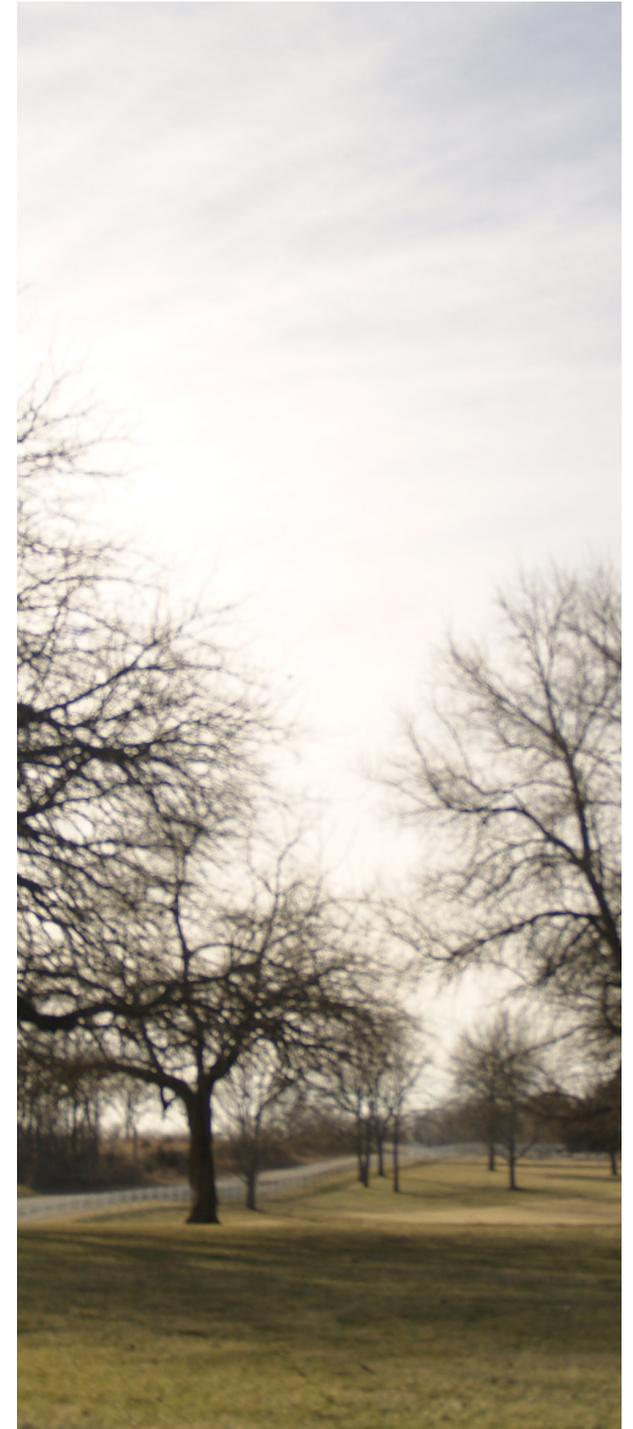
Livable, quality neighborhoods.

Louisburg boasts a diversity of neighborhood choices – within established, traditional neighborhoods near the Downtown, and in growing sectors of Louisburg with easy access to local schools, open spaces and recreational amenities. Louisburg’s traditional neighborhoods will be maintained, preserved and enhanced through a combination of public and private investments. Property maintenance programs and incentives serve to facilitate private improvements while ongoing City capital investments improve the sidewalk network, rights-of-way, signage, landscaping and visual identity of the traditional neighborhoods.

New residential growth occurs in a measured, anticipated pace in suitable locations that incorporate visually appealing residential design, sidewalks, parks, trails, and other natural features. Existing neighborhoods and new housing products accommodate a variety of housing needs – from new families and households to senior citizens – in housing designs that fit in and complement Louisburg’s small-town character and landscape.

An enviable quality of life.

Louisburg will be known in the Kansas City metropolitan region for its good schools, accessible and well-maintained parks, local employment centers, active civic and religious institutions, community events and festivals, bike and pedestrian trails, preserved landmarks, and responsive community services. Schools continue to be centers for academic excellence; city parks, including Lewis-Young Park, have enhanced amenities for a variety of sports and recreation activities; the Senior Center expands its services to help Louisburg’s elders remain active and connected with others; the Public Library builds a new Downtown facility with programs that enlighten and spark the mind; and, local churches and religious institutions work together on initiatives that address the social and spiritual needs of the people of Louisburg. Louisburg continues to provide and deliver a high level of community services to its residents as a way to support and enhance the local quality of life, public health, community engagement, and social cohesion and interaction.



PLANNING PRINCIPLES

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Along with the Vision Statement, a series of guiding planning principles have been prepared to carry out the Bright Future Plan Vision and achieve its successful implementation. The principles reflect core community values, as determined through the stakeholder engagement process, and the three main planning themes of Livable Community, Vibrant Community, and Connected Community.



Planning principles are also the “essential” and “fundamental” considerations when implementing aspects of this Comprehensive Plan, including its land use strategies. In view of future growth trends, Louisburg’s short and long-term development program should align with this Comprehensive Plan’s goals and policies.

Livable Community

A “livable community” is defined by its built environment, housing and neighborhoods, community services, natural areas and parks, churches and schools, and cultural and recreation opportunities. A livable community equates to a high quality of life – a high quality of life attracts new investment, contributes to community cohesion, and builds local pride of place. Livable community principles are outlined on the following page.

Vibrant Community

A “vibrant community” is defined by a bustling Downtown district, with businesses, services and activities that draw Louisburg residents and visitors from around the Kansas City area, as well as other successful and thriving neighborhood and destination shopping districts. A community’s business and economic

base should be diversified enough to be resilient to any economic changes at the regional, state and national levels. Vibrant community principles are outlined on the following page.

Connected Community

A “connected” community is one that has adequate transportation and mobility options, including a well-maintained roadway network, and bicycle and pedestrian facilities. A connected community is also one that provides opportunities for engagement in civic affairs and collaboration among different groups in community-initiated programs and activities. Connected community principles are outlined on the following page.



LIVABLE

Create community and neighborhood identity through enhancements to buildings, public spaces and other aspects of Louisburg’s physical environment.

Provide choices and diversity in housing, shopping and employment opportunities to accommodate residents in all stages of their lives.

Maintain, improve and protect Louisburg’s parks, open spaces and natural areas as an interconnected system of green infrastructure, outdoor recreational spaces and distinctive landscapes.

Encourage the preservation and conservation of important buildings, sites, landmarks, neighborhoods and landscapes that contribute to Louisburg’s sense of place.

Improve community health by providing access to healthy foods, quality recreational programs, and other activities and initiatives that promote active living.



VIBRANT

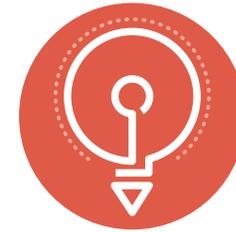
Offer multiple options in which people can walk, bicycle and travel in Louisburg.

Ensure all transportation systems – roadways, sidewalks, bike trails – **provide safe and secure travel environments.**

Enhance existing facilities and consider the development of new amenities and venues that increase social participation and citizen engagement activities.

Consider new services and outreach initiatives that facilitate interaction and participation among groups with special social and economic needs.

Build social capital by supporting the work of local non-profit organizations, civic groups and new associations that offer volunteer and community engagement opportunities.



CONNECTED

Enhance the appearance, function and quality of the traditional Downtown and other commercial areas to attract local consumers and regional visitors.

Achieve a diversified land use base with a proper balance of commercial, industrial and job-creating land uses.

Improve the local business climate by supporting entrepreneurial activity and small business development.

Ensure planning and land development regulations facilitate Downtown revitalization and the quality commercial and industrial growth.

Support and participate in regional economic development initiatives that may have important impacts on the community’s long-term resiliency and sustainability.

FUTURE LAND USE STRATEGY & MATRIX

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Achieving the community’s short and long-term planning, growth and revitalization goals will require a well-considered approach to community land use - an approach that builds a balance between residential and commercial growth while encouraging new land uses that provide opportunities for local job growth and economic development.



A balance between such land uses in Louisburg is needed to ensure a stable and growing tax base that promotes economic diversity and community resiliency to changes in local and regional economic conditions. Currently, a heavy share of the tax burden is borne in Louisburg’s residential sector, potentially making Louisburg less attractive to future homebuyers if local property taxes continue to climb over time.

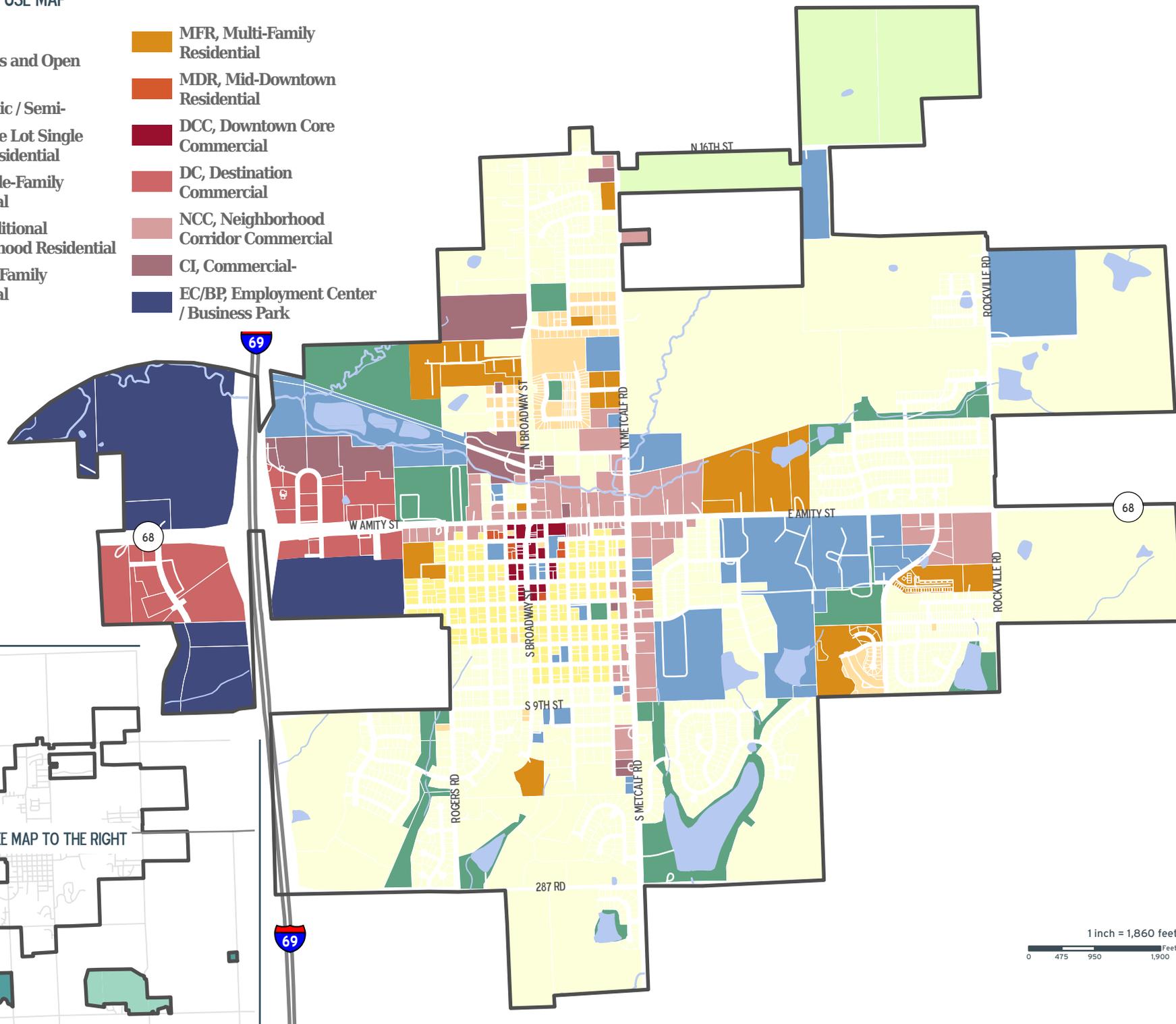
The Future Land Use Map (on following pages) depicts a strategic, recommended pattern of land uses in the City and the form, types and intensities of different land uses occurring in a particular area. The following definitions describe each land use category proposed in the Future Land Use Map. While the land use map should guide future land use and development and zoning decisions, it is also meant to be adjusted and changed when circumstances warrant a change in planning direction in any given area of the City. However, any changes to the Future Land Use Map should also be consistent with the larger community vision presented in this Bright Future Plan. It should also be noted that the land use strategy does not eliminate existing uses on existing properties where a change in land use direction is recommended in this Plan. Specific land use objectives are described in later sections of this Comprehensive Plan.

Land Use Matrix

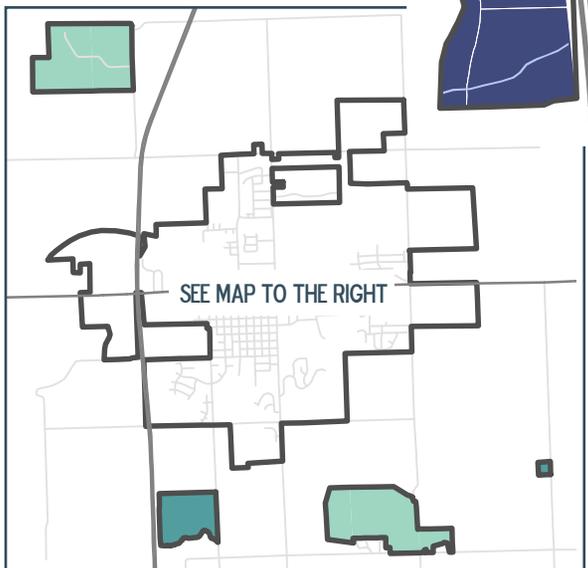
The Land Use Matrix on the following pages summarizes the Future Land Use Strategy and how each land use can be applied given current conditions. Flexibility in implementing the Future Land Use Strategy is allowed while being consistent in achieving the overall planning goals presented in this Comprehensive Plan.

PROPOSED LAND USE MAP

-  City
-  POS, Parks and Open Space
-  P/SP, Public / Semi-
-  LLR, Large Lot Single Family Residential
-  SFR, Single-Family Residential
-  TNR, Traditional Neighborhood Residential
-  TFR, Two-Family Residential
-  MFR, Multi-Family Residential
-  MDR, Mid-Downtown Residential
-  DCC, Downtown Core Commercial
-  DC, Destination Commercial
-  NCC, Neighborhood Corridor Commercial
-  CI, Commercial-
-  EC/BP, Employment Center / Business Park



CITY-WIDE MAP





COMMERCIAL LAND USES

Permitted Uses

Use Features and Characteristics

DOWNTOWN CORE COMMERCIAL (DCC)

Mix of commercial uses, such as small retail, restaurants, small service businesses.

Upper-story office and residential units.

Institutional-government uses, including City Hall, Public Library and other similar use and facility types.

Rehabilitation of historic commercial buildings; storefront, façade improvements, and adaptive use is of high importance.

New single or mixed development on infill parcels; new development compatible with Downtown’s design character.

Pedestrian-oriented development with zero-lot line along Broadway Street.

Quality streetscape and urban design in the public right-of-way and pedestrian linkages to adjacent neighborhoods and Amity Street.

Small retail uses accommodated in traditional housing along 3rd and Peoria Streets.

NEIGHBORHOOD COMMERCIAL CORRIDOR (NCC)

A variety of small-scaled auto-oriented commercial uses and retail centers, independent businesses, offices and restaurants located along Amity Street and Metcalf Road.

Setbacks along Amity Street and Metcalf Road with parking located to side or rear of building; shared access between developments encouraged.

High quality site, building design, and signage.

Landscape buffering and treatments with development located directly adjacent to residential and institutional land uses.

Lighting, landscaping, wayfinding, crosswalks, and other pedestrian improvements implemented within the corridor ROW where feasible and allowed.

DESTINATION COMMERCIAL (DC)

A variety of medium to large-scale auto-oriented commercial uses, such as big box stores, hotels, restaurants, car dealerships and retail chains located adjacent to Amity Street / K-68 Highway and U.S. 69 intersection.

Large setbacks maintained along Amity Street.

High quality site and building design, landscaping, signage, and shared access between developments encouraged.

Gateway, lighting, and landscaping improvements with landscaping recommended between parking lots, rights-of-way, and lower intensity land uses.

Pedestrian linkages to the traditional neighborhoods east along Amity Street encouraged.

COMMERCIAL INDUSTRIAL (CI)

Small to large-scale developments accommodating commercial uses such as auto body and repair shops, contracting offices, feed and supply stores, and storage yards.

Located preferably along secondary and collector streets rather than arterials.

High quality site and building design and signage.

Setbacks recommended from roadway.

Adequate screening and placement of outdoor storage areas.

RESIDENTIAL LAND USES

Permitted Uses

Use Features and Characteristics

TRADITIONAL NEIGHBORHOOD RESIDENTIAL (TNR)

Detached single-family residential.

Maintenance, rehabilitation and preservation of existing single-family housing stock.

Infill single-family permitted on large lots compatible with neighborhood's existing design, scale, and character.

Improved pedestrian connections to Downtown with sidewalk and crosswalk enhancements.

Stormwater management and other capital improvements.



MID-DOWNTOWN RESIDENTIAL (MDR)

Duplex and townhome residential.

Vertical duplex and townhome residential types up to two stories.

Small lot detached single-family residential encouraged.

Residential design compatible with adjacent traditional single-family neighborhoods.

Enhanced connectivity to Downtown via sidewalks, street lights and other urban design enhancements.



LARGE LOT SINGLE FAMILY RESIDENTIAL (LLR)

Restricted to single-family on large lots (3-5 acres).

Densities may range from 1 units per 3 to 5 acres.

Planned unit developments and conservation subdivisions of clustered housing.

Development clustering and the protection of environmental and historic resources and viewsheds encouraged.

Developments provided with full municipal and infrastructure services.

Should not be located near employment centers or commercial areas.

Connectivity with adjacent residential areas encouraged.



SINGLE FAMILY RESIDENTIAL (SFR)

Detached single family residential.

Single-family housing up to two stories with attached or detached garages.

Architectural and housing type diversity encouraged.

Small-lot detached single-family permitted where desired and feasible.

Incorporation of sidewalks, trails, open space and natural features.





RESIDENTIAL LAND USES, CONTINUED

Permitted Uses

Use Features and Characteristics

TWO-FAMILY RESIDENTIAL (TFR)

Attached two-family residential.

Two-family townhomes up to two stories and horizontal duplexes.
 Architectural diversity encouraged.
 Shared driveway aprons encouraged.
 Street and pedestrian connectivity with adjacent residential and commercial areas.

MULTI-FAMILY RESIDENTIAL (MFR)

Fourplexes, town/rowhomes and apartments.

Fourplexes up to two stories; apartments up to three stories.
 Recommended in areas with existing multi-family developments or in areas adjacent to Single- and Two-Family neighborhoods.
 Street and sidewalk connectivity.
 Incorporation of open space and natural areas.

ALL OTHER LAND USES

Permitted Uses

Use Features and Characteristics

EMPLOYMENT CENTER/BUSINESS PARK (EC/BP)

Small to medium-sized employment-generating uses.

Warehousing, research, light assembly and low-impact manufacturing uses that are wholly contained in a building and do not generate noticeable external effects.

Restricted to peripheral areas along Amity Street (Kansas Highway 68 and U.S. Highway 69).

Uses screened from land uses of lower intensity.

Development should be of high quality building and site design.



PUBLIC/SEMI-PUBLIC (P/SP)

Government buildings, public service facilities, schools and educational institutions, non-profit-owned land uses and religious institutions.

Public/Semi-Public buildings should be of high quality building and site design.

Sidewalks, bike paths and trails should be considered to connect Public/Semi-Public uses to other neighborhoods and districts.

Shared parks and open spaces added as part of governmental/school building campus settings.

Permitted by condition in most other land use classifications; conditions may focus on traffic, parking, design and other operating characteristics.



PARKS AND OPEN SPACE (P/OS)

Parks and open spaces for active and passive recreational uses.

Park facilities are maintained and upgraded on an ongoing basis according to a parks master plan.

Parks and open spaces may be established as part of future residential developments.

Connected by sidewalks and trails to adjacent residential neighborhoods and commercial districts.

Permitted in residential neighborhoods.



AGRICULTURAL LAND (AL)

Farming and other agricultural-related uses.

Farming and other related agricultural uses.

Agricultural use impacts minimized to adjacent land uses of higher intensity and environmentally-sensitive areas.

Land will remain in agriculture or open space use during this Comprehensive Plan's time horizon.



COMMERCIAL LAND USES

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The Future Land Use Plan classifies commercial into four categories: Downtown Core Commercial, Neighborhood Corridor Commercial, Destination Commercial and Commercial-Industrial. These land use categories are summarized in the following pages.



Downtown Core Commercial (DCC)

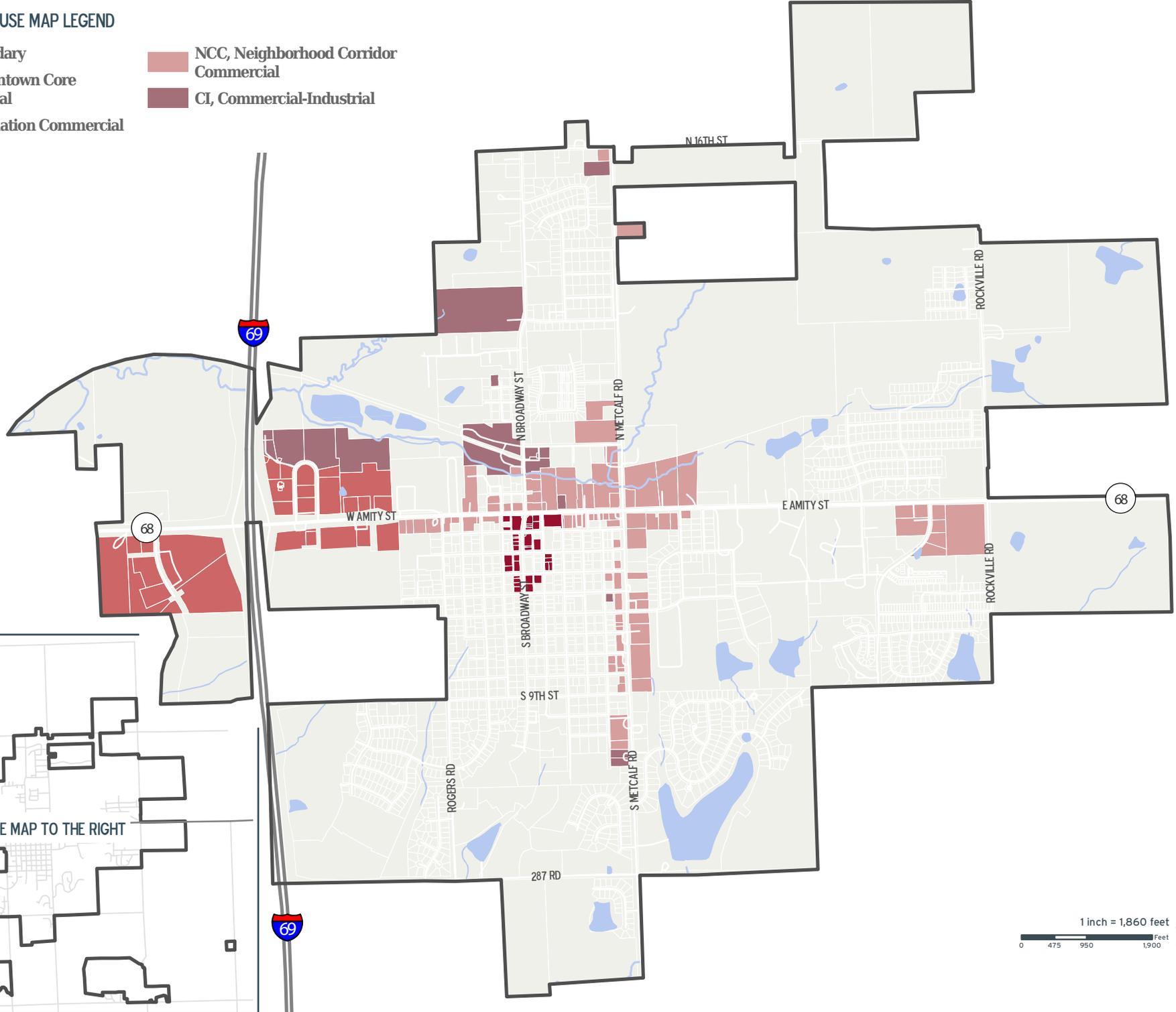
Roughly bounded by Doyle Street on the west, Amity Street (Highway 68) on the north, Elm Street on the east and South 4th Street on the south, the Downtown Core Commercial is intended to encourage a mix of commercial, residential and institutional uses in both existing buildings and new construction with the main goal of revitalizing the Downtown as a mixed-use center of activity. Existing historic commercial buildings along Broadway Street should be a central focus of rehabilitation and reuse with retail and service uses occupying first floors and offices and residential occupying upper floors where opportunities exist.

Some limited forms of light assembly uses associated with a retail use may also be permitted and encouraged. As suggested in the *2014 Downtown Louisburg Revitalization Plan*, smaller, “boutique” retail uses, such as restaurants and specialty stores, could be encouraged in converted traditional homes along South 3rd and Peoria Streets as a way to accommodate an expansion of Downtown’s commercial floor area.

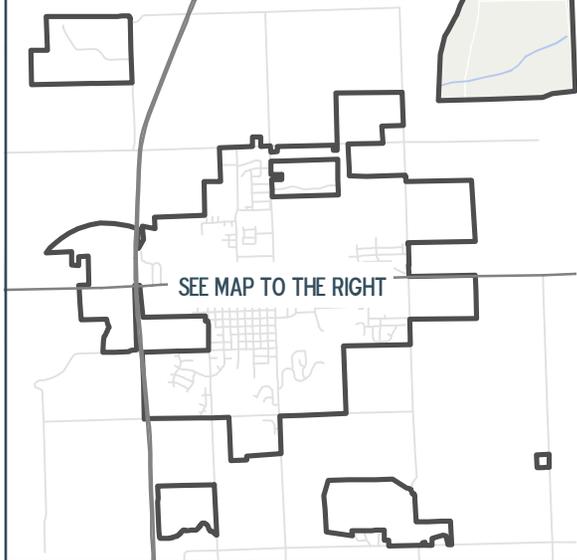
Downtown will remain an institutional-governmental center with its City Hall complex along with a potential new or expanded Library facility and public plaza between Doyle, Mulberry, South 1st, and South 2nd Streets. New mixed-use development would also be encouraged along Broadway Street and other vacant and underutilized parcels. Allowing a mix of uses in the Downtown core will help facilitate increased utilization of buildings and spaces and help build value in Downtown real estate and businesses.

PROPOSED LAND USE MAP LEGEND

-  City Boundary
-  DCC, Downtown Core Commercial
-  DC, Destination Commercial
-  NCC, Neighborhood Corridor Commercial
-  CI, Commercial-Industrial



CITY-WIDE MAP





Neighborhood Corridor Commercial (NCC)

Smaller-scaled commercial establishments located principally along Amity Street and Metcalf Road will provide opportunities for a diversity of commercial activities, including opportunities such as small-scaled retail establishments, restaurants, salons, clinics and doctor offices, private athletic clubs, banks, and groceries. Neighborhood corridor developments are usually characterized as stand-alone, single story single use pad sites or within auto-oriented strip centers with parking located to the front of the development and access to the roadway through curb cuts and driveway aprons. This Comprehensive Plan does not propose any expansion of Neighborhood Corridor Commercial land uses within Louisburg; rather, planning goals and policies for existing areas include urban design and streetscape improvements, curb cut consolidation, site enhancements, and business development and recruitment.

Destination Commercial (DC)

Portions of Amity Street between U.S. 69 and land just west of Rogers Road are classified as Destination Commercial given the concentration of large-scale destination-type retail and strip development centers. Destination commercial uses – grocery and general merchandise stores in particular – are those that serve both local residents and customers from surrounding communities; other destination commercial use types include hotels, banks, financial institutions, auto dealerships, restaurants, and office complexes. This land use classification also reflects its predominate design characteristics, mainly single-story in height with deep setbacks from the roadway and large parking lots located to the front or side of the development. The Destination Commercial node east of U.S. 69 is largely built out on the north side apart from available pad development sites along Amity Street south of the Orscheln Farm and Home strip center and between First National Bank and McDonald's. No new Destination Commercial areas are proposed in this Comprehensive Plan; however, hotels and offices could conceivably be developed in the U.S. 69 Destination Commercial zone.

Commercial-Industrial (CI)

Commercial-Industrial land uses are uses with light-industrial, manufacturing and outdoor storage activities and needs associated with commercial, contracting and office uses – the purpose of the land use classification is to support such uses that may serve as significant employers in the community, as a buffer between land uses of a lower intensity and general industrial uses, or to accommodate commercial-industrial activities that may not be suitable in certain locations. Commercial-Industrial uses are located on land just north of the Destination Commercial node at Amity Street east of Highway 69 and in land parcels along Amity Street east of Metcalf Road. No new Commercial- Industrial areas are proposed in this Comprehensive Plan.



RESIDENTIAL LAND USES

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The Future Land Use Plan classifies residential land into six categories: Large Lot Single-Family Residential, Traditional Neighborhood Residential, Mid-Downtown Residential, Single Family Residential, Two-Family Residential and Multi-Family Residential. These land use categories are summarized in the following pages.



Large Lot Single-Family Residential (LLR)

Large Lot Residential neighborhoods accommodate low-density detached single-family housing on large lots between three (3) to five (5) acres in size. These neighborhoods would be located in Louisburg's northeastern quadrant north of West 271st Street and east of Rockville Road, and for land south of 271st Street and east of Metcalf Road. While conventional detached housing development and subdivision layout would be permitted, the clustering of homes on smaller lots to preserve open space, cultural resources, scenic views and other environmental features would be encouraged.

Traditional Neighborhood Residential (TNR)

Traditional Neighborhood Residential areas comprise the older neighborhood blocks to the east, west and south of Downtown Louisburg. These blocks are characterized by historic homes dating from the time of Louisburg's early settlement to Post World War II housing types, including ranch and split-level homes. The area is also defined

by the square and rectilinear block pattern emanating from the Downtown. This land use classification seeks to maintain and preserve the neighborhood's traditional single-family character by encouraging housing maintenance and rehabilitation along with infill housing sensitive to the design and scale of the housing stock. Capital improvements, including new sidewalks, stormwater management and other right-of-way enhancements should be considered where needed and implemented.

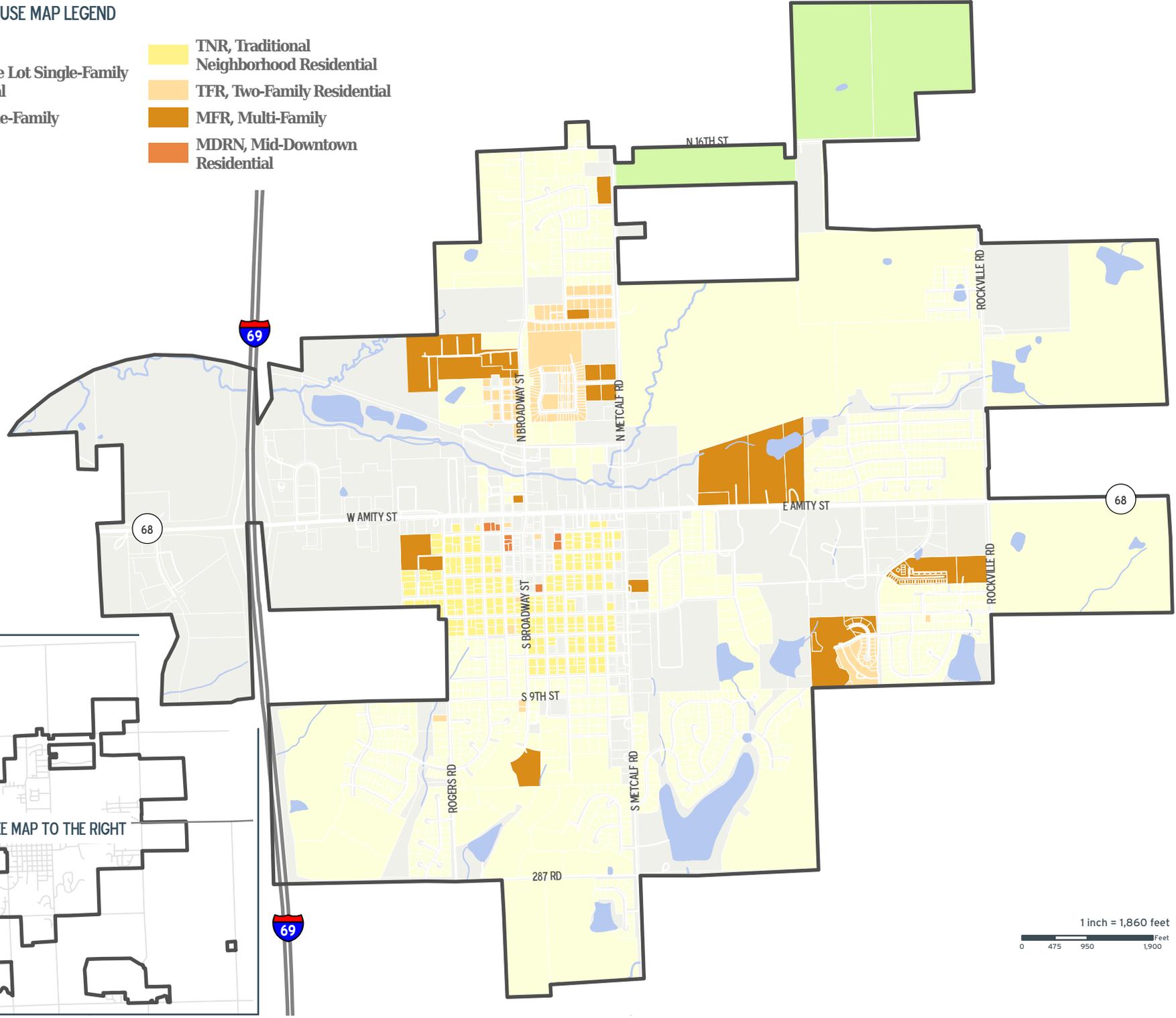
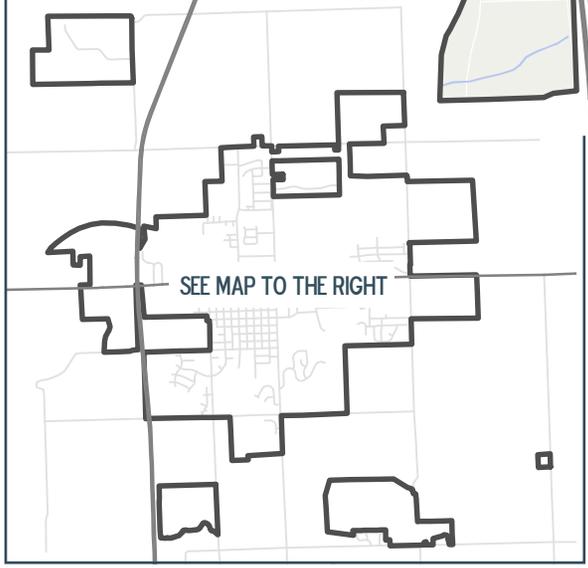
Mid-Downtown Residential (MDR)

Mid-Downtown Residential neighborhoods comprise the blocks and half-blocks just outside the core Downtown-Broadway Street commercial core, including the blocks along Mulberry Street between Amity and 2nd Streets and at Elm Street between 1st and 2nd Streets. The purpose of the Mid-Downtown Residential land use classification is to encourage duplex and townhome type developments, potentially providing housing opportunities for seniors and young households adjacent to the Broadway Street commercial area. Such housing types should be designed to be compatible and similar in scale to the traditional single-family housing found to the south, east and west of the Downtown

PROPOSED LAND USE MAP LEGEND

-  City
-  LLR, Large Lot Single-Family Residential
-  SFR, Single-Family
-  TNR, Traditional Neighborhood Residential
-  TFR, Two-Family Residential
-  MFR, Multi-Family
-  MDRN, Mid-Downtown Residential

CITY-WIDE MAP





core. This land use type was first proposed in the 2014 Downtown Revitalization Plan.

Single-Family Residential (SFR)

Single-Family Residential neighborhoods are in areas of Louisburg that have largely been developed over the last 20 years and located to the northeast, southeast and southwest of the Traditional Neighborhood Residential. Future Single-Family Residential neighborhoods are proposed for recently annexed areas south of West 271st Street, east and west of Rockville Road near Amity Street, and in locations to the south along Metcalf Road. Existing neighborhoods feature conventional subdivision layouts with long blocks, curvilinear streets and neo-traditional housing designs with attached garages that face the street. It is the intent of this land use classification to create well-designed, walkable neighborhoods that incorporate open space and appropriate linkages to surrounding neighborhoods and districts. Neo-traditional subdivision designs with shorter blocks, gridded streets and detached garages should be encouraged.

Two-Family Residential (TFR)

Like the Single-Family Residential neighborhoods, Two-Family Residential neighborhoods are in areas and districts that have been recently developed – mainly near Harvest Drive and South 5th Street in Louisburg’s east side near the High School/Aquatic Center complex. Two-Family Residential is characterized by townhomes, rowhouses and duplexes where single-family units share the same partywall. Two-Family Residential neighborhoods are proposed to remain and expand along Harvest Drive to the north.

Multi-Family Residential (MFR)

Multi-Family Residential is defined as more than two housing units per lot consisting of stand-alone fourplexes, apartments, condominiums and senior housing developments. Existing multi-family areas in Louisburg are found along Harvest and Danford Drives primarily. Multi-Family Residential neighborhoods are proposed to remain and expand along Harvest and Danford Drives where development opportunity exists; Multi-Family is also suggested along portions of Amity Street north and west of the High School complex and east of an existing single-family subdivision, principally to provide additional housing opportunities for singles, young households and seniors.



EMPLOYMENT CENTER/BUSINESS PARK (EC/BP)

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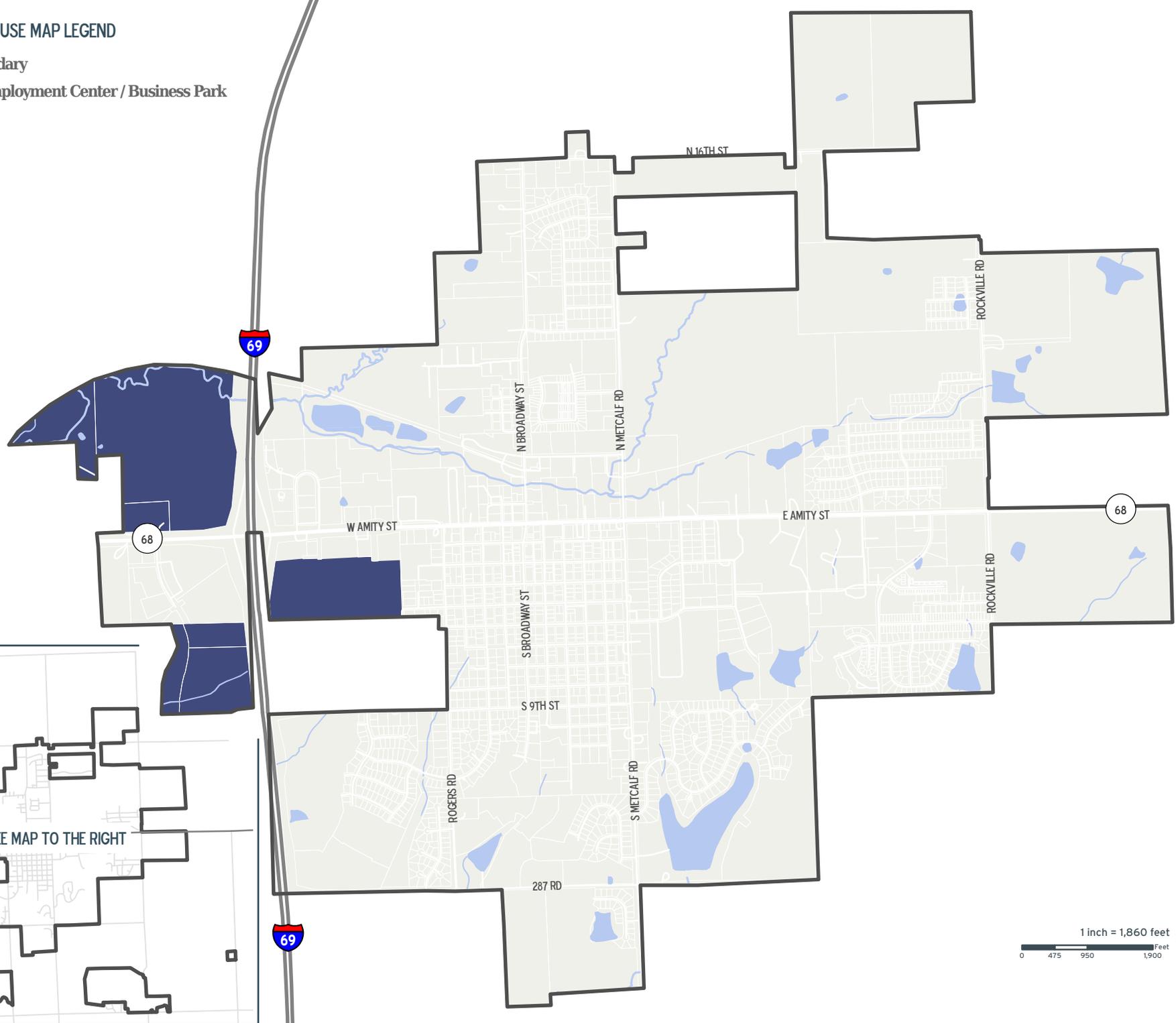
The Future Land Use Strategy recommends the establishment of an Employment Center/ Business Park land use classification to encourage a broad range of employment-generating enterprises - small light-assembly and fabrication businesses, warehousing, research and development, technology centers, back-office operations, and other related industry types - enterprises that have minimal or no environmental impact.

Such businesses will be located along the Amity Street arterial near the U.S. Highway 69 interchange so as to facilitate easy access and service by truck transportation. Development within these areas should be designed in a cohesive modern business park setting with wide streets, ample landscaping treatments and gateway signage.

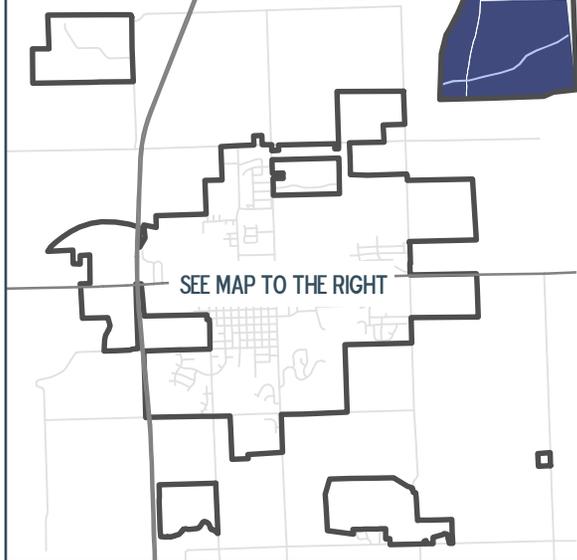


PROPOSED LAND USE MAP LEGEND

-  City Boundary
-  EC/BP, Employment Center / Business Park



CITY-WIDE MAP



PUBLIC/SEMI-PUBLIC (P/SP)

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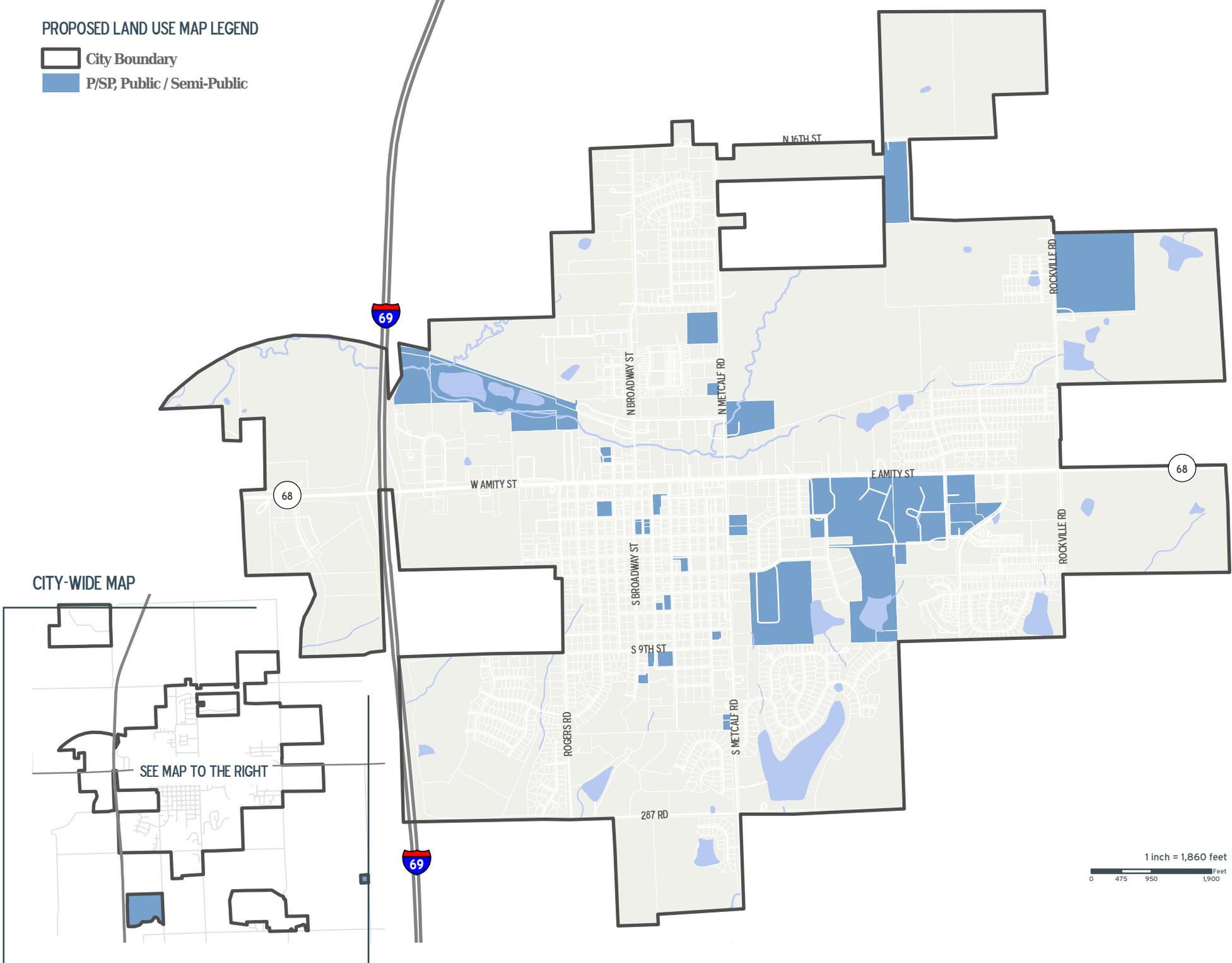
Louisburg municipal facilities, including its City Hall, Fire and Police Stations, local schools, and the Public Library, as well as other government-owned buildings or parcels, such as the U.S. Post Office are classified as Public/Semi-Public.

The City's sanitary facilities and lagoon areas are also classified as Public/Semi-Public, along with utilities, religious buildings and other non-private land uses. Except for the newly-planned sanitary facilities, it is anticipated that existing Public/Semi-Public uses will remain largely as they currently exist. The Public Library has been planning for a new facility over the last several years; this Comprehensive Plan is proposing the Library remain within the Downtown Core Commercial land use zone.

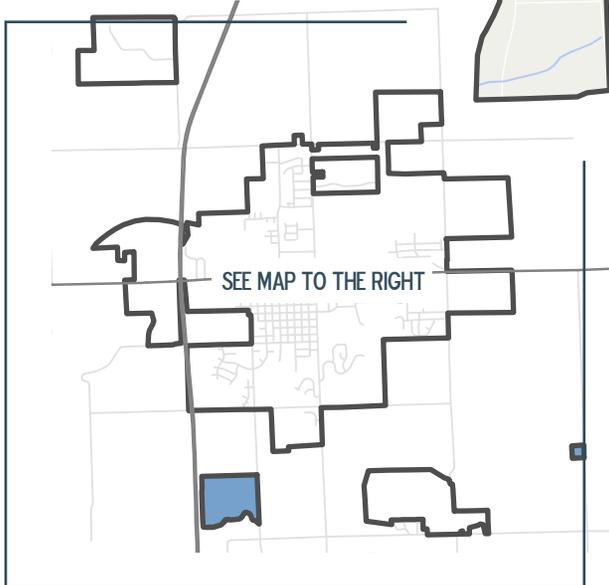


PROPOSED LAND USE MAP LEGEND

-  City Boundary
-  P/SP, Public / Semi-Public



CITY-WIDE MAP



PARKS AND OPEN SPACE (P/OS)

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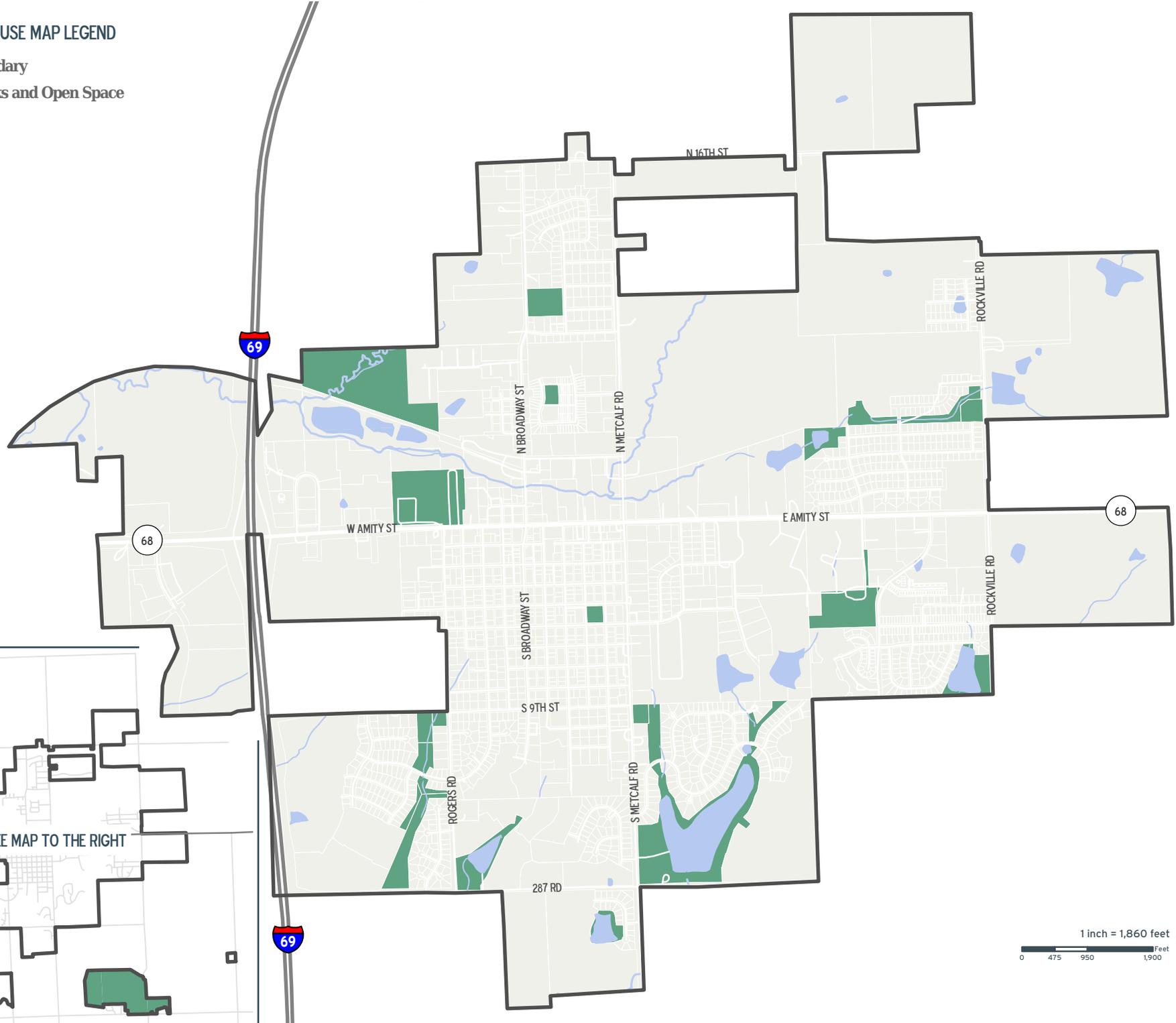
Parks and Open Space encompasses all parks, open space and recreational lands within Louisburg. The intent of this classification is to preserve such areas, enhance their functions as active centers for recreational activity, and to achieve a well-connected system of open spaces, trails and “green” infrastructure within the Louisburg community.

Environmentally-sensitive lands, cemeteries, floodplains, utility rights of way, and significant natural and topographic features are also categorized under this land use classification. While no new parks are proposed in this Comprehensive Plan, future park spaces and greenways may potentially be added as part of future residential subdivision developments.

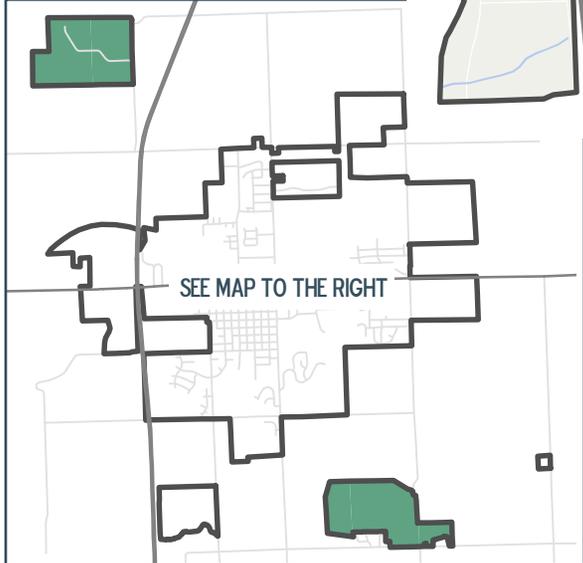


PROPOSED LAND USE MAP LEGEND

-  City Boundary
-  P/OS, Parks and Open Space



CITY-WIDE MAP



AGRICULTURAL LAND (AL)



Agricultural Land areas are located primarily in areas surrounding Single-Family Residential Neighborhoods to the north, east and south.

These areas are expected to remain in agricultural use for the time horizon of this Comprehensive Plan, given current market and infrastructure constraints. Agriculture, both general farming and restricted forms, such as pastures, gardening, kennel, or riding stables, nurseries and greenhouses, would be permitted uses. Single family dwellings on large lots related to agricultural use would also be permitted. This land use located outside of the municipal boundaries.





LAND USE CHANGES

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The Future Land Use Strategy and Land Use Map describes the distribution of general land use categories - Residential, Commercial, Employment Center, Open Space and Parks, and so on - that will set the framework for Louisburg's growth and revitalization.



The strategy also seeks to reposition Louisburg's land use pattern given current market and development conditions and other critical needs to diversify the community's tax base. Several changes in land use classifications are proposed in this Comprehensive Plan:

Amity Street Corridor Commercial to Multi-Family Residential

As described previously, land along the north side of Amity Street, from Berkley Street to Middle School/High School complex could be the location for a Multi-Family Residential Neighborhood land use classification. The area's existing land use is commercial-industrial. Multi-family development in this location, whether fourplexes, townhomes or apartments, would provide a suitable transitional land use from corridor commercial at the corner of Amity Street and Metcalf Road to the single-family Summerfield Farm residential subdivision on the east; residential use north of Amity Street would also be more compatible with the school complexes to the south.

Highway 69 Residential/ Commercial to Employment Center/ Business Park

Land areas in the quadrant northeast of the Highways 68-69 interchange and along Amity Street south of the commercial developments between U.S. Highway 69 and the edge of the Traditional Residential Neighborhoods to the east could be suitable locations for employment-generating uses – small-scaled light industrial, back office operations, and warehousing-type establishments, among others. These areas are optimal locations for such uses given their relative adjacency to the Highway 68/69 interchange, and their settings away from Louisburg's Downtown, traditional residential core, and the school complexes to the east; truck traffic would be largely limited to Amity Street. Any employment-generating/business park use on the south side of Amity Street would require landscaping and buffering treatments to adjacent single-family neighborhoods.

CITY FORM AND GROWTH

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A community grows and develops mainly due to its geographical characteristics and locational advantages. How and where Louisburg grows in the future will depend upon the availability and condition of its infrastructure and transportation systems.



Louisburg began as a farm community in the middle of the 19th century; a significant transportation feature that encouraged its development was the Missouri, Kansas, and Texas Railroad (MKT Railroad) that traveled east-west through the area north of Amity Street. The railroad was built from 1869-1871 and a depot was added in Louisburg in 1871. Older sections of the City were platted in 1868 in anticipation of the growth that would be spurred by the railroad. With the advent of the automobile, Kansas Highway 68 and Metcalf Road became the main transportation corridors into the community, replacing the MKT Railroad, which ceased service operation towards the end of World War II. With the construction of U.S. Highway 69 and the growth of Kansas City metropolitan area, Louisburg changed from a rural farm town to a bedroom community – that is, people lived in Louisburg, but now commute elsewhere to work.

The City doubled in size during the 1990s and early 2000s with the development of several new residential subdivisions; residential growth stalled during the Great Recession of 2008, but is starting to pick up again, although at a slower pace. Louisburg’s current population is estimated at 4,500 and MARC has projected a doubling of the City’s population by 2040. This may be unlikely given current housing trends.

Growth Strategies

While City growth in the residential sector will occur at a slower pace, opportunities exist to manage growth that enhances local quality of life and maintains the community’s desired small-town character.

- **Infill Development.** Many Louisburg stakeholders have asked how the community should promote infill growth as greenfield development occurs at the City’s edge. While newer development can be built less expensively on the greenfields surrounding the City, infill development can occur in and around the Downtown core given its proximity to the U.S. Highway 69 and the Amity Street interchange. Many people desire to live in a small town with a traditional street grid network as found in Louisburg’s Traditional Residential Neighborhood. An effective way to encourage infill growth is to modernize and update the street network in these blocks. This may mean adding sidewalks, streets curbs, storm sewers and increasing the size of the water lines. The City also may consider burying overhead power and telephone lines to make the area more attractive. While this will be very costly, the improvements will likely increase property values.



- New Development Areas.** The areas that will experience new development over the time horizon of this Comprehensive Plan will likely be those that have the quickest travel times to the U.S. Highway 69 and Kansas Highway 68 interchange. Most residential development will occur east of U.S. Highway 69 and east and north of Amity Street. Residential build-out of existing subdivisions should be a priority for the City administration. However, potential residential development could occur in other areas reserved for residential development over the following time frame based on current or projected construction permit activity summarized in the table below. The current level of single family residential construction activity is 50 permits in the past year. Limited residential development will occur west of U.S. Highway 69 due to the poorly-connected roadway network and the floodplain areas of North and South Wea Creek. Some

development will occur along Amity Street west of U.S. Highway 69 and may proceed north on Spring Valley Road. Business park and employment-generating uses are envisioned in this area. There is a bridge crossing of U.S. Highway 69 north of Amity Street at North 16th Street. However, from this location, it is not easy to reach the U.S. Highway 69 and Kansas Highway 68 interchange since one would have to travel west to Spring Valley Road or east to Broadway Street to connect to an interchange. There are bridge crossings of U.S. Highway 69 south of Amity Street at South 9th and South 16th Streets. Some development may occur west of U.S. Highway 69 at these locations, again mainly envisioned as business park

- Transportation and Interchanges.** The 5-County Study suggested that installing an interchange at South 16th Street could alleviate future traffic problems on Amity Street. However, there are no current plans to pursue this. An interchange at this location or another location in this area should be seriously considered as an alternative to widening Amity Street. This could potentially spur growth to the south.

Residential Land Build-Out			
Residential Land Available	Potential Buildable Lots	Build-Out Time Frame	Impacts
600 acres (Single-Family Detached Residential Land Use)	2,067 lots/units	@50 permits per year: 41 years @100 permits per years: 20 years @150 permits per year: 14 years	<ul style="list-style-type: none"> Elementary School students generated per unit: 423 Middle School students generated per unit: 225 High School students generated per unit: 213



- **Annexation and Growth Boundary.** The City should monitor development on the City’s periphery that occurs in unincorporated areas. The City can object to development on its outskirts but not veto it. Development in these areas may subsequently be annexed into the City; therefore, the City should review all new developments within, say two miles of City limits with an understanding that it will eventually be annexed into the City. It should be noted that this Comprehensive Plan continues the previous annexation policy of the 2000 Comprehensive Plan – in that annexation should be considered only in areas where private sector development or development pressures are occurring over this Plan’s time horizon. The City should continue to work closely with Miami County in reviewing development that occurs on the outskirts of the City limits.







● LOUISBURG NEIGHBORHOODS

GOALS AND POLICY STATEMENTS

Goals

Strengthen Louisburg's stable, vibrant neighborhoods that provide varied housing and living opportunities.

Policies for Decision-Makers / The City's Role

Maintain, rehabilitate, and preserve the older, traditional housing stock adjacent to the Downtown.

Facilitate build-out of unfinished residential subdivisions.

Encourage connectivity between developing and existing neighborhoods.

Promote duplex and multi-family housing developments near the Downtown and adjacent to schools, parks and existing residential neighborhoods.

Support new, high-quality housing development design.



TRADITIONAL RESIDENTIAL NEIGHBORHOODS

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Louisburg’s older, traditional neighborhoods surrounding the Downtown and the more recent subdivision developments comprise the community’s residential areas. The Traditional Neighborhoods, largely built-out and with the advantage of being close to Downtown Louisburg, will be the focus of neighborhood conservation and enhancement, while the planning strategies for outlying residential subdivision developments will center on completing existing subdivisions and encouraging new residential development that meet local market demand and needs.

Louisburg’s traditional neighborhoods to the east, south and west of the Downtown core are generally defined by a mix of older homes on large lots dating from the mid-19th century – Queen Anne farmhouses and worker cottages, for instance – to Ranch and Split-Levels constructed during the 1960s and ‘70s. The planning emphasis for Traditional Neighborhood Residential is conservation and maintenance of the existing housing stock; street, parkway and infrastructure improvements; and, compatible residential infill consistent with the overall character and scale of adjacent homes and blocks.

To accomplish this, the Louisburg community will focus on implementing several planning objectives, including:

- Encourage conservation and preservation of the existing housing stock through property maintenance and rehabilitation efforts.
- Undertake improvements to neighborhood infrastructure, including streets, sidewalks, and lighting to improve physical conditions, walkability and the neighborhood’s sense of place.
- Ensure connectivity between traditional Neighborhoods, the Downtown and other community areas.

- Encourage appropriate, well-scaled infill housing on vacant or underutilized lots near and adjacent to the Downtown.

Initiative #1

Create a Traditional Neighborhood conservation program.

To maintain the quality of the older housing stock within the Traditional Neighborhoods surrounding the Downtown, and to guide its overall physical enhancement as a desirable place to live in Louisburg, the City could establish a housing conservation program focused on property rehabilitation, right-of-way capital improvements and new infill housing development where appropriate and feasible.

The conservation program could include the following elements:

- **Small-Scale Home Rehabilitation Incentive.** Small grants or forgivable loans could be provided to homeowners to undertake building and site improvements: fence and roof repair, weatherization, and repair and replacement of exterior features and materials, for instance. Grant ranges could be between \$1,500 and



\$5,000 depending on the availability of funds. Such an incentive can be targeted to lower-income households or households of limited means.

- **Tax Abatement for Substantial Residential Rehabilitation.** Consider incentivizing home rehabilitation by offering a ten-year tax abatement on the increased value after substantial improvements (in other words, the increment between the current tax assessment and the assessment on the improved building). Substantial rehabilitation is defined as home improvement projects that involve both interior and exterior improvements, additions and work needed to address specific building code and health and safety issues.
- **Traditional Neighborhood Design Manual.** A design manual can be prepared to provide guidance and best practices to exterior housing rehabilitation, addressing topics such as porch repair and replacement, garages and driveways, energy efficiency, fencing and landscaping, siding repair and removal, and new construction and additions. Guidance provided in the manual would be focused on the neighborhood’s older homes where maintenance and rehabilitation needs are more paramount. Photos, images and graphics would be integrated into

the document to help illustrate key information points and guidelines. Optimally, the manual would be used in tandem with any incentive program created as part of the neighborhood conservation program – any homeowner located within the Traditional Neighborhood would need to review the design manual and abide by any specific guidelines with the intention of receiving incentive proceeds.

Initiative #2

Develop property maintenance programs.

While the Traditional Neighborhood residential fabric is generally in good condition, community stakeholders have stated the need for more consistent enforcement of property maintenance and building codes to ensure the long-term preservation of the housing stock. While the City already has an organized property maintenance program, it could consider other means in which to enhance and expand maintenance efforts, including:

- **Education Activities.** City leaders and staff can offer a regular education session to property owners within the Traditional Neighborhood on relevant building and maintenance code issues that impact neighborhood quality and appearance. Such outreach activities can help to reduce the threat of any backlash when code enforcement activities take place.
- **Vacant Property Taxes and Fines.** When a property remains vacant or abandoned for a certain length of time, a tax levy or fine can be imposed until it is sold or rehabilitated.
- **Neighborhood Clean-Up/Green-Up Day.** A neighborhood clean-up day could be organized to allow residents access to City dumpsters and equipment to perform yard, driveway, garage and other maintenance tasks.
- **Incentives.** As mentioned above, a small incentive program could also be offered to homeowners seeking to ameliorate maintenance and other building codes issues and violations.



Initiative #3

Prepare a Neighborhood Design Manual for infill housing.

New single-family housing construction should be encouraged within the Traditional Residential Neighborhood given the many large lots that exist on some blocks. Minimum lot area and width requirements could be adjusted within the Zoning Ordinance to facilitate new housing construction; house design would also conform with any infill design requirements as specified in the Neighborhood Design Manual.

Initiative #4

Establish Traditional Residential Neighborhood sidewalk capital improvement program.

Sidewalk conditions and availability vary within the Traditional Residential Neighborhood – some blocks have sidewalks, only to one side in many instances, while others have sidewalks in deteriorating condition. As part of a neighborhood capital improvement program, priority should be placed in repairing and replacing sidewalks near the Downtown to ensure connectivity and walkability between homes and Downtown businesses. Sidewalks in other

blocks should be rehabilitated according to a priority schedule. In terms of stormwater management, the installation of a comprehensive closed stormwater drainage system throughout the Traditional Residential Neighborhood could be costly without other outside financial resources. While a phased approach could be undertaken, it would be more cost effective and time expedient to install rain gardens or bio-swales in areas where localized stormwater management issues are occurring. This can also enhance the parkway appearance and aesthetic.

Initiative #5

Conduct a historic resources survey.

The Traditional Neighborhood has many homes dating to Louisburg’s early development periods during the late 1800s and early 1900s. The City and its recently established Historic Preservation Commission could conduct a survey of the area to determine if any properties might be eligible for local preservation efforts or for listing in the National Register of Historic Places, this nation’s official list of buildings, sites and structures worthy of preservation. Listing in the National Register is only honorary. The survey should also include the adjacent Downtown blocks. Funding for such a survey could be secured through a Certified Local

Government grant from the Kansas Historical Society; however, the City must first be eligible and designated a Certified Local Government, a program administered jointly between the Historical Society and the National Park Service.

NEW RESIDENTIAL DEVELOPMENT



Residential subdivisions outside the Traditional Residential Neighborhood requires a different planning approach, given that there are 660 platted but unbuilt lots in recently-constructed subdivisions. Given current trends with approximately 50 building permits issued per year for new housing, it would take approximately 13 years to achieve complete build-out of the existing subdivisions. Therefore, the approach would recommend initiatives that promote the completion of existing subdivisions.

Beyond single-family housing, the Louisburg community should continue to encourage the development of multi-family housing in additional locations near Downtown, schools, parks and other community amenities.

Initiative #6

Extend or enhance built-out incentive program for new development.

To encourage new housing construction activity in Louisburg’s unfinished subdivisions, the City should work with developers and builders to expedite their completion through the extension or enhancement of a build-out incentive program. Given that most housing construction activity is handled by local contractors rather than regional builders, an incentive program should be created to spur residential construction. The incentive could come in the form of permit fee waivers, expedited plan review or other forms of regulatory relief. Other actions could include maintaining an active inventory of shovel-ready lots to provide developers and builders, and the recruitment of developers and contractors as necessary to complete active subdivisions.

Initiative #7

Update subdivision regulations to encourage high-quality residential design and public space enhancements.

Alternative approaches to residential design should be considered for new subdivision development for two principal reasons: one, there is a need to differentiate Louisburg’s subdivisions from others in the immediate region, which can help promote a distinct product value in Louisburg housing from other communities; and two, new housing products are needed to help meet different types of housing demand in Louisburg. Just as important, new subdivision design can help in maintaining Louisburg’s small-town setting, which is already an important feature that attracts people to live in the community.



Three approaches that could be employed in Louisburg could include Neo-Traditional subdivision design, incorporating gridded street patterns similar to what is found in the existing Traditional Residential Neighborhood, a combination of Conventional-Neo-Traditional design that features both gridded and curvilinear street patterns; and, conservation design, which promotes the integration of open space conservation in housing development.

Conservation design should be considered in areas around the developed perimeter of Louisburg. Neo-Traditional design can encourage more flexibility in the design of the physical environment and permit more diversity in lots sizes, housing types, street widths, housing architecture. It can also make for more walkable environments, especially near schools and parks.

Encourage developers to install consistent placemaking enhancements, such as gateways and signage, that can help integrate and promote these areas as part of the Louisburg community.

Initiative #8

Rezone land identified as Multi-Family Residential (MFR) on the Future Land Use Map to accommodate multi-family developments.

Louisburg should continue to promote multi-family development, including duplexes, fourplexes, and townhomes in locations near the Downtown, other shopping areas, schools, and parks. Specific locations for multi-family development include duplexes or townhomes for the blocks adjacent to the Downtown; duplexes, fourplexes and townhomes near the east side school complexes and along Amity Street west of the Summerfield Farm subdivision.

There is a strong need for rental apartments in Louisburg – the Amity Street location would be suitable for apartment-type development.







VIBRANT LOUISBURG

GOALS AND POLICY STATEMENTS

Goals	Policies for Decision-Makers / The City's Role
Foster a diverse mix of land uses that support and grows Louisburg's tax base.	Balance land uses by pursuing a mix of residential uses and housing types. Introduce and encourage employment-generating land uses that enhance Louisburg's local economy. Concentrate commercial uses in the Traditional Downtown and along the Amity Street and Metcalf Road corridors.
Establish Downtown Louisburg as a vibrant and vital mixed-use center.	Encourage retail, service and residential uses within existing buildings and new development. Maintain and expand governmental and public services within the Downtown. Facilitate the preservation and rehabilitation of historic commercial buildings while fostering good infill development design. Consider the reuse of older homes adjacent to the Downtown core for small-scaled retail uses. Promote a safe and comfortable pedestrian environment through transportation and urban design enhancements.
Establish thriving neighborhood retail and destination commercial centers along Amity Street and Metcalf Road.	Direct neighborhood-scale commercial development along Amity Street and Metcalf Road, and larger-scaled destination commercial uses near the Highway 68/69 interchange. Promote high-quality development design, signage, and reduce curb-cuts and driveway aprons where feasible and warranted. Limit expansion of commercial uses along corridors until market demand strengthens.



ECONOMIC DEVELOPMENT



This section outlines key planning goals and strategies for the Downtown district and Louisburg’s other commercial areas along Amity Street and Metcalf Road. For Louisburg stakeholders, revitalizing Downtown is a high priority while facilitating the enhancement and economic vitality of Louisburg’s commercial corridors and destination shopping districts.

Visions for a revitalized Downtown – or even a successful strip shopping center – usually emphasize retail stores or a mixture of uses that includes retail as a significant component. The focus on retail is often driven by a desire to be able to shop close to home, and for Downtown, the vision is influenced by collective images of what “Main Street” was historically: a retail center. However, the rapid changes underway in the retail sector nationally and regionally will also be felt in Louisburg, and these changes should influence the City’s economic development and commercial area revitalization strategy.

To some extent, the movement away from retail is driven by shifting lifestyles among Millennials and the generations coming up behind them: Younger consumers are buying less “goods and merchandise than previous generations; however, a far greater influence on retail development is the systemic shift to a “delivery economy,” which is rapidly changing where people shop for the things they need. This shift is accelerating the pace of change in the retail sector. While the future of storefront retail shopping is not known, the retail industry is almost certain to need far less commercial space than it occupies today.

The effects will be felt even in Louisburg. Where once Louisburg consumers were limited in their choices to what was sold locally, or in Overland Park, Kansas City, or other regional retail centers, proximity is becoming less important while selection online is becoming, essentially, limitless. With less need to drive to retail destinations, it will likely lead to fewer bricks-and-mortar retail options and increased vacancies in places like Overland Park. Macy’s, Sears, Kmart, Staples, Bed Bath and Beyond and many others have announced significant closures. These closures will also impact regional employment, as there will be fewer jobs in the retail sector. The shift to a “delivery” economy will require a new kind of strategy for economic development and Downtown revitalization in Louisburg.

Economic development in Louisburg primarily concerns three components:

- Revitalizing Downtown
- Addressing two vacant shopping centers, at Fairlane Drive and at Harvest Drive
- Identifying potential industrial uses at appropriate sites

DOWNTOWN



The planning team believes the strategy for creating a more vibrant Downtown Louisburg is to envision Downtown’s primary purpose as the center of the Louisburg community, rather than a center of retail commerce. Envisioning Downtown as a community anchor is different somewhat from market-based revitalization, though it can include market-based solutions, and it can help to strengthen the commerce that already exists Downtown. The shift to a “center of community” strategy is really a shift in intentionality.

Downtown presents structural challenges to market-based revitalization. The most significant of these challenges are:

- **Building condition.** Several historic buildings that are important in giving Downtown its sense of place need repair and rehabilitation.
- **Access and visibility.** The commercial core of Broadway Street is not visible from major roads and is not really on the way to someplace else - so there is little pass-through traffic. While being “hidden” creates a calm, small-town feel, it also means Downtown is more familiar to Louisburg residents than visitors.
- **Rents.** Lack of demand for space has depressed rents (currently advertised in the range of \$7.00 per square foot) to a point where, even if occupied, the revenue generated by a tenant would not support continued maintenance of the buildings, and current foot traffic cannot command higher rents.

What does a more vibrant Downtown Louisburg look like if its function is to be a “center of community” rather than a “retail hub”? A Downtown like this includes:

- **Gathering places.** These may be institutional (like the library) or commercial (such as a café)
- **Social-enterprise businesses** - businesses whose primary purpose is to improve civic and social life in Louisburg.
- **Some retail** - especially of a kind that is directly useful to Louisburg residents.

Since consumer demand in Louisburg in the foreseeable future is unlikely to support a self-sustaining Downtown economy, revitalization will require subsidy from the private and/or public sectors. It is helpful to address the economic challenges head-on: doing so allows Louisburg’s leaders to make considered, realistic decisions about how to improve Downtown and recognize its civic importance, while acknowledging a lack of market demand.

An authentic small-town Downtown can also successfully serve and attract visitors, such as those going to the Cider Mill or its seasonal events, or people touring nearby wineries.



Initiative #1

Accommodate Public Library expansion needs in the Downtown.

Presently, the Public Library is actively planning for expansion with a new building. As an anchor institution and resource, the Library is perhaps the largest “traffic generator” Downtown. The City and Louisburg community should work creatively to accommodate the Public Library’s expansion needs in the Downtown. The Library can play a central role in Downtown’s revitalization.

The Library already offers a “makerspace” where the public can develop personal or entrepreneurial projects. The Library could expand its programs Downtown to include:

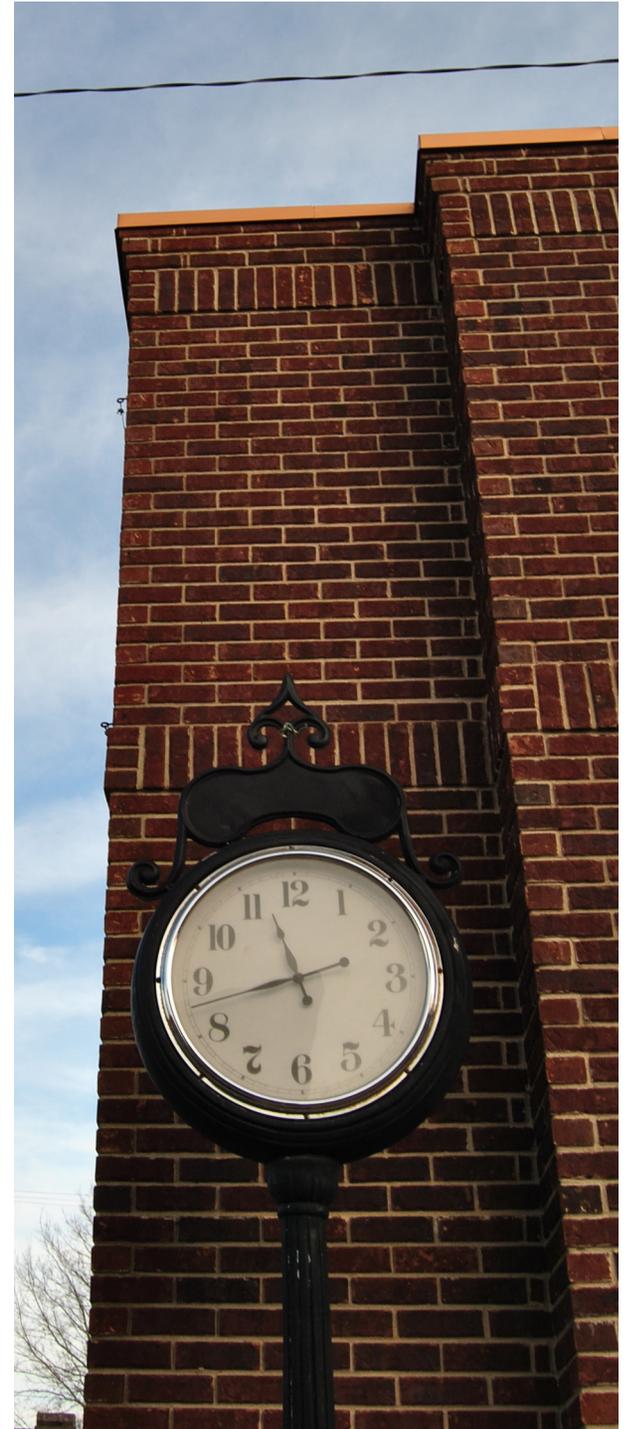
- **Business incubator space.** A flexible workspace set aside specifically for entrepreneurs, this could be Louisburg’s small-town version of Grid Collaborative Workspace in Overland Park. It could provide technical assistance through the Small Business Development Center at Johnson County Community College or through other mentoring programs.
- **Tool-lending library.** The library already offers certain “maker tools” for common use, such as scanners and 3-D printers. Several public libraries around the country have developed

lending libraries of construction and landscaping tools (both power tools and hand tools). In Louisburg, the project need not be capital-intensive; residents could donate gently-used (or tools that they use only rarely) and the collection built over time, providing a valuable community resource.

Initiative #2

Establish a Downtown pop-up space

Work with a civic-minded Downtown property owner to activate one of Downtown’s vacant storefronts as a rotating pop-up space, until a permanent tenant can be found. Here, home-based entrepreneurs or those working in the proposed library incubator space could try out their business concept for a limited run of a couple of weeks to a couple of months. At the same time, it creates something new to see Downtown (a reason to come) and it makes the owner’s vacant space more attractive to a prospective tenant.





Initiative # 3

Start a community café and gathering space

Cafes and coffee shops have come to be called “third places” – social gathering places that are neither home or work. A café located in Downtown Louisburg could help to generate some of the vibrancy that would bring more people and activity to the street. Workers and patrons at City Hall, the Public Library, and other Downtown businesses would patronize

a café during the daytime; high school students might come to study or hang out in the afternoons; family-friendly dining would be served in the evenings; and then it could transition to live music and “adult beverages” in later evenings. Due to Louisburg’s bedroom-community character, a café/restaurant would likely see greatest demand in the evenings and on weekends.

It may be possible to identify or cultivate a local entrepreneur to open such a business Downtown. In the absence of an entrepreneur interested in opening

a restaurant, social enterprise tools can help to stimulate business development when the market is not ready to act as the risk is considered too great. Social enterprise includes a variety of models where community members can invest in a catalytic business or project for the benefit of the community. Social enterprise is typically not “charitable;” in this instance, the café/restaurant would still be a business but allows risk to be spread broadly across a large group of owners or investors with a purpose of serving a community need.



CASE STUDY EXAMPLE: THE NEW DEAL CAFÉ, GREENBELT, MARYLAND

The New Deal Café is a restaurant, performance, gallery, and community gathering place in Greenbelt, Maryland. Organized in 1999 as a part-time coffee house, the business has expanded its offerings and space several times and now functions as a full-service restaurant serving breakfast, lunch, and dinner. Evening entertainment ranges from performances by local musicians to art gallery openings and film screenings. New Deal Café is a business organized as a cooperative, meaning that community

members made equity investments to start and expand the business and they own it collectively. The business is overseen by a board of directors and day-to-day operations are run by a general manager who reports to the board. Member-owners assist with other staffing needs. The business is open to everyone.



Initiative #4

Provide a Downtown tax abatement or other business development incentive.

Offer a strategic property tax abatement for specific, desired uses in the Downtown core. The abatement should apply to new businesses serving a primarily retail or restaurant function. The abatement could taper over a five-year period while the business matures and reset if the business closes.



Initiative #5

Establish a Downtown façade improvement grant.

Consider establishing a fund using a CDBG allocation or general revenue to incentivize façade and other exterior improvements to Downtown buildings. In communities which use this tool, grants are typically under \$5,000 and usually require a matching investment by the property owner. A façade grant program has dual benefits: It stimulates improvements and maintenance to Downtown properties and it creates the public perception that something is happening Downtown. Note that if a grant is offered, it should come with “strings” to assure that what gets built provides a visual public benefit through good design. Many communities establish a review committee to establish objective design standards and to offer design assistance.

Initiative #6

Create an upper-story housing development program.

Even in a traditional, family-oriented community like Louisburg with mostly single-family homes, there is some demand for apartment living, and this can include upper-story Downtown apartments more typically associated with an urban

setting. These over-the-shop spaces offer a unique charm not available in newer rental housing. Creating an upper-story use also makes Downtown’s commercial buildings more productive and therefore more economically viable by increasing the amount of revenue-generating space in the building.

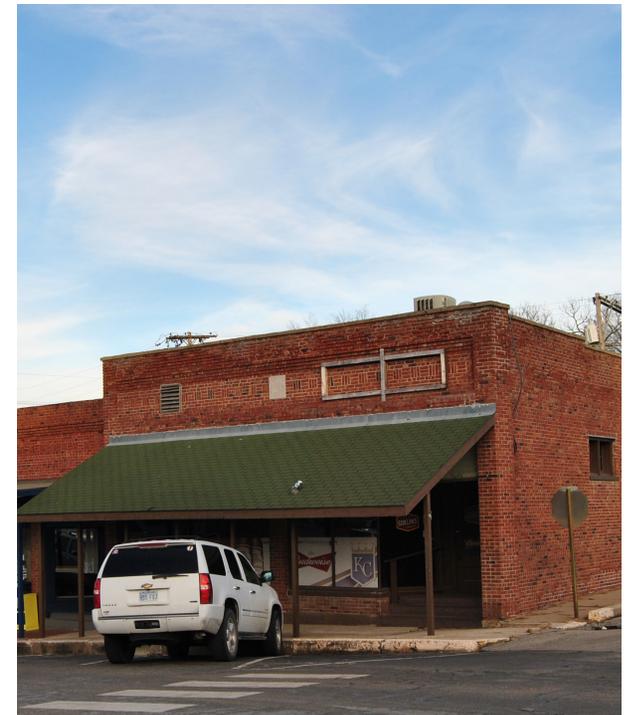
Downtown Louisburg only has a few two-story buildings, but they present an opportunity for incremental improvement. Typically, fire and life-safety codes present barriers to residential use of these spaces. The fire chief and the planning and zoning coordinator, along with building owners should assess the spaces and consider creative solutions that would allow them to be developed.

Initiative #7

Establish working relationships with area tourist attractions.

Several regional visitor destinations exist in and around Louisburg, including the Louisburg Cider Mill, several wineries throughout Miami County, and the Cedar Cove Feline Conservatory and Education Center. All of these attract visitors, and the City benefits from those commercial enterprises which are located near Louisburg. Currently, there is little reason for visitors to also patronize Downtown

Louisburg. However, as Downtown becomes more vibrant, it will serve as an additional destination for visitors to the area. Proprietors at the agricultural and conservation venues in and around Louisburg will then be able to offer an authentic, “small-town Downtown” as an additional destination and experience for their patrons.



NEIGHBORHOOD AND DESTINATION COMMERCIAL CENTERS

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Two neighborhood shopping centers, one located at Harvest Drive, the other adjacent to Louisburg Ford, were built in anticipation of demand for retail space that did not materialize. Both centers have been partially and intermittently occupied since their construction; both face uncertain futures as current demand in Louisburg for such spaces is weak with unfavorable prospects over the mid- and long-terms. These two centers also face retail recruitment barriers related to siting, since they are set back at a distance from the road.



In addition to leasing efforts by the owners, Miami County economic development staff have worked to attract potential tenants to the spaces. Asking prices for the spaces are \$7.00 to \$8.00 triple-net per square foot; however, these rents are made less attractive by Louisburg's relatively high real estate taxes.

Initiative #8

Adjust zoning to permit alternative uses within existing neighborhood shopping centers.

The most viable potential uses for these shopping centers are non-retail alternatives which can take advantage of larger spaces and which do not require high vehicular traffic or visibility. Potential non-retail uses for these centers include:

- Call centers
- Daycare
- Teen center
- Medical facilities (urgent care, private doctors' offices)
- Self-storage units
- Document storage (institutional/commercial)
- Bowling alley
- Shooting range

Each of these presents unique operational challenges or market circumstances. Storage facilities, for example, command very low rents which may not be enough to maintain the properties. (The centers also lack loading docks.) Medical facilities can pay higher rents, but tenant improvement costs would be high. Small-sized call centers are well-suited to this kind of space and, in many respects, would be ideal tenants. At the same time, many communities compete for these low-impact users and the jobs they create.

Among potential recreational uses of the shopping centers, a shooting range is likely to be the most viable. A shooting range can take advantage of a larger space and could occupy the majority of one of the centers. Shooting ranges have the advantage of supporting multiple selling channels within the same business, including:

- User fees
- New and used gun sales
- Ammunition sales
- Private lessons
- Group lessons
- Clothing and accessories sales
- Hunting equipment sales

Apart from these possibilities, while it is possible that significant growth in Louisburg's population might support convenience retail uses in the distant



future, there is a significant consideration, given the retail industry’s shrinking footprint, that the centers will not be able to achieve productive occupancy within the expected lifespan of the buildings themselves. In such a circumstance, a change in the development or in land use might be made if the developer or property owner continues to carry a vacant building in the portfolio.

Initiative #9

Create urban design and development corridor plans for Amity Street and Metcalf Road.

While the Amity Street and Metcalf Road corridors are relatively unified in appearance with consistent setbacks and lack of visual clutter, the City should identify opportunities to enhance each corridor’s appearance and to market development sites over the long-term. Enhancing the corridors will mostly entail right-of-way improvements, including parkway enhancements, gateways and wayfinding, lighting, and overhead utilities. Although there are topography issues and embankments in some sections of Metcalf Road and Amity Street that may prevent landscaping and urban design treatments within the right-of-way, the City should work with property owners and the Kansas Department of Transportation to determine

what landscape enhancements could be installed. Maintaining consistent buffers and landscape treatments from parking lots should also be considered.

In addition, development sites should be marketed to encourage appropriate development over the long-term; however, this a long-term need given the slack in commercial market demand. Over the short-term, the City should consider an “on-site” improvement program that would assist property owners conduct site and landscaping enhancements to buildings and parking lots, which would contribute to promoting a more cohesive visual appearance of buildings and parking areas along Amity Street and Metcalf Road.



BUSINESS PARK / EMPLOYMENT CENTER DEVELOPMENT

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Louisburg leaders and residents have widely differing views on industrial and business park development but there appears to be less resistance to such land uses in the southwest quadrant of the Highway 68-69 interchange, adjacent to Louisburg Ford. Miami County economic development staff has suggested a small 20,000 to 50,000 square foot warehouse and distribution center development for this site could be feasible, particularly a user that would fulfill parts and equipment needs at nearby intermodal transportation facilities.

Business development in the industrial sector differs from the retail sector in that it does not lend itself to the tools used in retail market analysis, such as assessing consumer demand and sales leakages. Attracting new industrial businesses depends largely on:

- Access to raw materials (for manufacturing)
- Access to markets (for manufacturing or distribution)
- Access to power and utilities at the proposed site
- Access to Internet connectivity at the proposed site
- Access to labor
- Access to transportation networks

As cities vie for clean industrial users, they often find themselves competing to offer tax breaks, infrastructure development and other incentives as lures.

Initiative #11

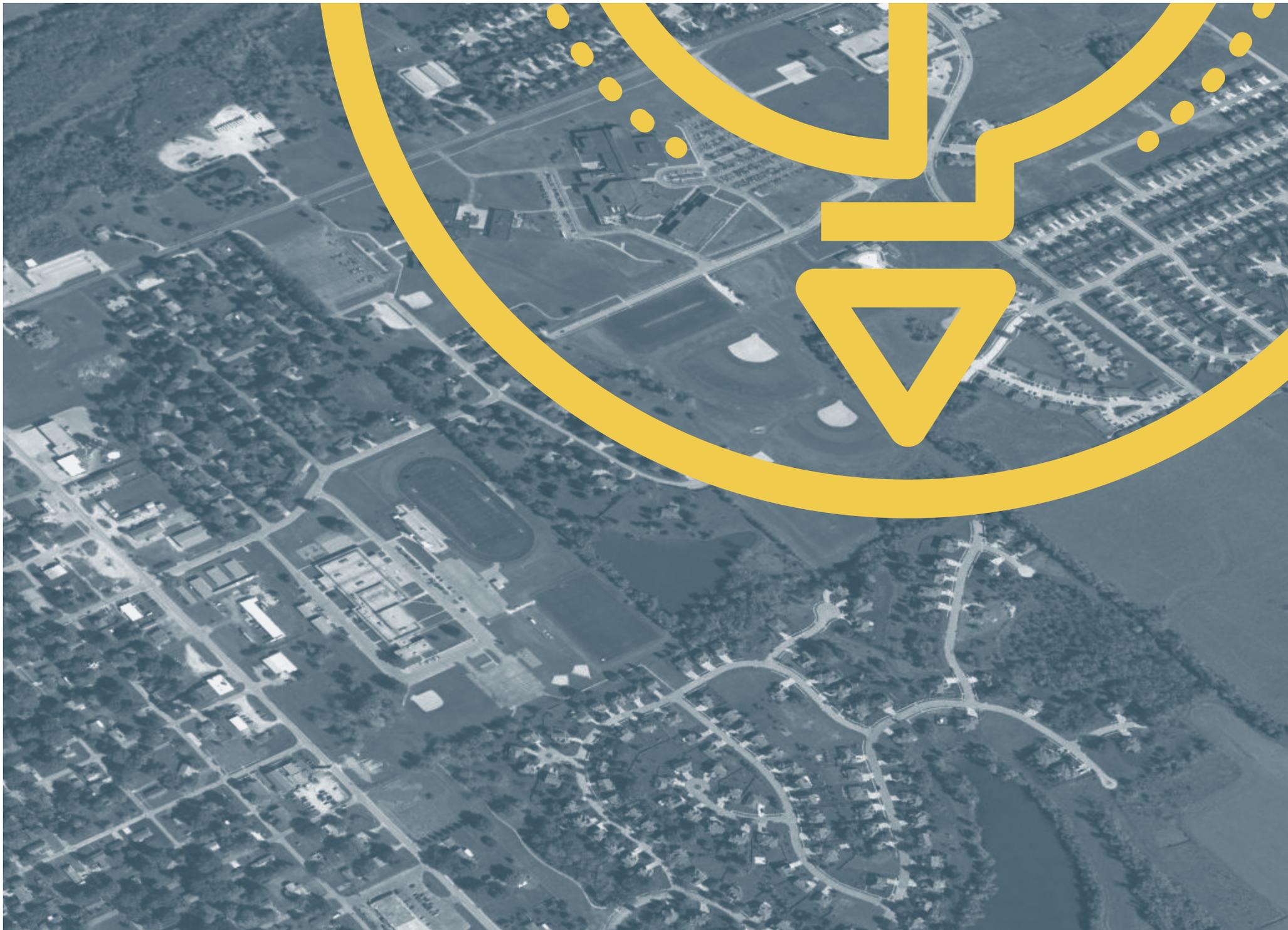
Implement “economic gardening” initiatives to attract employment generating and other industrial land uses.

“Economic gardening” describes initiatives to cultivate and grow existing companies and entrepreneurs, in contrast

to working to recruit and relocate companies from someplace else. While simultaneously pursuing industrial users for the site adjacent to Louisburg Ford, local and county leaders can also identify opportunities to grow small-scale manufacturing in Louisburg by leveraging local businesses that already exist.

Louisburg hosts a few small, “home-grown” manufacturers, some well-known regionally, such as the Louisburg Cider Mill, and others all but hidden from view, including the KRS Corporation, which manufactures specialized components for restaurants and point-of-sale systems. These and other businesses and entrepreneurs in Louisburg present opportunities to expand small local industries. Economic gardening begins by meeting with these owners and understanding their model and their goals, and then identifying ways in which the City, County, local banks, or private individuals can support that growth. Assistance could include business planning, siting, loan guarantees, or even convening a local investor group.







● COMMUNITY SYSTEMS

GOALS AND POLICY STATEMENTS

Goals	Policies for Decision-Makers / The City's Role
<p>Ensure Louisburg has a well-connected, maintained and comprehensive transportation system.</p>	<p>Promote safe, comfortable pedestrian and vehicular connectivity between different districts, neighborhoods, community destinations, and Downtown.</p> <p>Maintain all roads and rights-of-way to promote efficient transportation and circulation within the community.</p> <p>Consider future impacts of driverless car technology</p>
<p>Ensure Louisburg has an orderly approach to maintaining its city form and addressing growth management.</p>	<p>Ensure capital improvement planning and expenditures are consistent with the land use and development goals presented in the Future Land Use Strategy.</p> <p>Collaborate with other local, county and regional agencies regarding infrastructure, capital improvements and growth management issues.</p>



TRANSPORTATION

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A community’s transportation and infrastructure - roads, water supply, sanitary and stormwater - enable it to grow and provide critical services to local residents. This section describes the condition of the City of Louisburg’s systems and how they influence growth. The information is taken from various references and conversations with representatives from the City and other governmental agencies and the public.

Roadway Network

The roadway network in and around Louisburg is categorized into five types of roads: regional, major, minor, secondary and local. See Figure 8-1: Transportation Map and Figure 8-2: Growth Area Map on page 151.

There are two regionally significant roadways in Louisburg: United States Highway 69 (U.S. 69) and Amity Street or Kansas Highway 68 (K-68 Highway). U.S. Highway 69 is a freeway that provides quick access to Overland Park and the Kansas City metropolitan area. Many of Louisburg’s residents commute north along U.S. 69 to Overland Park and Kansas City for work. Overland Park also is a major destination for shopping and entertainment. The K-68 Highway and U.S. 69 interchange is the major gateway into the City of Louisburg.

Major roads follow section lines with a “section” nominally an area one square-mile or 640 acres in size that was created per the U.S. Public Land Survey System. Amity Street and Metcalf Road are along section lines although they have become significant roadways regionally. The other major roads that currently pass through or on the outskirts of Louisburg are West 271st Street (North 16th Street in Louisburg), West 287th Street (South 16th

Street), and Rockville Road. Other major roads that may be annexed into Louisburg in the future are West 263rd Street, West 295th Street, Spring Valley Road, and Mission Bellevue Road. This is illustrated in Figure 8-2: Growth Area Map on page 151187. Although U.S. 69 is located along section lines, it does not handle local traffic as its only access point is at Amity Street; U.S. 69 also creates a barrier to east-west movements. K-68 Highway is the primary means of traveling east-west through this barrier. Bridges are also present at West 271th Street (North 16th Street), West 283rd Street (South 9th Street), and West 287th Street (South 16th Street), but these are used to a lesser extent.

Metcalf Road historically was the main north-south route in the area, but with the construction of U.S. 69, it has lost some of its importance as regional north-south corridor. Metcalf Road is currently a Miami County roadway; however, when the City reaches 5,000 in population, the roadway will fall under the City’s jurisdiction. Therefore, assuming the City reaches a population of 5,000 by 2020, the date of the next U.S. Census, Metcalf Road will change jurisdictions.

TRANSPORTATION MAP LEGEND

-  City Boundary
-  Freeway
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Roads
-  Ramp
-  Major / Minor Intersection
-  Signalized Intersection
-  All-Way Stop Intersection

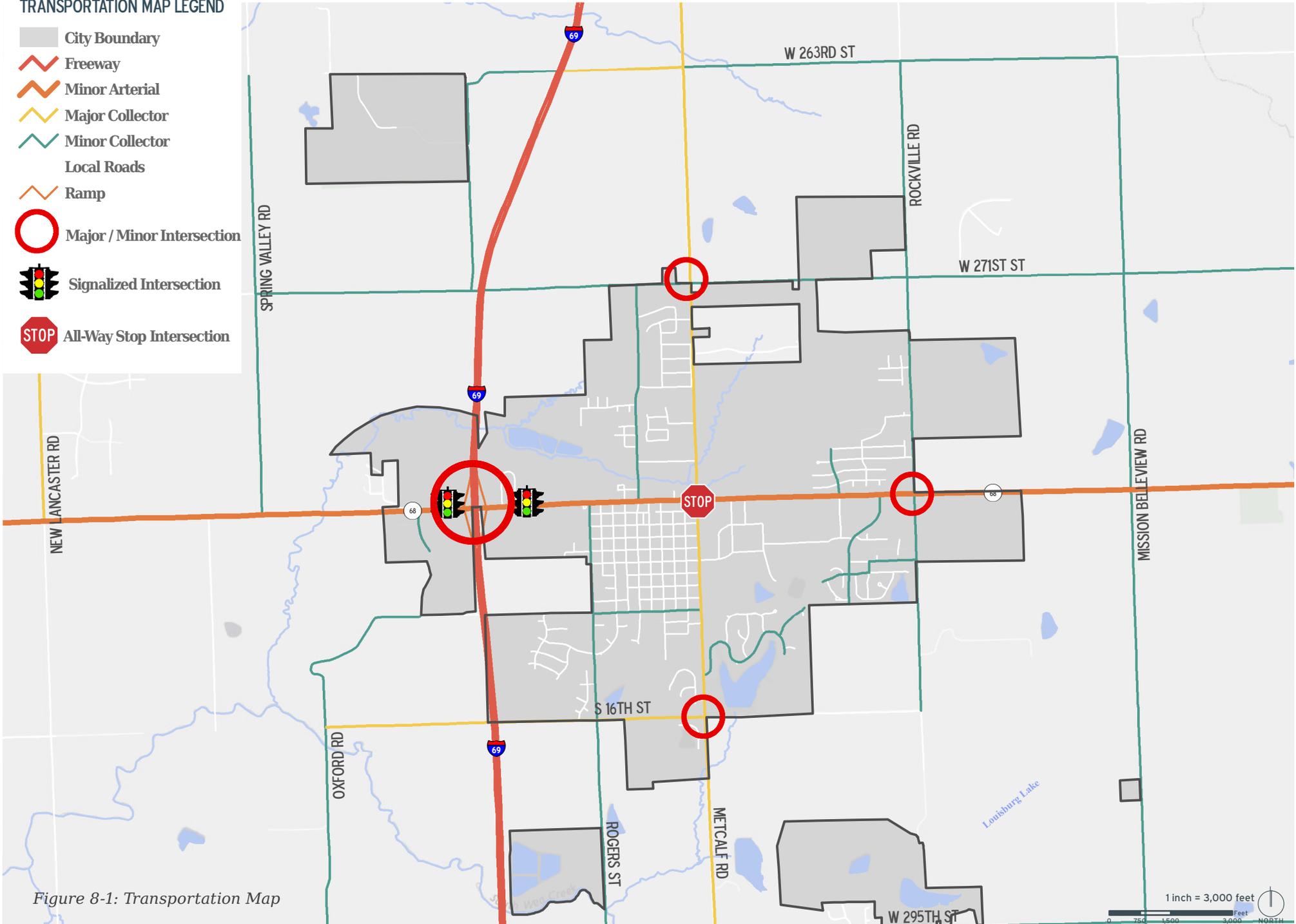


Figure 8-1: Transportation Map

GROWTH AREA MAP LEGEND

-  City Boundary
-  2006 Growth Area
-  Freeway
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Roads
-  Ramp
-  C

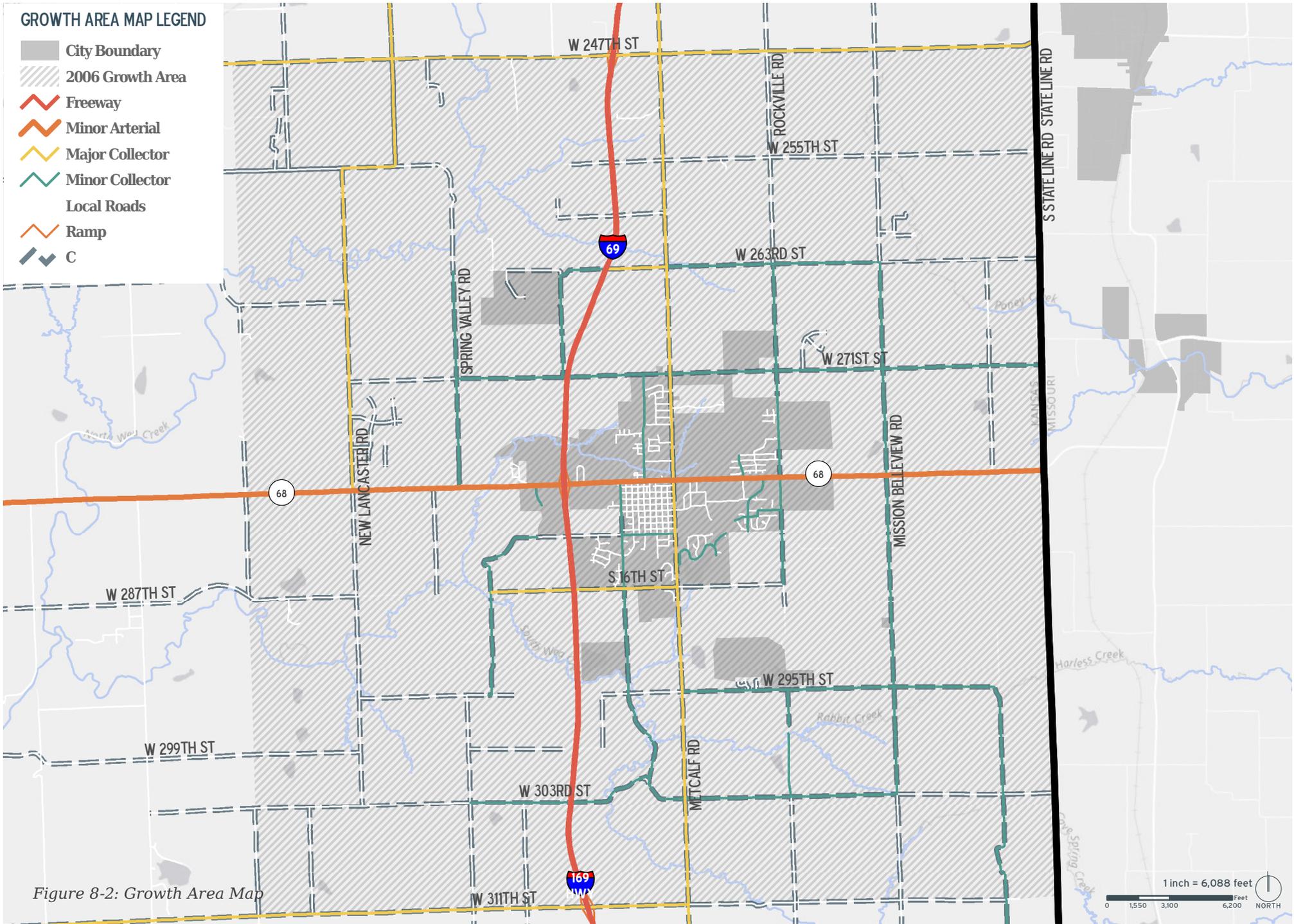


Figure 8-2: Growth Area Map





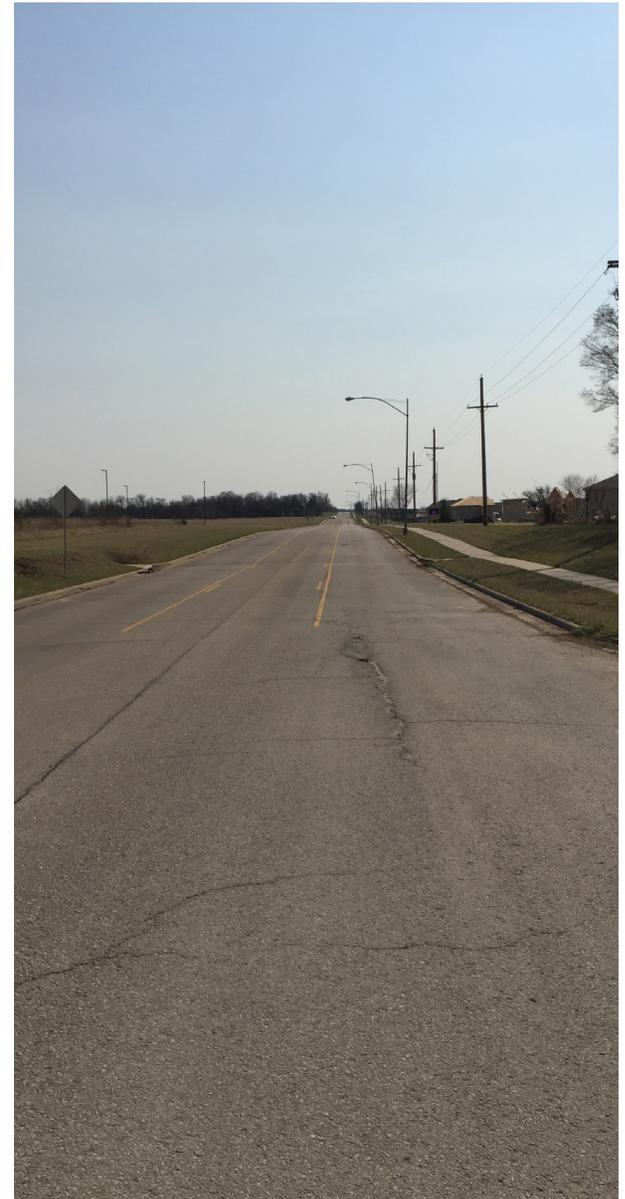
Rockville Road is the next major road east of Metcalf. In anticipation of growth, the City has required the construction of a three-lane cross section with curb and gutter, inlets for storm drainage, and a sidewalk on one side. Minor roads should be built along quarter section lines or halfway between the main roads. South 9th and Rogers Streets are examples of minor roads in Louisburg. North Broadway Street between North 16th and Amity Streets functions as a minor road, although it is not halfway between the main roads. Broadway Street south of Amity to South 9th Street becomes a minor road as an extension of North Broadway Street. In the newer sections, the minor roads have not been built in a manner that allows connections between the major roads. In the future, efforts should be made to ensure that the minor roads are completed. For example, Shoreline and Danford Drives could be connected to South 6th Street East and South 5th Street East when a new development occurs in the middle of this street network. Another example, Harvest Drive could be extended south to South 16th St to provide another minor street.

Secondary roads also provide connections to significant places. For instance, South 2nd and South 3rd streets are connectors between Metcalf Road and Broadway Street in the Downtown. As new development occurs there may be other roads that

should be classified as secondary. These types of roads are more significant than local roads and may require wider streets, parking, and sidewalks.

The local roadway network within Louisburg can be categorized in two ways: traditional grid network found within the Traditional Neighborhoods and newer curvilinear streets. A traditional network grid provides streets patterns that encourage connectivity between properties. This pattern is found in the Traditional Neighborhoods section of Louisburg. Newer developments have curvilinear pattern streets that can cause significant disconnections in the roadway grid system.

Most roadways have been converted to asphalt surface and appear to be in good condition. The City has also initiated a Capital Improvement Program (CIP), which is a useful tool for planning street rehabilitation projects. The City should consider preparing a pavement condition study to prioritize streets in need of improvements. All roadways outside of the City are owned and maintained by Miami County. As the City annexes new areas, the roadways become part of the City's right-of-way inventory.





Connectivity

Connecting the community through a comprehensive roadway and sidewalk network was mentioned as an important planning issue by many stakeholders during the community engagement process. The Traditional Neighborhoods in Louisburg have a traditional grid system that is already well-connected with the community's roadway grid but lacks sidewalks in many blocks. There are cul-de-sacs in newly-developed areas. It is important to build a roadway network that encourages traffic circulation and connectivity. Ideally, cul-de-sacs should be minimized and only allowed when a road cannot be extended due to physical barriers and natural features, such as a nearby creek.

The Middle School-High School complex and several recent subdivisions have good sidewalks and trails but they are not connected to other parts for the community. The Middle School-High School complex lacks minor roads that could be used to disperse traffic. The Lake Subdivision, for instance, has only one way in and out from Metcalf Road, which can create problems for emergency services access if the entrance is blocked. The Subdivision is also isolated and disconnected from other areas of the community. The installation of minor roadways between the major roads

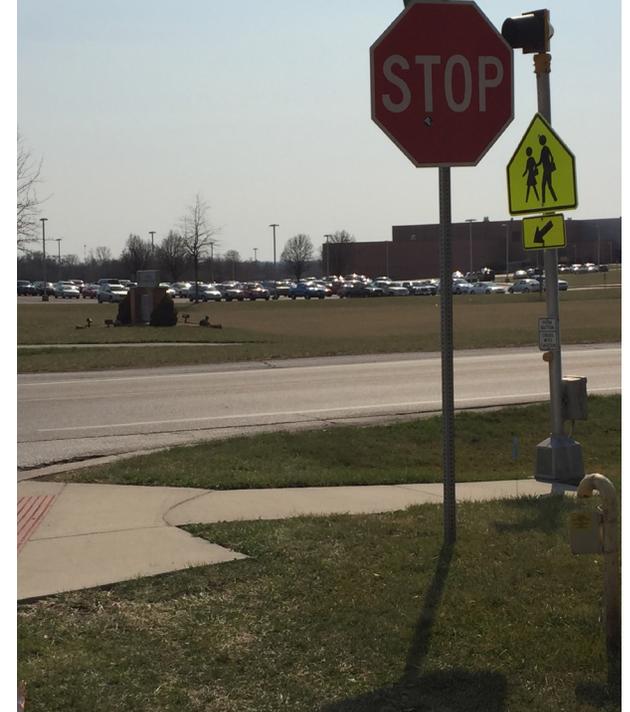
is integral to building a transportation network with good circulation patterns. The City of Louisburg has the authority to do this per the Subdivision Ordinance:

“The arrangement of street in new subdivision shall make provisions for the continuation of the principal existing streets in adjoining additions (or their proper projection where adjoin property is not subdivided) insofar as they may be necessary for public requirements.”

Traffic Control

The Amity Street and Summerfield Drive intersection was considered by several stakeholders as a safety problem for pedestrians. Approaching the City from the east, the speed limit is 55 miles per hour and reduces to 40 miles per hour at the City limits. Sometimes, drivers going at high speeds do not react fast enough to reduce speed as they enter the City. Additional signage could be placed to remind drivers that they need to slow down. In addition, it would be helpful to have a police car patrol the area at times to enforce the speed limit.

There is a pedestrian crossing beacon at Summerfield Drive that is push button activated. Some people reported that the pedestrian beacon is sometimes not used or is out of order. Several intersections in the Louisburg's Traditional Neighborhoods do not have traffic control. The City may want to add yield signs to intersections without any traffic control.





Gateways

The City has placed signs at the four gateway areas entering the City along Amity Street and Metcalf Road. In addition, the City has placed a gateway sign along the U.S. 69 northbound ramp onto K-68 Highway.

There will also be a new Downtown Louisburg gateway sign installed during the reconstruction of Broadway in 2017. The gateway will be wrought iron arch set back from the highway and tall enough for a semi-truck and trailer to drive under it. The arch will say “Downtown Louisburg” and the columns will include information about the City’s founding.



Sidewalks

Louisburg stakeholders considered improvements and enhancements to the community’s sidewalk network as a critical priority. In the newer sections, sidewalks are found on one side, both sides or not at all. In the Traditional Neighborhoods, sidewalks are found on some blocks. Sidewalks are required with new development as stated in the City’s subdivision regulations:

“Sidewalk shall be installed on both sides of all collector and arterial streets and on one side of all local streets. All sidewalks shall be not less than 4 feet in width shall be constructed of portland cement concrete and should comply with the specifications of the governing body.”

In some cases, the City has allowed cash in lieu of sidewalks. For example, with several of the new commercial developments along Amity Street near U.S. 69, sidewalks were not installed since they would be isolated and not connected to other sidewalks in the area. Therefore, the money is put into an account to be used later to construct sidewalks in places where they would better serve the community.

The City prepared a Safe Routes to School Plan in 2007 and has implemented much of the Plan’s initiatives. The Plan focused on the Middle School-High School complex; however, there are other neighborhood areas and blocks that need sidewalk connections to the complex. The Downtown is also a priority area for new sidewalks connecting to the adjacent neighborhoods. All sidewalks should be installed in compliance with the American for Disabilities Act (ADA). The newer sidewalks have been completed in this manner. However, many of the older sidewalks are not in compliance. The City should prepare an ADA Accessibility Plan for ensuring that public facilities will meet the ADA requirements in the future.

Pedestrian crossings are especially important for safety. The City has made some pedestrian crossings safer by adding crosswalk markings and signage. Similar pedestrian crossings should be added along Metcalf Road as a priority. Pedestrian crossings could also be added on Amity Street at Rockville Road, Broadway Street and Rogers Road, as well as other locations.

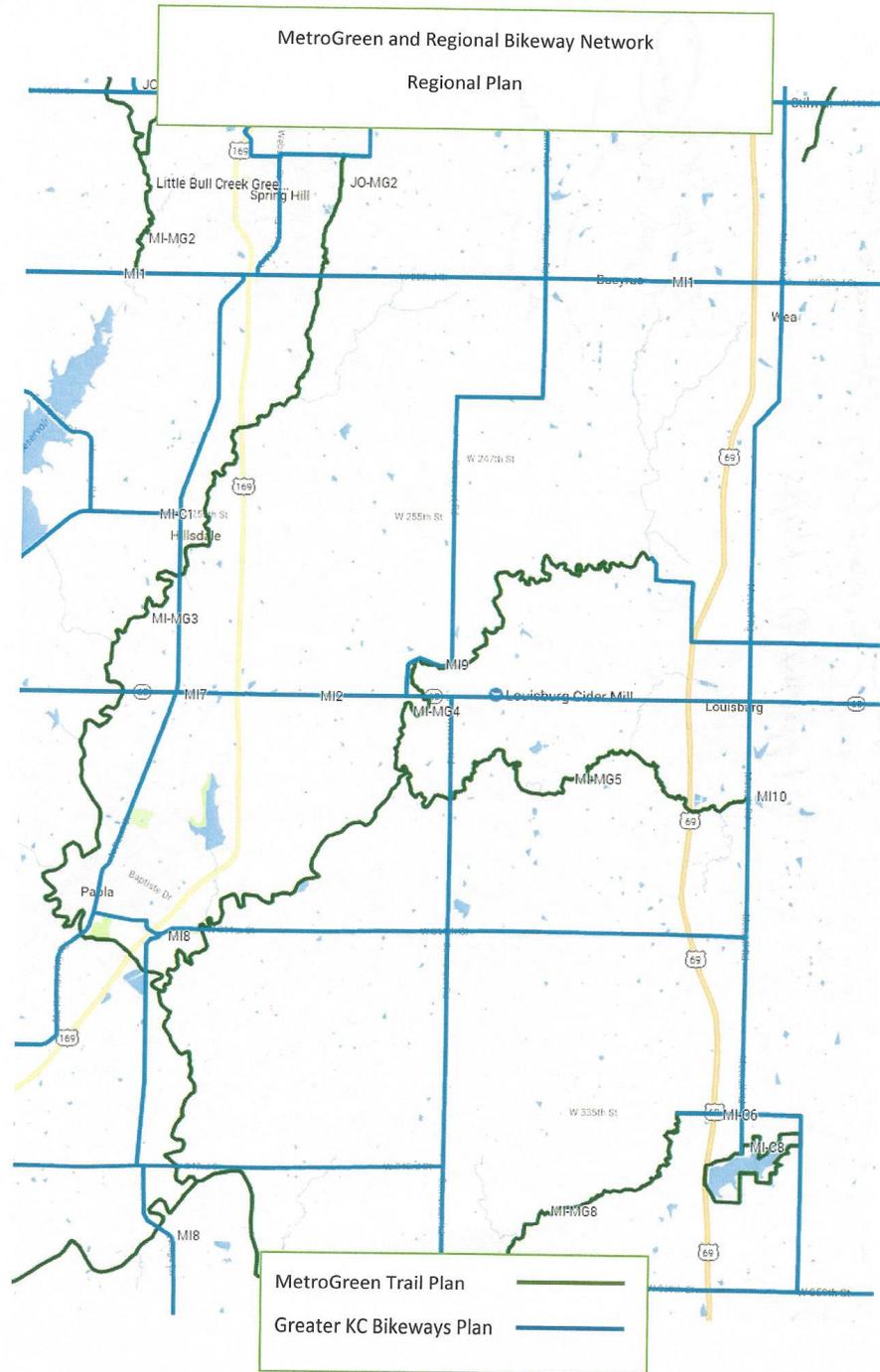


The Downtown Broadway Complete Street Plan improvements will begin this year to update and enhance Downtown streets and sidewalks. Determining the priority for enhancing other streets will take additional planning. Should sidewalk improvements first emanate from Broadway Street? Should they be first installed along the main corridors of South 9th, Broadway, and Rogers Road and Metcalf Road? Should sidewalks be installed when streets are rebuilt? Should sidewalks be added in the alleys instead of streets? The City has some limited funds available for a sidewalk program, however, it is not adequate for a comprehensive rebuild program. Should a special assessment area be used to fund the sidewalks?

An effort to determine where sidewalks should first be placed and determine how they should be funded should be undertaken.



Figure 8-3: MARC Bikeways Plan



Public Transportation

The Louisburg Senior Citizens Center provides transportation for the general public with a van that also is equipped to transport disabled passengers. Trips inside the City are \$4.00; trips outside the City but within Miami County are \$6.00. A trip outside of Miami County is \$25.00. All trips are considered round trip.

There are park-and-ride lots north of Louisburg near the U.S. 69 and 151st interchange at 151st Street and Antioch and 137th Street and Antioch. These park-and-ride lots allow commuters to park their vehicle and take a bus into Downtown Kansas City. Per the 5-County Study, a park-and-ride facility is planned for Kansas Highway 68. This would require the extension of bus service south to Louisburg. Currently, there are no bus lines that operate within Louisburg.

Street Names

Another key transportation issue suggested by community stakeholders was the City's current street-naming and numbering system, which makes finding addresses difficult. Louisburg's subdivision regulations state:

“All streets which are oriented in an east west alignment shall be numbered streets. The numbering of streets shall be consistent with the Kansas City addressing grid system. All streets which are oriented in a north south alignment shall be named. Streets that are in alignment with other already existing and named streets shall bear the names of the existing streets. Street names should not be similar to already platted street names.”

Generally, east-west streets in Louisburg are numbered and north-south streets are named. However, the City follows its own grid system rather than the Kansas City regional grid. The street naming system is centered on Amity Street and Metcalf Road. Numbered streets east of Amity have “East” at the end of the street name. Streets north of Amity begin with “North” and streets south of Amity Street begin with the word “South”. See Figure 8-4: Street Names. Miami County is on the Kansas City grid system; examples of the conflict in street names are:

- West 279th Street in the County is Amity Street in Louisburg
- West 271st Street in the County is North 16th Street in Louisburg
- West 283rd Street in the County is South 9th Street in Louisburg

Using numbered streets can work well with a traditional street grid network. However, numbered streets do not work well with curvilinear streets. For example, South 5th Street East jogs at Countryside Drive and then becomes Wildcat Drive, which is an east-west street. Shoreline, Thomas, and Broadmoor Drives are examples of east-west streets that are curvilinear and could not easily fit into a numbered name pattern.

Figure 8-4: Street Names



Autonomous Vehicles

Self-driving vehicles are already being introduced and are expected to become wide spread in the 2020s. They will be witnessed more in urban area like Kansas City before they have an impact on Louisburg's transportation system. Self-driving vehicles are expected to increase the use of share-user vehicles like taxis, and will result in households having fewer cars and a reduction in the need for parking. It may allow people to have longer commute times since they can spend their time doing other things rather than driving the car. If this proves correct, it could encourage more people to move to Louisburg.



UTILITY INFRASTRUCTURE

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Utility service is an essential component of the City and includes the provision of water, natural gas, electricity, and communications. Wastewater treatment and the stormwater conveyance system also are utility services. The 2000 Louisburg Comprehensive Plan provided the main source of information about the utility services in Louisburg.

Of note, that Plan had suggested that the City would reach a population of 10,000 by 2015. However, the City will not likely reach that population until 2040. The Louisburg Public Works Department is responsible for the natural gas, sanitary, storm, and water systems. The status of these and other systems are described below.

Water

The water supply system was believed to be installed in the 1940s. The existing water supply system consists of four- to twelve-inch diameter polyvinyl chloride or cast iron pipe. In 2006 the City began to obtain water from the Marais Des Cygnes River. This water is purchased through a water treatment plant jointly owned by the cities of Paola and Louisburg. The River reportedly provides an adequate supply and capacity is not expected to be an issue for some time in the future.

The City has some four-inch lines in the older parts of the community that are considered inadequate for fire flow. There are no known pressure measurements to verify the adequacy of the lines.

Other issues that were mentioned in the 2000 Louisburg Comprehensive Plan:

- Many of the hydrants are in poor condition and need to be replaced or rebuilt
- The north and east parts of the City have dead-end mains that could lose service in the event of a water break.
- The City should set up a grid of twelve-inch mains on one-mile section lines to allow suggested fire protection and adequate pressures.
- Two- and four-inch lines should be replaced with six- and eight-inch lines

The Rural Water District #2 provides water to a large part of Miami County including the area surrounding Louisburg. See Figure 8-5: Rural Water District 2 Service Area on page 161. The City has an emergency or back-up connection to the Rural Water District #2 system in case additional water is needed. A second connection is proposed to be installed. Generally, as land is annexed into the City and developed, the new buildings will tap into the City's water supply system. However, if an existing property that is using the Rural Water District #2 water supply is annexed into the City, it would remain on that water supply system.

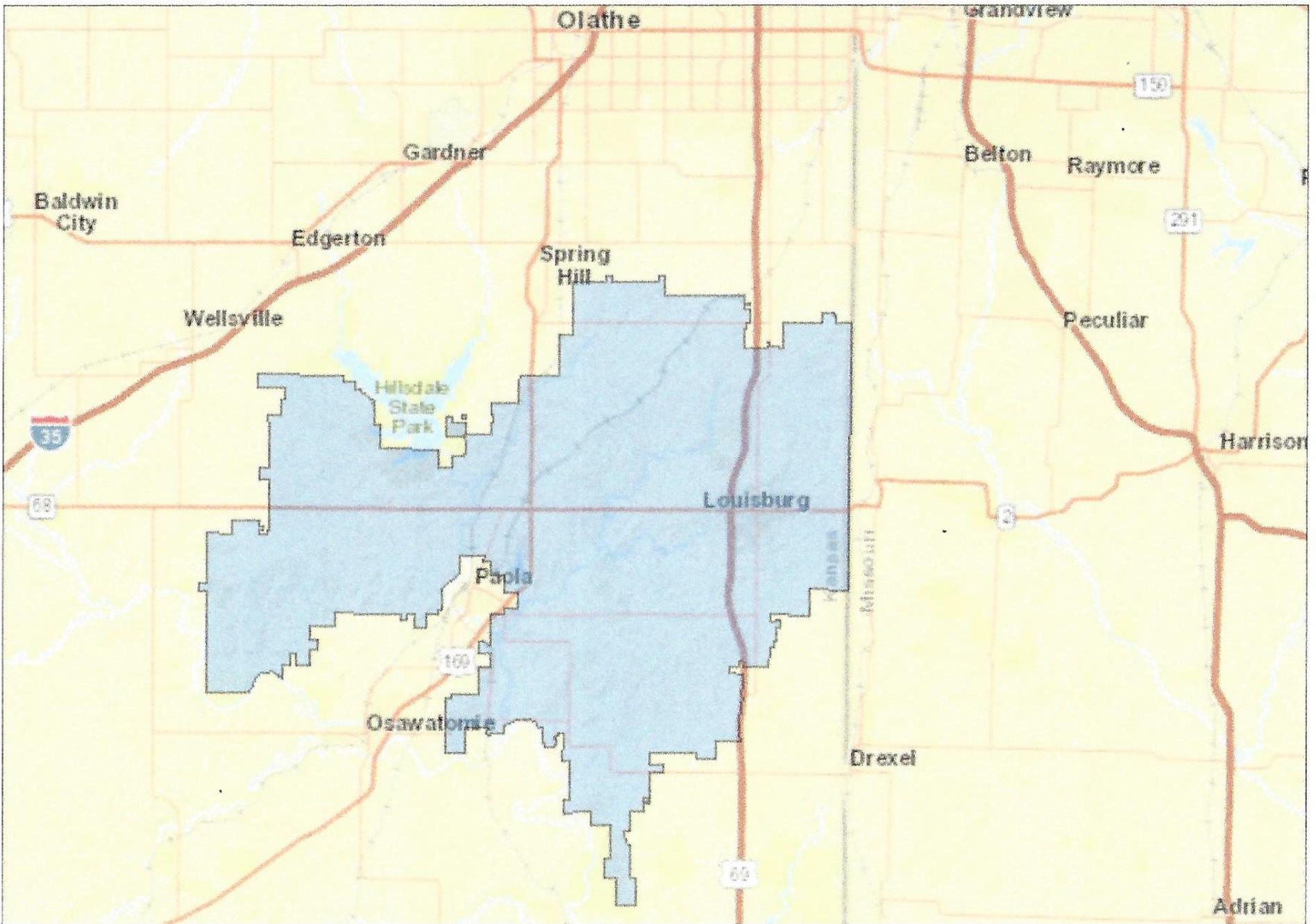


Figure 8-5: Rural Water District 2 Service Area



Wastewater

The City of Louisburg has north and south waste water treatment lagoons that serve the north and south parts of the community, respectively. The City is planning to install a new sanitary treatment system in 2020. This new wastewater treatment facility will meet higher effluent standards and will be able to address all sanitary wastewater generated by the community. All sanitary flow in the City will be directed to the new south treatment facility. The north lagoons will go into disuse but will be available for emergency backup. It is assumed that the new treatment system will provide adequate capacity until 2040 and beyond that time.

Stormwater Management

Stormwater facilities include ditches, culverts, street inlets and pipes to convey stormwater to detention ponds and waterways. The City requires stormwater facilities with new development as specified in the City's subdivision regulations:

“The subdivider may be required to have an engineer’s study prepared to determine the amount of increased stormwater runoff that will be created by the proposed development and a plan of how this run off will be accommodated. The city may require design modification of the proposed storm water system to reduce increased run off.”

Many of the older parts of the City are without curbed streets – stormwater is conveyed through open ditches and culverts at street crossings. An open ditch system can create flooding and drainage problems over time. Since 2003, the City has required a stormwater fee that is used to address localized flooding problems. The City has charged utility customers \$4.00 per month as part of this storm sewer charge. During public and stakeholder input meetings as part of this planning process, there was little mention of drainage issues or problems. Still, the 2000 Comprehensive Plan recommended that a drainage master plan be prepared.

A potential stormwater management measure could be the integration of a bioswale and rain garden system to help filter the run-off entering the groundwater system, which would help reduce the risk of flooding and improve the aesthetic character of the entire swale system.

Alleys

In the older section of the City, gas, water and electric lines are often found in the alley with sanitary lines in the street; gas and water lines are underground and the electric lines are overhead on poles. The alleys have not been graveled or paved, so they are just greenways at the rear of lots. In some cases, people have placed sheds or fences in these areas.

Electricity

Electricity is provided by Kansas City Power and Light. Reportedly, they do not have any capacity or distribution issues that would affect future growth. In the older parts of the City the electrical system is installed on poles primarily in the alleyways but sometimes in the street right-of-way. The City should consider burying these lines for beautification purposes at some point in the future.

Natural Gas

The City owns the natural gas distribution system. Natural gas is provided by other suppliers and City buys the gas and distributes it. There does not appear to be any capacity or distribution issues.



Communications

Mo-Kan Dial provides local communication services, including telephone and internet. The company is owned by Townes Tele-Communications of Lewisville, Arkansas. Go Broly is a wireless internet provider located in Louisburg and serves the city and surrounding area. Peoples Telecommunications, LLC., located in a neighboring county, started installing fiber optic lines for service to customers in Louisburg in 2016.



INFRASTRUCTURE PLANNING AND CAPITAL IMPROVEMENTS



Street Trees

The City's subdivision regulations do not require street trees with new development. There is not a regulation or policy for providing trees along a street. However, the City considers parkway trees on a case-by-case basis with specific development proposals. However, even without regulations or a specific policy, the City has been named a Tree City and, thus, the provision of trees is a source of pride for the community.



Capital Improvement Plan

The City of Louisburg has a capital improvements program that is updated on an annual basis. Capital improvements were a central focus of the last Comprehensive Plan.

Hazard Mitigation

The City currently has a Hazard Mitigation Plan, mainly dealing with flooding issues, high winds, tornados and storms.

Floodplain

There is a small amount of regulated floodplain area within the City limits. However, just outside the City limits there are large areas that are designated as floodplains that will need to be regulated and managed as growth continues.

Subdivision Regulations

The City's Subdivision Ordinance is important for regulating how new streets and utilities are constructed and installed in Louisburg. Article 4 - Minimum Design Standards and Article 8 - Improvements, specify how new streets and infrastructure are to be built. Several aspects of the regulations were previously discussed, especially in the K-68 Corridor Management Plan; recommended changes are included in Appendix I. While there are no immediate plans to widen K-68, these recommendations are still useful and should be pursued.

TRANSPORTATION INITIATIVES



Initiative #1

Prepare access management strategies for Amity Street.

Traffic growth on Kansas Highway 68 will likely create the need to expand or widen Amity Street at some point in the future. Access management strategies and traffic signals will help to mitigate some of the potential traffic impacts if a street widening takes place. Louisburg should consider preparing an access management plan to help developers and the public understand how access should be controlled along this important corridor. This could involve increasing the spacing between access points and limiting or prohibiting new intersections. Changing some land uses from commercial to residential where less traffic may be generated should also be considered. The City should actively work with the Kansas Department of Transportation and MARC on access management strategies for Amity Street and on the potential planning for new interchanges. Metcalf Road has already been the subject of a access management study by Miami County, which will be useful and applicable when jurisdiction of the street will be transferred to the City.

Initiative #2

Monitor the need for additional highway interchanges.

An interchange at 287th Street had been considered by KDOT at one point; the addition of an interchange at 287th Street could potentially alleviate some of the future traffic on Amity Street and need for its widening. The City should monitor plans by KDOT for a future interchange or to advocate for an interchange if growth and increased traffic occurs along Amity Street, although it is unlikely over the time horizon of this Bright Future Plan.

Initiative #3

Ensure street connectivity in new residential developments through the installation of minor roads between major roads and a reduction of cul-de-sacs.

Ensure that future residential developments are well-connected to each other and with other adjacent commercial, institutional, park and open space land uses. Connectivity can be achieved through the installation of minor roads between major roads and a reduction of cul-de-sacs

wherever feasible to reduce the amount of land devoted to pavement.

Initiative #4

Implement pedestrian safety improvements at Amity Street and Summerfield Drive and Amity Street and Metcalf Road.

Evaluate the addition of yield signs at uncontrolled intersections throughout the City but most especially within the Traditional Neighborhoods. This can help promote pedestrian safety. In addition, the City should add a sign to the pedestrian signal at Amity Street and Summerfield Drive that states to call City Hall when the signal is not working. In addition, the City could check the timing of the beacon on occasion to ensure that it activates in a quick manner. The Louisburg Police should also enforce speed limits on Amity Street in the Middle School-High School complex.

Initiative #5

Revise sidewalk improvement program.

The City should revisit its sidewalk improvement program to revise its parameters for the phasing, prioritization and funding of improvements. An updated



set of priorities should address pedestrian connections to the Middle School-High School complex and the Downtown, and from the Downtown to the Traditional Residential Neighborhood.

Initiative #6

Adopt a complete streets policy.

A complete streets policy – sometimes referred to a livable streets policy – should be adopted by the City to guide City roadway planning and design that accommodates safe and convenient travel by users of all ages and abilities. Pedestrians, bicyclists, motorists and transit riders must be able to safely move along and across a complete street. While the effort to adopt a policy is simple, it acknowledges that the community is on its way to building a more pedestrian- and bicycle-friendly system.

Initiative #7

Install bicycle facilities along Louisburg’s major and minor roads.

Where needed and feasible, bicycle facilities should be installed along major and minor roads to provide connections to significant locations and to travel to

all points within the City. Major streets to consider include Amity and Broadway Streets, and Metcalf, Rogers, and Rockville Roads; minor roads are all other streets within Louisburg.

Initiative #8

Enhance the mobility and transportation options of Louisburg’s senior citizens.

The number of people over 65 is increasing throughout the country due to the aging of the baby boomer population. Louisburg may want to consider providing more transportation services as this sector of the population that does not drive is expected to increase over the next 15 years.

Initiative #9

Establish a park and ride facility.

The City should work with the regional transit agency to find a suitable location for a future park and ride facility that would allow Louisburg residents to drop their cars at such a facility and carpool with others to destinations in the Kansas City region. A park and ride facility is encouraged in the metropolitan transportation plan for

Kansas City and supported by MARC’s RideshareKC program.

Initiative #10

Update transportation plans and evaluate Louisburg’s street-naming system.

Currently, Louisburg should continue using its own street naming system; however, as it grows, the system as it is currently employed may become more problematic as community stakeholders have attested due to supPLICATION of numbers. Louisburg should consider evaluating a naming system that will help visitors and delivery trucks to find locations and addresses.

UTILITY INFRASTRUCTURE INITIATIVES

Initiative #11

Update the Water Systems Master Plan.

Past recommendations made within the 2000 Comprehensive Plan to update old water lines and develop a water main grid are still relevant, given potential future residential and industrial growth. In addition, a new water supply has been added. Given these factors and expected growth, the water system master plan should be updated.

Initiative #12

Conduct a Comprehensive Water Drainage Study.

The City's current stormwater management fee is intended to underwrite stormwater management enhancements; however, there is no water drainage study that pinpoints areas where such enhancements should take place in the community. A comprehensive water drainage study should be undertaken as a useful tool to identify problem areas and identify needed improvements, which can incorporate green infrastructure and sustainable design alternatives. The 2000 Comprehensive Plan also recommended that a water drainage study be prepared.

Initiative #13

Prepare a Utility Master Plan.

Louisburg, in coordination with all providers of utility services within its corporate boundaries, should prepare a utility master plan. At a minimum, this would involve preparing geographic information system (GIS) maps that show the location of utilities and where there may be utility connection needs in preparation for future development. A utility master plan will need to be much more detailed for the Traditional Neighborhood sections of the City, where there are questions that need to be addressed about sidewalks, drainage, water line upgrades and how to utilize the alleys more efficiently.



INFRASTRUCTURE PLANNING AND CAPITAL IMPROVEMENT INITIATIVES

Initiative #14

Revise subdivision regulations to require trees and other green infrastructure elements in new residential development.

A continued effort should be made to encourage trees with new development. The City may want to consider amending subdivision regulations to include trees along the street. The trees could be placed in the right-of-way or in private property adjacent to the street.

A review and revision of the City's subdivision regulations is suggested to encourage alternative subdivision design and other right-of-way and infrastructure enhancements.

Initiative #15

Map floodplain areas.

The City should prepare an electronic map of the floodplains areas and make it available on its webpage. This will make it easier for developers to understand the limitations with new development.







● COMMUNITY SERVICES & QUALITY OF LIFE

GOALS AND POLICY STATEMENTS

Goals	Policies for Decision-Makers / The City's Role
Strengthen and expand Louisburg's enhanced and well-maintained parks and open space system.	<p>Encourage developers to pursue high-quality public space improvements, parks, open space, and trails within new residential developments.</p> <p>Encourage park development in underserved areas of the City, specifically the west-northwest areas, to provide walkable access to outdoor recreation opportunities.</p>
Maintain a high quality-of-life with quality community services, amenities and year-round activities.	<p>Support expansion and improvement of community services, including the Public Library, local schools and recreational programs.</p> <p>Promote community identity through gateway, wayfinding and other urban design enhancements.</p> <p>Involve other partners and entities in programs and events that build community relationships and social equity.</p> <p>Create new special events and activities that create pride of place.</p>



OVERVIEW

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The quality of life of any community is a measure of how well all the “parts” fit together and create a place that the people of Louisburg are proud to call home. This may involve the physical resources available to the community, but many quality of life elements are the community services available to the residents and businesses of Louisburg. Many of these points are subjective in nature, but together they form the foundation of community life.

This assessment is a combination of the comments and observations and other research and analysis activities. Observations below represent those issues and assets that rose to the forefront—this is the story of Louisburg.

Sperling’s Best Places Index

According to the Sperling’s Best Places Index, Louisburg has the following quality of life attributes:

- **Economy:** The unemployment rate in Louisburg is 4.20 percent (U.S. average is 5.20 percent). Recent job growth is positive. Louisburg jobs have increased by 1.62 percent. (this does not account for commuting population separately).
- **Cost of Living:** Compared to the rest of the country, Louisburg’s cost of living is 4.80 percent higher than the U.S. average.
- **Population:** As of 2014, Louisburg’s population is 4,276 people. Since 2000, it has had a population growth of 117.72 percent.
- **Transportation:** Average commute time is 29 minutes. The national average is 26 minutes.
- **Real Estate:** The median home cost in Louisburg is \$209,100; home appreciation the last 10 years has been -0.81 percent.
- **Schools:** Louisburg public schools spend \$9,690 per student. The average school expenditure in the U.S. is \$12,383.



ECONOMY

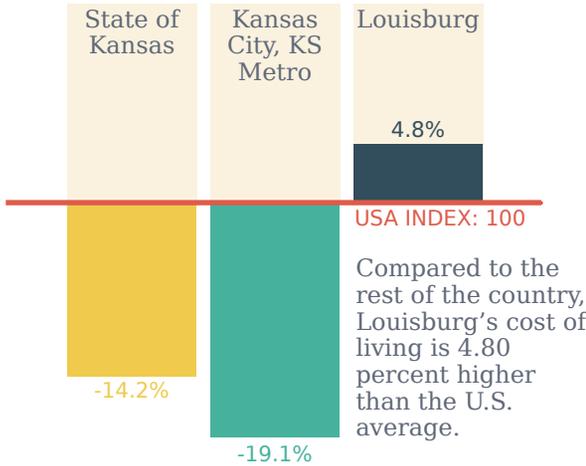
1.62%
job growth



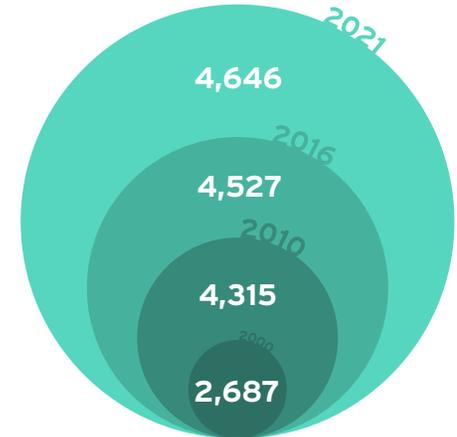
4.2%
UNEMPLOYED

The unemployment rate in Louisburg is 4.20 percent (U.S. average is 5.20 percent).

COST OF LIVING

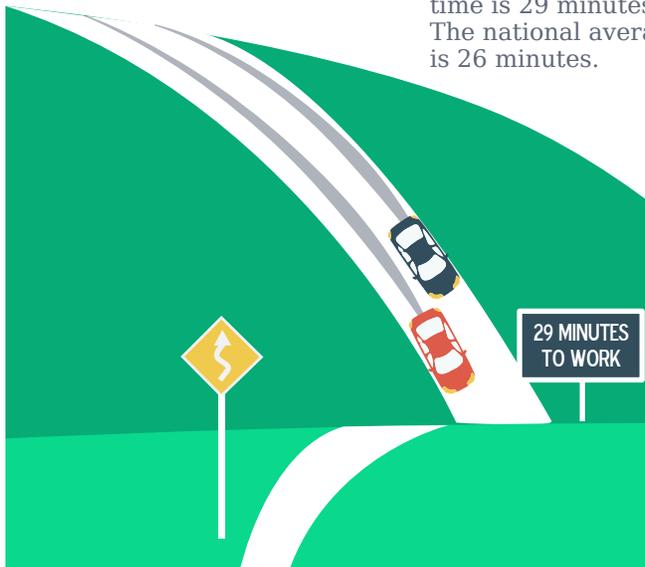


POPULATION



Since 2000, it has had a population growth of 117.72 percent.

Average commute time is 29 minutes. The national average is 26 minutes.



There are about 15.7 students per teacher in Louisburg.

Home appreciation the last 10 years has been -0.81 percent.

\$209,100
FOR SALE



\$9,690 per student



LOUISBURG PUBLICS SCHOOLS

\$12,383 per student



US AVERAGE



RECREATION ASSETS & AMENITIES



Recreation Assets

There are many recreation assets in Louisburg, but they are primarily school-associated and isolated from each other. Lewis-Young Park is far and away the largest formal park in Louisburg. With soccer fields and baseball diamonds, the Park is home to most of the non-school active recreation. The Park also is home to a Boy Scout camping area, a tractor pull and most notably the Powell Observatory, built in 1984 by the Astronomical Society of Kansas City - and boasts one of the largest telescopes of its size in the nation that is open to the public. The sports fields are used day and night and are in constant demand for local and regional events.

Other recreation assets include:

- A network of hiking trails intertwines through the wooded area in the southwest part of Lewis-Young Park.
- The park's amenities, however are removed from the populated areas of Louisburg and are difficult to

- access by bicycle and pedestrians.
- The Middle Creek State Fishing Lake is located nearby for fishing, and the Louisburg City Lake has a 1.5-mile paved pathway around it for individuals to walk or jog.
- Additionally, Louisburg has playgrounds at most neighborhood and community parks, and these are complimented by the playgrounds and amenities at the schools. Recreational sports fields are provided at Lewis-Young Park on the north side of town.
- The Louisburg Aquatic Center is another popular resource for the community. This resource is somewhat more accessible to the community, being located in the same general area as the school complex. This facility, with lap swimming, a grass "beach" and a water slide is limited to warm weather months and is beginning to show its age. Plans have been developed to improve and upgrade the facility. Age appropriate programming would enhance the usability of this resource.
- Louisburg is also in relative proximity to the Katy Trail, providing a regional bicycling opportunity.

Recreation Assessment

The following is an assessment of various recreation activities in Louisburg:

Parks/Open Spaces:

- Excellent in variety and type.
- Not all parks and open spaces are accessible to the entire community.
- Organized sports/activities are available, but many league/organized sports and activities are regional in nature.
- Not enough critical mass of participants and facilities often require that these activities happen elsewhere.

Indoor facilities:

- Present, but not easily accessible to most of the community. The old school downtown provides space youth and adult basketball, cole weather training for softball / baseball, and a rental facility. Gymnastics and dance programming is facilitated at a facility located at South 5th Street and Metcalf Road.



After-School Activities:

- These are a weakness in Louisburg, but have a very strong potential. Much of this type of activity often requires a trip to Overland Park, Olathe, or other places north, which limits those not of driving age.
- There are informal latch-key programs and there is discussion of the Ministerial Alliance to develop an after-school program, or programs, but these are in discussion at this time.
- The Louisburg Schools provide a wide range of extra-curricular activities, but these are limited primarily to sports, music and drama programs.

Trails/Bike Paths:

- There is a great potential, and an expressed need, but are lacking at this point. Sidewalk requirement holds great potential, but needs connectivity.
- On-street bikes paths hold promise, but require a definitive plan. On-street bike paths/lanes are not a viable substitute for stand-alone trails.
- Trails connecting local assets are needed.

Activity Programming:

- Most activities are associated with the schools, the senior center and the churches. These provide a range of options, but are not easily accessed, or promoted across the entire community. A non-denominational, “After School Program” and “Drop-In” resource through the Ministerial Association has strong potential. A partnership between the schools and the association could help provide facilities.

There are several festival-like events in the area that feature local amenities:

- **Louisburg Cider Fest**, integrating the cider mill and local restaurants featuring cider and apple-based ingredients.
- **Wine Trail tours** - like above, but featuring local wine. This program is in its early stages of development and should be further explored.
- **Develop facilities in Louisburg** that could support “league” play and activities.
- There is a strong need to **establish a Louisburg Community Center** that pools resources for a facility that can support a variety of recreational activities indoor and outdoor. A central location for this facility is critical.

Entertainment Amenities & Activities

Being in proximity to the Kansas City region, there is limited opportunity to compete for entertainment opportunities. There is not enough “critical mass” to compete with Overland Park, Olathe and other Kansas City attractions. However, there may be opportunities to promote local entertainment:

- There are numerous activities associated with the schools (concerts, plays, sporting events), but these are of limited access to the general population. These are also not as well promoted to the fullest degree possible.
- A local community theater could provide an opportunity for Louisburg residents to “flex their theatrical muscles” and provide entertainment as well.
- Promote local talent in performance at local restaurants.

SOCIAL STRUCTURE & ASSETS



Louisburg boasts a relatively diverse spread of ages. There is a large cluster of working age families that corresponds to the large number of school-aged children (>48 percent). There is also a relatively large senior population (11.2 percent) that is a large part of the lower income population. There are also two full-service continuum of care facilities that provide full services to those in need. The senior center is popular amongst the active elderly, as are several service organizations.

A largely untapped resource in Louisburg is its relatively large Ministerial Alliance, representing a full spectrum of Christian faiths. This group is very congenial and would welcome a focus for their considerable energies. This group discussed the possibility of starting a strong youth program to complement the many Bible Study and outreach programs offered by the many congregations. Other social structure assets:

- The level of public services within Louisburg is high.
- Most social services are in nearby Paola, but municipal, public safety and related public services are abundant and well supported locally.
- Emergency response is strong in Louisburg, and the community ranks high in resilience to weather emergencies.
- The political structure in Louisburg is traditional Council/Mayor system. The Council and Mayor appear to have a very strong working relationship and broad support in the community. The staff is exceptionally well-qualified and skilled and is extremely productive in providing a high level of services to the community.
- There is a strong working relationship with Miami County government and with the Mid-America Regional Council.

Schools & Educational Resources

The pride of Louisburg is its schools. The Louisburg Unified School District includes the following public facilities:

- Louisburg High School (grades 9-12): 568 students
- Louisburg Middle School (grades 6-8): 401 students
- Broadmoor Elementary (grades 3-5): 372 students
- Rockville Elementary (grades Pre K-2): 379 students
- Pre-kindergarten: 73 students

There is an active home-schooling program, but statistics are not maintained for the home-schooled population. It is estimated that there are >100, primarily in pre-school and grades 1-8. The Middle School and High School are routinely ranked as some of the top performing schools in the state and nation. Holy Rosary-Wea Catholic private school serves preschool through middle school students.



A strong STEM curriculum is complemented by an award-winning arts curriculum (music, drama, visual). Integrated within the high school curriculum is a robust vocational/applied technology program featuring:

- Agriculture, Food & Natural Resources (The culinary program is particularly noted);
- Finance/Business with Hospitality and Tourism;
- Human Services (with an early childhood pathway);
- Arts, A/V Technology & Communications;
- Architecture and Construction (with Manufacturing, Construction, Engineering & Applied Mathematics; and Health Sciences.

These educational resources, coupled with a strong home-schooling program and the Louisburg Library provide a very powerful, yet largely untapped opportunity for entrepreneurship and workforce development, which is currently being lost to the Greater Kansas City, and elsewhere, market.

Louisburg Library

The Louisburg Library District #1 is one of the area's strongest resources. The Library provides programs in ancestry research, job and career assistance, maker tools, meeting rooms, computer and technology classes, computers, Wi-Fi and printing services, personalized reading lists, interlibrary loans, notary and senior services. The Library also provides significant support for home-schooling instructors. A full-range of more traditional library services are also available: book clubs (all ages), storytelling (with a full-time, professional storyteller) and delivery for homebound citizens. The Library also supports many diverse events throughout the year. At one time, the Library was contemplating a move from its downtown location to one in close proximity to the school complex where they purchased a large parcel of land. Currently, the Library plans to remain downtown and may be interested in purchasing the farmer's market parcel for the development of a new library building.



COMMUNITY CHARACTER & IDENTITY



Louisburg is a bedroom community, featuring primarily low-density development, lacking a functional core, disconnected to the community's history as a market town in an agricultural area.

Downtown has lost many of its businesses and no longer functions as the heart of the community. Goods and services are procured in larger cities that are also commuting destinations for employment. The City would benefit from a larger effort to redefine its identity and sense of place, capturing something special in the community's past or present and building upon it. A new festival could be a part of this identity. Elements such as street lighting, banners, benches, building facades could use architectural elements that embody the identity and help establish a sense of place.

The Farmers Market block would be a good place to establish a "Louisburg Commons". The loss of structures in downtown creates a central vacancy that could become a community asset if transformed into the Louisburg Commons. This green space could provide a setting for festivals, music events, outdoor vending for locally-grown and / or locally-made products, and casual play space/informal public recreation. Many citizens and business leaders suggested that Louisburg should develop a downtown focus for new activities and businesses. Retail and entertainment competition is a significant problem with the large commuting population, but a single well-supported business, especially a unique restaurant can be the point of turn-around.

Being a bedroom community, as Louisburg has become, is not a disadvantage, but if that is to be the identity of Louisburg it must be the best bedroom community it can be. It must be realized that this comes with a cost: if there are not businesses nor industries balancing the residential population, the burden of supporting a high quality of life will fall directly on the residents.

Many citizens, business and religious leaders commented that as Louisburg is a decentralized community, way-finding is critical for any visitors to the community. Not only will a strong and integrated system of signage provide directional support, it will help provide an identity for the community.



QUALITY OF LIFE INITIATIVES



Initiative #1

Develop a Recreation Program Needs Assessment and Action Plan.

A coordinated strategy for parks and recreation programming in Louisburg will require the development of a Recreation Program Needs Assessment and Action Plan, which engages the community and provides recommendations for program and activities for various age groups, skill levels, and incomes. The plan should be reviewed and updated at least every five years.

Louisburg schools, the Recreation Commission, and the City Parks Department should collaborate on recreational activities that make full use of school facilities and explore ways they can work together to provide quality recreation opportunities to the community. Such activities could also provide work opportunities for students in a supervisory capacity.

Initiative #2

Implement Trails and Sidewalk Master Plan to establish connections between parks, neighborhoods, schools, and other key community destinations..

The City is currently undertaking a comprehensive trail study to determine how to best connect existing trails to all parks, neighborhoods and schools. Implementing the study's recommendations should be an ongoing policy and a high priority for the community.

When upgrading and improving all City parks, pedestrian and bicycle accessibility enhancements should be installed to ensure a safe and comfortable environment for people to walk and ride to nearby park facilities. Bicycle racks should also be installed at all parks within the community.

Initiative #3

Establish a minimum acreage level of service (LOS) (e.g. 10 acres per 1,000 population) and revise subdivision regulations to reflect this standard.

New parks, ball fields, tennis courts, playgrounds and other park and active recreation amenities should be provided in all areas of Louisburg that are easily accessible to all community residents.

A new park should be developed on the City's north side along Metcalf Road, and in the future, along the northern stretches of Rockville Road where new residential development is expected to take place over the long-term. In order to encourage developers to provide the appropriate public spaces and parks, the subdivision ordinance should be revised to reflect the approved acreage and distribution level of service standards.

Initiative #4

Create an inventory database of park assets that includes year constructed, condition, manufacturer, etc.

Being proactive about existing parks and recreation amenities will allow Louisburg to maintain their high-quality parks and recreation system.

Initiative #5

Conduct an annual audit of parks and amenities (including the Aquatic Center) to evaluate condition and incorporate needs into Capital Improvement Program.

As the City considers upgrades and improvements to existing parks and recreation assets, an annual audit of playgrounds and other features is



recommend to provide direction and estimates for capital improvement program planning. Stakeholders would also like to see upgrades or enhancements to the Aquatic Center. Planned improvements for all amenities should be funded through the City’s capital improvement program and other revenue sources such as grants or contributions.

Initiative #6

Update Lewis-Young Master Plan and consider regional athletic needs including artificial turf and a fitness trail.

Based on feedback from stakeholders, a review of the Lewis-Young Master Plan should be completed to review the needs and opportunities for additional recreation opportunities on site, including artificial turf. To promote the health of Louisburg residents, a fitness trail in Lewis-Young Park should be developed. The fitness trail would have a defined path with several exercise stations or natural features posing as obstacles such as climbable rocks or embankments.

Initiative #7

Implement a dark sky preserve for the Powell Observatory.

While the Powell Observatory plans to relocate to Mission Belleview Road adjacent to the Unified School District 416 office headquarters are in development and long-term, the City should consider establishing a “dark sky” preserve for this area to ensure the Observatory’s astronomical work is not compromised by streetlights and light pollution. A dark sky preserve encourages the protection of dark skies through the management of outdoor lighting practices that create less light pollution. Good outdoor lighting practices include the use of full cut-off fixtures that cast little or no light upwards. The City would need to explore updating its zoning and sign codes to include dark sky provisions.

Initiative #8

Develop an outdoor skating rink and other winter-related activities.

Outdoor winter activities are fairly limited in Louisburg; an ice-skating rink located in or near the Downtown, or perhaps in the same location where the summer’s farmer’s market is held, could provide a suitable winter activity for local families. The skating rink would be portable and perhaps converted for ice hockey use if needed in the future. A Downtown ice rink would also help to generate increased patronage of Downtown businesses during the winter months, in addition to other potential promotions and special events. New wintertime special events could include:

- Winterfest with ice skating, hot cider or hot spiced wine, decorated home tours, and a progressive dinner.
- Louisburg Winter Market featuring local arts and crafts, holiday items, and Christmas Cookie Bake-Off prior to the Christmas holidays.



Initiative #9

Update website and marketing materials to promote the Louisburg parks and recreational amenities.

Actively market the City’s parks and recreational amenities through the City’s website and other marketing materials to foster a consistent brand and image for Louisburg’s park system, promote increased participation and generate additional revenue to support park programs.

Initiative #10

Develop a Louisburg Community Center.

Louisburg stakeholders expressed strong interest in creating a community center that can house both indoor recreational activities, such as basketball, volleyball or racquetball courts, as well as cultural programs, such as a community theater. If the Public Library were to relocate and build a new facility on the City-owned block west of the Downtown, the former Library buildings along Broadway Street could be reused and converted to the community center; alternatively, a new community center could be constructed near the Middle School/High School complexes on Louisburg’s east side.

Initiative #11

Construct a new Downtown Public Library.

A new and expanded Public Library facility is needed to provide enhanced services and programs for the community. The former school site between South 1st and South 2nd Streets west of Broadway Street, a parcel currently used as the farmer’s market site and owned by the City of Louisburg, would be a suitable location for a new library given its availability, ample on-street parking and location near the Downtown. A portion of the site could be planned and designed for a public plaza, which could incorporate the farmer’s market. A portion of the new Library facility could include a makerspace or community kitchen that can serve as resources for small business development in the community. Such programs could be organized and coordinated with vocational programs offered through the Louisburg schools. As mentioned in Initiative #11, the current Library facilities could be re-used as a new community center or converted back to commercial uses.

Initiative #12

Forge partnerships with the Louisburg Ministerial Association.

Louisburg’s Ministerial Association could become a potential partner in initiatives that build community social equity and quality of life. The City, Association and other partner organizations could work together to create an after-school program for local youth, or house and maintain a “tool bank” program – a program that loans tool to homeowners for house maintenance and rehabilitation needs. In addition, the Ministerial Association could investigate establishing a “Habitat for Humanity” program in Louisburg, which may start with a collaborative venture with the Lenexa Chapter of Habitat for Humanity.

Initiative #13

Create and establish a Louisburg gateway and wayfinding program.

To build Louisburg’s identity and character within the Kansas City region, and to assist residents as well as visitors easily navigate the community, a gateway and wayfinding program should be created. Promoting the



community’s identity will lead to increased pride of place and increased interest in Louisburg as a place to live and invest in.

First, gateway signage, including a new Louisburg brand image and message, should be designed and installed at the U.S. Highway 69-Kansas Highway 68 interchange; from there, smaller gateway signs should be installed at other gateway points along Amity Street and Metcalf Road. Second, develop and install a family of wayfinding signage to be placed at key locations and intersections in Louisburg, identifying and directing people to key locations in the community. The destinations listed on the signs should be simple and limited to no more than five destinations per sign.

Initiative #14

Establish Downtown Business Owners Association to facilitate downtown placemaking activities and events.

A key community character goal for Louisburg is to invest in “placemaking” design elements that would help create memorable places and vibrant public spaces. There are different and affordable placemaking means and methods that can be implemented in Louisburg.

Methods that may include:

- A painted Louisburg water tower.
- Pedestrian amenities such as street furniture
- Improved crosswalks
- Pedestrian-scale lighting and signage
- Nature elements including landscaping, trees and connection to natural features and views. Public art such as sculptures, murals and interactive art.
- Water features, including riverwalks and interactive fountains that attract people and visitors. Site interpretation that incorporate signage or informational kiosks that tell the history or cultural significance of a place
- Landmarks or architectural features that contribute to a sense of place.

Painting the City water tower could be the one of the more visible placemaking projects for the community. The water tower is a strong landmark element, visible from many parts of the community; it should be cleaned and painted - preferable with the new Louisburg branding element. In addition, the water tower could be wrapped with LED lights to give it a presence after dark. These activities and events could be facilitated through a Downtown Business Owners Association,

in conjunction with the City, to create a vibrant, active downtown.

Initiative #15

Build a Farmer’s Market pavilion / indoor market.

While a plaza-farmer’s market space developed as part of a new Public Library is suggested in Initiative #12, a new farmer’s market pavilion – a more permanent structure that can host and protect the market during inclement weather – could be constructed as part of the plaza or in a separate location, perhaps near City Hall. The Pavilion should also be home to a variety of other events such as flea markets, artist markets and other activities.







IMPLEMENTATION

OVERVIEW



A sustained commitment by the City of Louisburg in an ongoing Comprehensive Plan implementation process will be required to bring the vision of a growing and thriving Louisburg community to reality. An integral part of the commitment will be consistent and ongoing collaboration with key implementation partners, including the local schools, other City departments, local businesses and industries, the Chamber of Commerce, civic groups, and other organizations and entities.

Going forward, important Comprehensive Plan implementation measures that should be considered include the following:

- Implementation Partners
- Development Regulations and Code Changes
- Placemaking Planning
- Funding Sources



IMPLEMENTATION PARTNERS



Comprehensive Plan implementation will depend on collaboration and communication between different Louisburg City departments, and other outside agencies and organizations. Key roles and responsibilities between different department and entities are summarized in this section.

City of Louisburg

The City and its relevant departments or commissions, including Public Works, Planning and Zoning, and Parks and Tree Board will need to take key leadership roles and responsibilities in Comprehensive Plan implementation. These may include the following:

- Moving forward with formal approval of the Comprehensive Plan by the Planning Commission and the Louisburg City Council.
- Preparing five-year capital improvement plans with Public Works and other Departments that incorporate projects and initiatives recommended within the Comprehensive Plan.
- Creating or commissioning more detailed design and engineering documents for recommended infrastructure and street improvements, signage, gateways, parks and other physical enhancements.
- Working directly with other entities on Comprehensive Plan implementation actions.
- Assisting with any site improvement or land acquisition efforts for community facilities and other public space enhancements.
- Securing funding sources for

the building improvement and business development programs for the Downtown.

- Undertaking the maintenance, enhancement and management of Louisburg parks and open spaces.
- Update zoning and subdivision regulations in support of the Comprehensive Plan's land use and other planning recommendations.
- Working with local industries and companies on development opportunities.
- Leverage existing and future incentive programs to catalyze investment in the Downtown and other areas of Louisburg.

Louisburg Chamber of Commerce

The Louisburg Chamber of Commerce promotes the civic and commercial progress of the Louisburg community, including the creation and support of industries and small businesses. The Chamber could assist the City on the marketing of Downtown Louisburg, its businesses, and future development sites around the community, as well as advocate for beautification efforts and specific planning and development initiatives.



Kansas Department of Transportation (KDOT)

Communication and coordination with KDOT will be needed regarding any future planning, design and construction initiatives related to roadways under KDOT’s jurisdiction – mainly Amity Street (Kansas Highway 68) and U.S. Highway 69.

Louisburg Unified School District 416

The Louisburg Unified School District maintains the majority its school facilities within the City and has made investments in several school buildings and school additions over the years. Although this Comprehensive Plan projects a modest growth trend for Louisburg going forward, the City and the School District will need to work collaboratively on the location of future new facilities that support the ideal land use pattern outlined in this Comprehensive Plan.

Louisburg Library District No. 1

Coordination and communication with the Louisburg Library District should be ongoing regarding the location and development of new Library facilities.

Financial Institutions

With involvement from the City and other stakeholders, local lenders could facilitate implementation of the Comprehensive Plan by financing projects or participating in new incentive programs that support Downtown business and development initiatives, such as opportunity site development and façade/building/site improvement projects.

Private Developers and Investors

Developers should be recruited to invest in specific development opportunity sites as identified in this Comprehensive Plan, especially in potential employment centers, business parks and other commercial sites.

Corporations and Industries

Local industries and corporations can become sponsors for several planning initiatives, including, for example, neighborhood park enhancements, Downtown revitalization projects, and the capitalization of any venture or small business development funds.

PLACEMAKING - GATEWAYS AND SIGNAGE



As recommended in the Comprehensive Plan, the City should pursue urban design initiatives that “placemake” Louisburg — providing the community with a distinctive identity that helps bind the community into a cohesive visual environment. Placemaking should also be employed at gateway entrances into the community and other locations where public art and other urban design enhancements can serve as catalysts for ongoing investment and development.

One key element of a placemaking strategy is the creation and installation of a “branded” gateway and signage and wayfinding system within Louisburg, a signage system that incorporates consistent use of materials, colors and branded images. A coordinated signage system should include the following components:

Gateway Signs

Such signs announce arrival into Louisburg as well as various destinations, including the Downtown, parks, schools and other community facilities. Gateway signs play an important role in shaping first impressions for visitors to Louisburg. Gateway signs should be constructed of high quality materials such as stone, masonry or metal. Where space permits, landscaping and lighting should be incorporated into gateway features.

Signs / Markers

Identity signage and markers should be placed at different locations along the City’s major transportation routes to reinforce its image and brand.





Directional Signs

In addition to identity and gateway signs, directional signs that facilitate “wayfinding” within the community will be important components of the system. Signage should be placed at key locations to guide visitors to destinations including local schools, parking areas, community facilities, parks, churches and other institutions.

Banners

Banners can provide the Downtown and other areas a festive, lively appearance. New light standards should be equipped with banner hardware and a maintenance fund should be developed to install new and seasonal banners when appropriate.

Design Considerations

The design of wayfinding signage system can range from a more straightforward, traditional appearance incorporating classic lettering, muted colors and materials such as stone for monument type signage. Unconventional, eccentric designs using brighter colors, metal materials and unique material arrangements and graphic logos could also be utilized as part of the wayfinding system design.

The design process for the wayfinding program includes the following elements:

- Existing Conditions Analysis and Wayfinding/Location Plan —an assessment is conducted to determine where signage is needed and appropriate locations for placement of gateways, wayfinding and other signage.
- Conceptual Signage Family Process —conceptual designs are prepared for the signage family depicting the brand image and materials; two to three conceptual designs are usually prepared.
- Public Review Process —conceptual designs are presented to the community or a steering committee to determine a preferred design.
- Preferred Sign Family Concept Refinement —changes and revision are made to create the final signage family design.
- Creation of a Design Development Document/Bid Material — documents are prepared to manufacture the preferred signage design and its installation.



USING THE COMPREHENSIVE PLAN



Going forward, the City of Louisburg should work toward Comprehensive Plan implementation and for incorporating the Comprehensive Plan in everyday decision-making, assessing implementation progress and in determining needed revisions so that the Plan remains relevant. The following are recommendations for effective implementation and stewardship of the Comprehensive Plan. Successful implementation and stewardship will require on-going communication and coordination between different City departments and commissions, from elected leaders, other governmental agencies, and from private sector partners, organizations and entities.

Use the Comprehensive Plan in preparing annual departmental work plans and budgets. Many communities use their comprehensive plans to prepare annual departmental work plans and budgets as a way to build understanding of Comprehensive Plan goals and strategies and how the Plan is being implemented. In some communities, work plans and budgets include statements on how departmental projects and budgets reflect, impact or achieve Comprehensive Plan priorities. In that regard, the City should consider adopting new systems that require such statements in annual work plan and budget documents and how departments can assess how their work is consistent with the Comprehensive Plan on a regular or daily basis.

Use the Comprehensive Plan in preparing future capital improvement plans. The need for capital improvements planning to guide community infrastructure enhancements has been described in earlier sections of the Comprehensive Plan. As with other department work plans and planning documents, future capital improvement plans should consider and be in alignment with the goals and strategies of the Comprehensive Plan, especially in regards to urban design and streetscape initiatives, and infrastructure upgrades needed to facilitate development activity.

Publicize actions and initiatives that implement the Comprehensive Plan. Initiatives that implement the Comprehensive Plan should be routinely publicized through the City's press releases and newsletters so that Louisburg citizens are aware of local success and progress. An annual "State of the City" address by the Mayor could be organized to provide residents an update on Comprehensive Plan implementation.

Identify Comprehensive Plan-related actions on the agenda of the City Council and the Plan Commission. To promote a broader awareness of Comprehensive Plan implementation, items on City Council or Planning Commission meeting agendas should highlight in some way, perhaps through some identifying note or heading, implementation activities that are being considered or adopted.



Conduct an annual public hearing to review Comprehensive Plan implementation.

The City Council or the Planning Commission should schedule an annual public hearing or meeting to discuss how various elements of the Comprehensive Plan have been implemented, implementation successes and challenges, how the Comprehensive Plan is being used by the City and other entities, and if there are new trends, threats or opportunities that may affect implementation efforts. Such a process will keep the Plan current, as well as suggest any needed changes or amendments to the Plan and its recommendations.

Publish a Comprehensive Plan annual report.

Annually, a report describing the progress being made in implementing the Comprehensive Plan should be prepared and posted to the City’s website and distributed to the community as part of the City’s newsletter or other publications.



DEVELOPMENT REGULATIONS AND CODE CHANGES

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Several Comprehensive Plan land use strategies will require an update to the community's zoning ordinance and other land development regulations. Summarized below are suggested updates and revisions additional study may be needed to determine if other zoning and regulatory modifications are necessary to carry out the Comprehensive Plan's land use goals and objectives

Large Lot Single-Family Residential Zoning

The Comprehensive Plan Land Use Strategy proposes a large-lot single family land use category that could accommodate residential development on three to five acre lots. A zoning district that describes large lot residential development intensities, and permitted and special uses should be created.

Employment Center/ Business Park/ Industrial Zoning

The Future Land Use Map proposes significant portions of Louisburg near the US Highway 69 - Amity Street intersection for Employment/Business Center land uses. These areas would be suitable locations for the B-P Business Park District land use classification or the I-1 and I-2 Light or Heavy Industrial Districts. Any I-2 Heavy Industrial District should be located west of the US Highway to avoid and land use conflicts with residential areas to the south and east of Amity Street. The City should review the permitted and conditional uses of all industrial/business park land use classifications to ensure each classification promotes the appropriate type of industrial uses.



Subdivision Regulations

Louisburg’s current Subdivision Regulations was adopted in 1996. Updates to Regulations could include the following:

- **Street Lighting.** Current street light standards are minimal; more specific lighting standards should be developed. An optional city-wide lighting code could be developed that provides more direction on certain types of light and lighting standards in certain areas of Louisburg. For instance, lighting standards may be lower in estate residential. Light-emitting diodes (LED) may even be required for all new subdivision developments.
- **Sustainable Design and Energy Systems.** Options allowing the use of pervious pavement surfaces and materials for driveways and alleys and the installation of bio-swales as part of part of subdivision’s stormwater management system should be considered.
- **Conditions of Development.** Add provisions that outline how developers should address issues related to land with unsuitable development conditions, such as near an existing floodplain, topography

or sensitive environmental features. The provisions could also allow the Plan Commission to reject a preliminary subdivision design if such issues are not addressed.

- **Cul-de-Sac Design.** Require landscaping and sustainable design features within cul-de-sacs to add visual interest and to serve as a stormwater management mechanism. Not all cul-de-sacs in Louisburg have landscaping.
- **Foundation Plantings.** Provisions that outline required plantings in areas adjacent to building foundations should be incorporated in the Subdivision Ordinance. Overall, the Ordinance could benefit from sketches and line drawings that illustrates specific subdivision design standards; a set of overarching design principles for conventional subdivisions should also be considered and incorporated.
- **Trees and Sidewalks.** Require trees to be installed on both sides of the parkway, including the side blocks, in new subdivisions.

Conservation Subdivision Design

Consider and implement conservation subdivision in areas where the conservation of environmentally sensitive areas and preservation of scenic views and cultural resources may be important. The City could adopt a separate conservation subdivision design ordinance. Conservation subdivision design sets aside 40 to 60 percent of a development site in conservation areas; consequently, homes are built on smaller lots than in a conventional estate or large-lot type subdivision.

FUNDING SOURCES



The following are several sources of funding that could be utilized for implementing various Comprehensive Plan initiatives:

General Revenue Fund

The General Revenue Fund is the main source of revenue for the City, comprising a mix of property and sales taxes and other revenues. The Fund could underwrite Comprehensive Plan initiatives related to additional planning and engineering, property acquisition, facility improvements, among other projects.

General Revenue Bonds

The City could utilize long-term general revenue bonds to implement portions of the Comprehensive Plan to facilitate revitalization and redevelopment activities, and public infrastructure and new park enhancements.

Industrial Revenue Bonds

The City may investigate the ability of industrial revenue bonds to facilitate employment center development, including acquisition of land, buildings and equipment.

Capital Improvement Plan

Most communities incorporate Comprehensive Plan recommendations and initiatives within a Municipal Capital Improvements Plan, which is prepared on an annual basis and reviewed every five years in accordance with any update to the community's Comprehensive Plan. Capital improvement funding could be used to support various projects outlined in the Comprehensive Plan, including:

- Street improvements and urban design enhancements.
- Public parking improvements.
- Placemaking initiatives, including signage and wayfinding programs.
- Park enhancements
- Public building interior and exterior improvements

Tax Increment Financing (TIF)

Tax Increment Financing is a State-authorized program administered by a municipality that allocates future increases in property taxes from a designated area for improvements dedicated to that area. Under TIF, the property taxes resulting increased value from new development,



increases in new assessment as part of rehabilitation or improvement or tax rate changes, are allocated to the municipality in a Tax Increment Allocation Fund to be used for various redevelopment activities within the designated area. Other taxing districts continue to receive property taxes at the same level as before the TIF district was instituted.

Eligible implementation costs include:

- Zoning code revisions.
- Downtown Louisburg building improvement program.
- Placemaking initiatives for Downtown and along Amity Street, including gateway and wayfinding signage design and installation.
- Various infrastructure improvements within TIF districts.
- Parcel purchases for employment center and industrial development.

Community Improvement District (CID)

A Community Improvement District CID is a State-authorized financing program that municipalities may establish for a variety of development, property acquisition, and infrastructure enhancement initiatives. A

CID is adopted by ordinance and is funded by special assessments, a district-only sales tax, or other available funds. Bonds may also be issued in advance to underwrite specific initiatives. Local property owners within the proposed district must first approve of the district’s establishment before the tax can be collected by the City Council.

Eligible implementation costs include:

- Various infrastructure improvements within CIDs.
- Parcel purchase and consolidation.

Transient Guest Tax

Pursuant to State of Kansas statute, local municipalities may impose a tax on the gross rental receipts of hotel and motel operators. Proceeds of the tax may be used to encourage tourism and additional commerce, as well as to enhance the cultural aspects of the community.

Other Funding Sources

Grants and contributions from foundations, corporations, institutions, other government agencies, and other businesses and individuals can also be secured to fund specific Comprehensive Plan initiatives. Private sector sources, for example, could help fund, in part, initiatives such as a new

Farmer’s Market Pavilion, a small business venture fund for Downtown, and new festivals and events. Additionally, the City and other local partners can encourage and facilitate the use of existing tools and funding sources.

Venture Fund/Community Supported Financing

The possibility of forming a venture or equity fund for business capitalization, expansion and stabilization for small businesses in Downtown Louisburg could be explored. This might take the form of a small group of investors pooling funds to create one or more needed businesses, or a venture fund capitalized by private corporations and local and regional foundations and government grants. Community financed businesses can also be structured as cooperatives or as local stock corporations, which could be a realistic solution for starting new businesses in the Downtown district. A venture fund can also be used in combination with existing incentive programs, including the City’s TIFs.



USDA Funding Programs

Grant and loan programs are available from the U.S. Department of Agriculture to support economic development in rural communities. Grant guidelines indicate that Louisburg would qualify for the following selected programs. These may be applied to several of the business and real estate development concepts recommended in this Plan.

Rural Economic Development Loan and Grant (REDLG) program

Funds local business ventures and is distributed through a local utility acting as a funding intermediary. The utility receives a grant from USDA and it, in turn, provides zero-interest loans to create or retain employment in rural areas. The grants are made to a utility company, which sets up a revolving loan fund to support specific local project applications.

Applicable to: Development of almost any small business in Louisburg.

Business and Industry Loan Guarantee

For larger-scale projects, the program typically guarantees qualifying deals at 80 percent of the principal for loans under \$5 million. (Specific terms and rates are negotiated with a private lender.)

Applicable to: Industrial development at site adjacent to Louisburg Ford.

Rural Business Development Grants

Supports development or expansion of private businesses in rural areas. Businesses must employ 50 or fewer people and have less than \$1 million in gross revenue. Awards typically range from \$10,000 to \$500,000.

Applicable to: Development of almost any private small business in Louisburg, such as downtown restaurants, a flexible workspace for entrepreneurs, etc.

Rural Microentrepreneur Assistance Program

Provides loans and grants to a Microenterprise Development Organization, a nonprofit that supports microenterprise startups. Loans to the MDO of \$50,000 to \$500,000 are used to establish a local revolving loan fund. The program also provides grants for technical assistance to microenterprise startups.

Applicable to: Development of almost any private small business in Louisburg.

Rural Cooperative Development Grant Program

Supports rural cooperative startups and expansions, with grants up to \$200,000.

Applicable to: Starting a community-owned cooperative business in Louisburg, such as the community café and gathering space recommended in this Plan.

Multi-Family Housing Loan Guarantees

USDA will provide loan guarantees to private-sector lenders in order to help increase the supply of affordable rental housing.

Applicable to: This program could be particularly useful in spurring development of upper-story residential in downtown, and other projects for which traditional lenders require mitigated risk.



Community-Initiated Funding Tools

Online crowdfunding has made micro-capital easier to raise and more accessible than it was in the past. There are other models for community-supported business development, including:

Cooperatives

A cooperative is a business model where individuals make equity investments in an enterprise, and each investor is an owner of the business. Some cooperatives serve only their members (such as a farm cooperative that aggregates product grown by member farmers), and some are open to anybody (such as retail grocery cooperatives). In a cooperative, each member owns an equal stake in the business and decisions are made democratically.

Community-owned businesses

Similar to cooperatives, individuals make equity investments to start a business that the community sees as critical, but where the private sector (e.g., an entrepreneur) is not motivated to act or sees the enterprise as too risky. Community-owned businesses differ from cooperatives in that member-owners may make equity investments of different sizes, or they may fund the enterprise through debt (e.g., loans by

individuals to the enterprise). Depending on the by-laws established, community-owned businesses do not necessarily follow the democratic management system followed by cooperatives.

Local Investment Opportunity Network

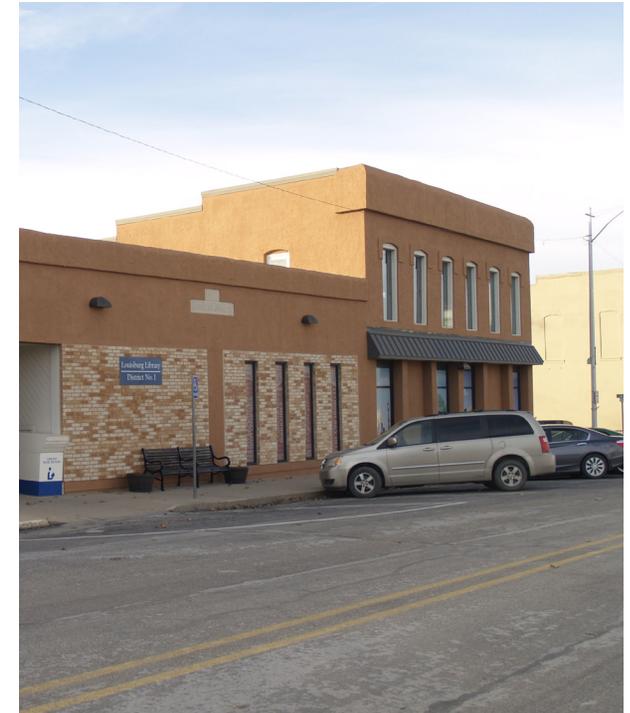
A “LION” is an informal group comprised of local business people and it makes collective decisions to invest in business opportunities. Typically, an entrepreneur will present a business plan to the LION and the group will decide if its members want to invest in the concept. The investments themselves (which may be debt or equity) are arranged by the individual members of the LION.

Real estate crowdfunding

Several online platforms are making pooled real estate investment more accessible to individuals and helping to raise capital for projects where a developer is not available or willing to invest. One example is SmallChange.org, which has a community-revitalization mission. SmallChange, based in Pittsburgh but with a national portfolio, provides a mechanism for community members to become equity investors in catalytic local real estate development projects.

Crowdfunding sites

Platforms like Kickstarter and GoFundMe allow individuals to raise capital for business ventures in small increments, typically with a menu of benefits to investors. The investors are usually not equity owners of the project or enterprise.





W. M. MERRILL, LOUISBERG
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IMPLEMENTATION MATRIX



Louisburg Neighborhoods

INITIATIVE	TIMELINE (TERM IN YEARS)			ADDITIONAL PARTNERS
	Short (1-3)	Mid (3-6)	Long (6-10)	
1.0 Create a traditional neighborhood conservation program.	█			
2.0 Develop property maintenance programs.		█		
3.0 Prepare Neighborhood Design Manual for infill housing.	█			
4.0 Establish Traditional Residential Neighborhood sidewalk capital improvement program.		█		
5.0 Conduct a historic resources survey.	█			Kansas State Historic Preservation Office
6.0 Extend or enhance build-out incentive program for new development.	█			
7.0 Update subdivision regulations to encourage high-quality residential design and public space enhancements.	█			
8.0 Rezone land identified as Multi-Family Residential (MFR) on the Future Land Use Map to accommodate multi-family developments.		█		

Vibrant Louisburg

INITIATIVE	TIMELINE (TERM IN YEARS)			ADDITIONAL PARTNERS
	Short (1-3)	Mid (3-6)	Long (6-10)	
1.0 Accommodate Public Library expansion needs in the Downtown.	█	█		Louisburg Library District #1
2.0 Establish a Downtown pop-up space.	█			
3.0 Start a community café and gathering space	█			
4.0 Provide a Downtown tax abatement or other business development incentive.	█			
5.0 Establish a Downtown façade improvement grant.	█			
6.0 Create an upper-story housing development program.		█		
7.0 Establish working relationships with area tourist attractions.		█		Louisburg Chamber of Commerce, Local Tourism Industry
8.0 Adjust zoning to permit alternative uses with existing neighborhood shopping centers.	█			
9.0 Create urban design and development corridor plans for Amity Street and Metcalf Road.		█		
10.0 Implement “economic gardening” initiatives to attract employment generating and other industrial land uses.	█			Louisburg Chamber of Commerce



Louisburg Neighborhoods

INITIATIVE	TIMELINE (TERM IN YEARS)			ADDITIONAL PARTNERS
	Short (1-3)	Mid (3-6)	Long (6-10)	
1.0 Prepare access management strategies for Amity Street.	█			KDOT
2.0 Monitor the need for additional highway interchanges.	Ongoing			
3.0 Ensure street connectivity in new residential developments through the installation of minor roads between major roads and a reduction of cul-de-sacs.	Ongoing			
4.0 Implement pedestrian safety improvements at Amity Street and Summerfield Drive and Amity Street and Metcalf Road.		█		
5.0 Revise sidewalk improvement program.	█			
6.0 Adopt a complete streets policy.	1-3 years			
7.0 Install bicycle facilities along Louisburg’s major and minor roads.	Ongoing			
8.0 Enhance the mobility and transportation options of Louisburg’s senior citizens.	Ongoing			MARC
9.0 Establish a park and ride facility.			█	MARC
10.0 Update transportation plans and evaluate Louisburg’s street-naming system.		█		MARC
11.0 Update the Water Systems Master Plan.			█	
12.0 Conduct a Comprehensive Water Drainage Study.	█			
13.0 Prepare a Utility Master Plan.	█			
14.0 Revise subdivision regulations to require trees and other green infrastructure elements in new residential development.	█			
15.0 Map floodplain areas.			█	MARC, FEMA



Louisburg Neighborhoods

INITIATIVE	TIMELINE (TERM IN YEARS)			ADDITIONAL PARTNERS
	Short (1-3)	Mid (3-6)	Long (6-10)	
1.0 Develop a Recreation Program Needs Assessment and Action Plan.	█			Rec Commission, Louisburg Library District #1, School District
2.0 Implement Trails and Sidewalk Master Plan to establish connections between parks, neighborhoods, schools, and other key community destinations.	Ongoing			School District
3.0 Establish a minimum acreage level of service (LOS) (e.g. 10 acres per 1,000 population) and revise subdivision regulations to reflect this standard.	█			
4.0 Create an inventory database of park assets that includes year constructed, condition, manufacturer, etc.	█			
5.0 Conduct an annual audit of parks and amenities (including the Aquatic Center) to evaluate condition and incorporate needs into Capital Improvement Program.	Ongoing			
6.0 Update Lewis-Young Master Plan and consider regional athletic needs including artificial turf and a fitness trail.		█		
7.0 Implement a dark sky preserve for the Powell Observatory.	█			
8.0 Develop an outdoor skating rink and other winter-related activities.			█	
9.0 Update website and marketing materials to promote the Louisburg parks and recreational amenities.		█		
10.0 Develop a Louisburg Community Center.			█	
11.0 Construct a new Downtown Public Library.	█			Louisburg Library District #1
12.0 Forge partnerships with the Louisburg Ministerial Association.	Ongoing			Louisburg Ministerial Association.
13.0 Create and establish a Louisburg gateway and wayfinding program.	█			
14.0 Establish Downtown Business Owners Association to facilitate downtown placemaking activities and events.	█			
15.0 Construct a Farmer’s Market pavilion / indoor market downtown.		█		



