

CITY OF

ATCHISON



KANSAS

Comprehensive Plan
2016-2030

Cover image - The Amelia Earhart Bridge, opened to traffic in 2013, hovers over the Missouri River and the railroad bridge, constructed in 1900. - Image by: roxsimages.com



Comprehensive Plan 2016-2030 For the City of Atchison Kansas

Prepared by the Planning Commission, City Staff and Citizen Volunteers with technical assistance from the Community Planning Department of Kansas State University and the Public Management Center of Kansas University.

Planning Commission

- Derek Franklin - Chairman
- Jay Robinson - Vice Chairman
- D.J. Bruce
- Mick Hundley
- Gary Kearney Jr.
- Kyle Merklein

City Commission

- Jack Bower - Mayor
- Allen Reavis - Vice Mayor
- David Hausmann
- Charlie Perdue
- Larry Purcell

City Staff

- Trey Cocking - City Manager
- Justin Pregont - Director of Public Works & Utilities
- Mike Stec - Asst. Director Of Public Works & Utilities



Amelia Earhart Bridge at night.



The riverfront and downtown Atchison looking south. This image was taken shortly before the start of construction of the new Amelia Earhart Bridge. The original bridge was placed into service in 1938 .



Introduction	9
What is a Comprehensive Plan?	11
Community Engagement	15
Community Input Sessions	17
Overview - Jonathan Morris of the KU Public Management Center	17
Composite Community Goals	22
A. Downtown	22
B. Entrepreneurship	22
C. Housing / Neighborhoods	22
D. Jobs / Recruitment	23
City Commission Goals for the 2017 Budget Year	23
History	25
Overview	25
Visual Resources	29
Landmarks	30
Historic Assets	31
Funding for Historic Preservation	31
Economy	33
Manufacturing	33
Educational Services	33
Healthcare	33
Retail Trade & Downtown	34
Agriculture	38
Transportation	41
Highways	41
City Streets	41
Bridges	42
Brick Streets	43

Trails and Sidewalks	44
Railroads	44
Airports	45
Zoning and Land Use	47
Infill Housing	47
Accessory Dwelling Units	49
Tiny Houses	49
Downtown Housing	49
Minimum Parking Requirements	50
Demographics	53
Population	53
Housing	54
Household Income	54
Community Facilities	57
Government Facilities / Community Buildings	57
City Hall - 515 Kansas Avenue / Fire Department - 218 North 6th Street	57
Public Works and Utilities Shop - 1801 Main Street	58
Chamber of Commerce / Visitor Center – 200 South 10th Street	58
Memorial Hall – 819 Commercial Street	59
Atchison Event Center - 710 South 9th Street	59
Atchison County Courthouse – 423 North Fifth Street	60
YMCA - 317 Commercial Street	60
Sports Complex - 825 North 17th Street	60
Project Concern Building - 504 Kansas Avenue	60
Museums	60
Parks	61
Tree City USA	62
Districts	63

Public Safety and Code & Ordinance Enforcement _____65

Public Safety_____65

Code Enforcement_____65

Utilities_____67

Water and Wastewater_____67

 Water & Wastewater Capital Infrastructure Investments_____68

Solid Waste Collection and Recycling_____68

Stormwater & Watershed_____68

Electricity_____68

Natural Gas_____69

Telecommunications_____69

Housing _____71

Housing Stock and Building Activity_____72

Value of Owner-Occupied Housing_____72

Survey Conclusions_____73

Strategies_____73

Conclusions_____75

The City Budget_____76

 Downtown Redevelopment_____77

 Housing Stock Improvement_____77

 Creation of Quality Jobs_____77

 Beautification & Corridor Improvement_____77

 Quality Population Growth_____77

 CSO Remediation & Infrastructure Improvements_____78

Appendix - A_____80

Capital Improvement Program - 2017-2021_____80

Appendix - B_____88

PLANNING AREA_____88

Maps_____88



*The first glimpse of a new day at the
Lewis & Clark Riverfront Pavilion.*



Introduction

The City of Atchison's Comprehensive Plan is the official policy guide for the future growth and development of the City. It is designed to encapsulate all of the components of the city's manmade environment, including sidewalks, streets, trails, parks, watershed dams, and utility assets. The Comprehensive Plan paints a picture of demographics and economic trends while prescribing policies for future development and land use. It is designed to assist in protecting the community's natural resources, and enhance and preserve the overall wellbeing of all of Atchison's citizens.

The Comprehensive Plan serves as a policy tool for the community to direct future growth. By guiding land use changes and setting priorities for capital improvement projects, the Plan helps to ensure that adequate public services are readily available to address potential development.

Kansas State Statute requires that, in preparation for the Comprehensive Plan, "...the Planning Commission shall cause to be made comprehensive surveys and studies of past and present conditions...and any other element deemed necessary to the comprehensive plan." One element that is critical to the successful adoption and the overall future value of the Plan is ample citizen engagement in the document's development process. The City Commission, the Planning Commission, the Economic Development Advisory Group and the general public were all intricately involved in the development of the City's Comprehensive Plan.

The single most critical component of the Plan is that it reflects the wants, needs and aspirations of the citizens of the Atchison community. An opportunity for this degree of community introspection is of great value, yet difficult to facilitate. President Kennedy observed the following during his race to the moon speech, *"We choose to go to the moon this decade and to do other things, not because they are easy, but because they are hard, because that goal will serve to organize and measure the best of our energies and skills, because the challenge is one that we are willing to accept, one we are not willing to postpone, and one which we intend to win and the others, too."*

In 1962, when Kennedy delivered these words, the Country was at the height of the Cold War, Sputnik had been circling the earth for four years, and cosmonaut Yuri Gagarin had already returned from space. As a country we were losing the race to the moon. As a country, as a community, there are often intervals when a certain malaise sets in, especially on the heels of the great recession of 2008 and the modest growth in the time since.

From time to time we need a kick start and the Plan, the planning process, is a mechanism for just that. Kennedy's ideal to reach the moon was reached on a summer day in 1969. As a nation, as a community we still enjoy great prosperity, our best and brightest days are still ahead of us. This Plan will guide us in meeting our needs but just as importantly, it will help us to realize our dreams. So begins the process, what is the vision for this Community for the next decade?

"As a nation, as a community we still enjoy great prosperity, our best and brightest days are still ahead of us. This Plan will guide us in meeting our needs but just as importantly, it will help us to realize our dreams."



2014 Focus Group Presentation



What is a Comprehensive Plan?

A comprehensive plan, also referred to as a long-range plan or master plan, reflects the community's vision for its future and serves as a guide to making policy decisions to accomplish that vision.

Why does a city need a comprehensive plan?

- To provide opportunities for the creation of jobs;
- To ensure good access to essential public services;
- To address vacant or underutilized land and buildings;
- To inform transportation investment decisions;
- To take into account environmental concerns;
- To preserve historical features; and
- To consider ways to optimize land use.

The primary goal of the Comprehensive Plan is to ensure that Atchison reaches her full potential as a quality place to live and prosper.

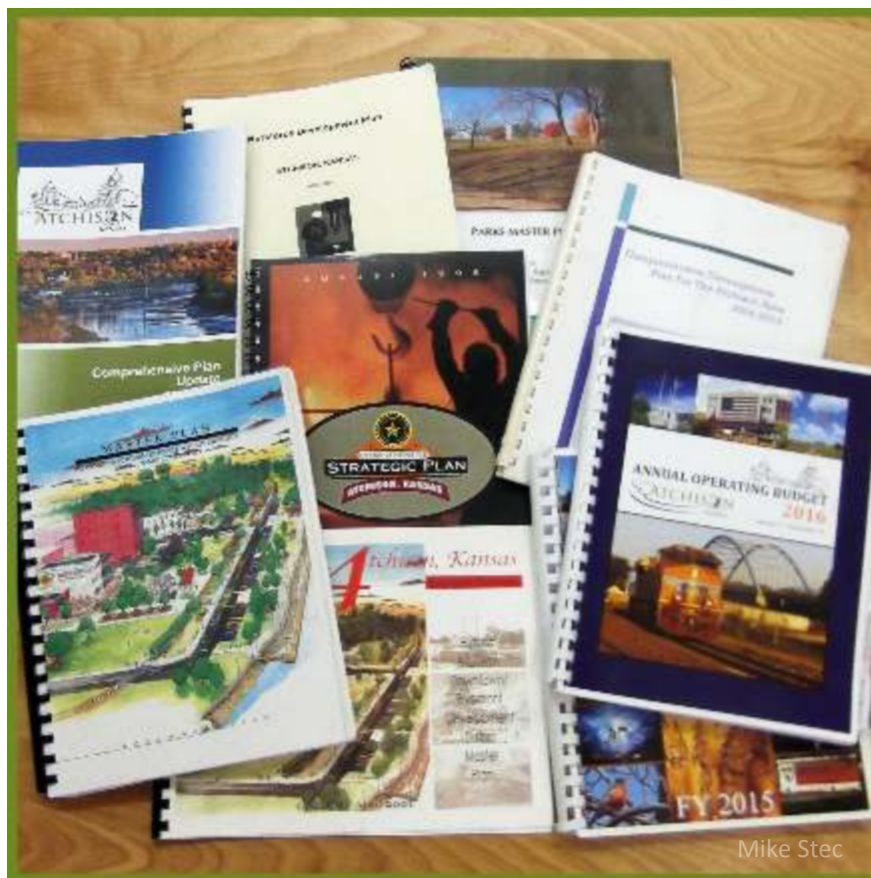
Kansas Law (K.S.A. 12-747) provides the basis for the development of a comprehensive plan. The statute allows for a planning commission to make or cause to be made a comprehensive plan for the development of the city. The comprehensive plan must contain a number of key elements:

- The general location, extent and relationship of the use of land for agriculture, residence, business, industry, recreation, education, public buildings and other community facilities, major utility facilities both public and private and any other use deemed necessary;
- Population and building intensity standards and restrictions;
- Public facilities including transportation facilities of all types, whether publicly or privately owned, for both people and goods;
- Public improvement programming and the major sources and expenditure of public revenue including long range financial plans for the financing of such public facilities and capital improvements, such as a Capital Improvement Program;
- Utilization and conservation of natural resources; and
- Any other element deemed necessary to the positive development and redevelopment of the city.

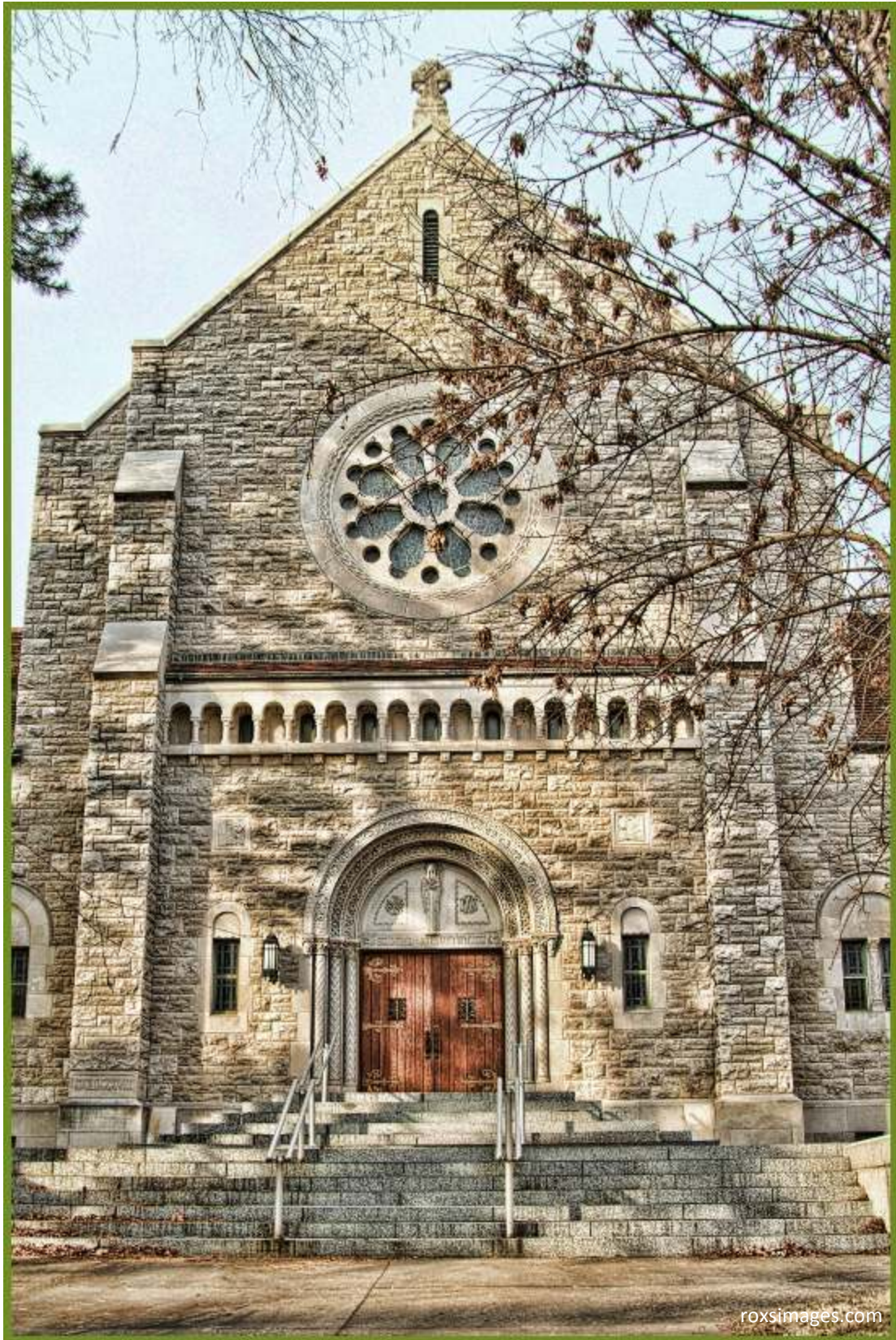
The primary goal of the Comprehensive Plan is to ensure that Atchison continues to be a quality place to live and prosper. To elaborate, the Plan is intended to promote a balanced and orderly future development pattern that enhances the built environment for residents, employees and businesses while at the same time maintaining Atchison's unique character.

An overlooked benefit of a strong and clear comprehensive plan is that it serves as a front line communication tool for developers looking to invest in the community. Furthermore, the Comprehensive Plan to validate and sell the cohesiveness of a collective community vision and assists City staff and other community organizations with attaining grant funds.

The Plan provides a guide for public investment and helps to ensure that local public dollars are spent wisely for community facilities and services. It also aids in establishing goals for the City and objectives so that individual property owners and developers can prepare and coordinate their own development plans. Lastly, the Comprehensive Plan is evidence of the City's commitment to planned, organized growth that serves not only the current citizens and businesses within Atchison but also the future residences and businesses that may be considering Atchison.



“The planning process is never complete. This Plan owes so much, to the many community members that have invested countless hours, in prior planning documents”



St. Scholastica Chapel, built in 1938, is part of the historic Mount St. Scholastica Monastery founded in 1863.



Community Engagement

Finding ways to "engage citizens and hear the needs of the whole community" is a stated goal of the Atchison City Commission. Community engagement is a continual and interactive process that requires the full investment of the Planning Commission, City Commission and City Staff. Specific to this Plan, the formal community engagement process began in the fall of 2013 with a community survey, which garnered the participation of 500 citizens. The process continued in early 2014 with a focus group of 20, including Planning Commissioners, City Staff and community members representing a number of interests, occupations, and backgrounds.

The City Commission annually hosts a number of budget development workshops, which are always open to the public. The Economic Development Advisory Group (EDAG) spent most of their time together in 2015 developing a road map of economic development goals and priorities. Many of the efforts undertaken by EDAG will also appear in the pages of this Plan. The Planning Commission, by state statute, reviews and updates the Comprehensive Plan annually.

Additionally, there are a number of other community boards and commissions that are continually gathering input from their membership regarding matters that are of importance to the entire community. Long-range plans from the last 20 years combined with more current information and feedback from various groups was aggregated by staff to set the stage for what has been accomplished in the last several decades, what is currently being addressed, and to determine the current relevance of those goals not yet met.

In May of 2016, a new round of community input sessions was initiated. The sessions were promoted on radio, in the newspaper, and on social media. Facebook posts and interactions provided a venue for citizens to participate that were unable to attend one of the sessions.

What will the Atchison community be like in 2030? Where should new development occur in the future? How should the City prioritize re-investments in transportation and parks? What projects can be undertaken to make our community more successful? What does Atchison want to be known for? How can we make Atchison the best it can be?



Better, higher paying industrial employment opportunities, a more robust downtown retail sector, expanded quality of life amenities through public parks and community facilities, improved pedestrian connectivity, and better neighborhood aesthetics were all common responses to the questions posed above.



What follows is the final report of findings provided by Jonathan Morris of the KU Public Management Center, who served as the third party facilitator for both of the Community Input Sessions.

Community Input Sessions

Overview - Jonathan Morris of the KU Public Management Center

The City of Atchison conducted two community input sessions at the Atchison Event Center in May of 2016 to gather input on the update of the Comprehensive Plan. Approximately 26 individuals attended the May 12 event and 28 individuals attended the May 18 event. Each session began with a welcome from Justin Pregont of Public Works, Utilities and Economic Development of the City of Atchison. He explained the need for updating the Comprehensive Plan and the process for gathering community input to inform the strategic planning process for the City.

The community input sessions were held from 6:30 – 8:00 PM on Thursday, May 12 and Wednesday, May 18, 2016 at the Event Center. The City utilized social media platforms, radio spots and the local newspaper to help promote the event and invite members of the public to attend. Participants were seated at round tables to encourage discussion among members of the community.

The community input sessions were facilitated by Jonathan Morris of the KU Public Management Center. He began by welcoming attendees and briefly sharing about his professional experience working with community members, city staff and governing bodies in strategic planning processes throughout Kansas and the KC metro region. Morris thanked everyone for attending and noted that while a few members of the City Commission, County Commission, Planning Commission and the Economic Development Advisory Group were in attendance, these community input sessions were primarily designed for input from community members and their input would be used to inform subsequent discussions led by these governing bodies.

At each of the community input sessions, community members were first asked to introduce themselves to everyone in attendance. The Facilitator then explained the agenda and objectives for the event and proceeded to pose seven discussion questions viewable on the PowerPoint presentation at the front of the room and available on the questionnaire printed in hard copy at each table.

Questions were discussed one at a time and community members were asked to first discuss their responses to the questions at their round table, and then record their top ideas on the flip chart paper provided by the facilitator. Each set of flip chart notes was then presented and read to the full group, and all flip chart notes were captured in the summary report following the Community Input sessions. In addition, community members were encouraged to record their detailed ideas on the hard copy form available on the tables.

The City also wanted to collect input from community members who were not able to attend the community input sessions in person. Additional hard copies of the questionnaire were made available to participants to share with family, friends and neighbors and were made available at City Hall.

The Facilitator created an online version of the Questionnaire that was made available to the public via a link and promoted thru social media, the local newspaper and radio spots. In addition, public comments were gathered from the City's social media pages.

207 responses were collected from the online questionnaire. The preliminary results were summarized and presented to the Planning Commission on June 1, 2016. In addition, the facilitator transcribed all discussion notes from the two community input sessions and recorded all feedback collected on the Participant Feedback forms at the end of each session.

The following is a summarization of the input collected during the community input sessions and the on-line questionnaire for each of the primary discussion questions. The Facilitator has made a number of recommendations based upon the feedback and offers a few ideas for the City to consider as it proceeds with its strategic planning.

Question 1: What are 2 of the greatest strengths of Atchison at this time?

The most frequently cited strengths were as follows:

- History
- Benedictine College/Schools/Education Institutions
- Amelia Festival and Heritage/Tourism/Tourist Attractions
- Small Town-feel/Friendly/People/Safe
- Riverfront/Terrain
- Proximity to Kansas City
- Project Atchison/Motivation of people/Willingness to help City improve
- Civic leadership and City Administration/Staff
- Downtown Area

Question 2: What are the 2 greatest concerns you have about the future of the community of Atchison?

The most frequently cited concerns were as follows:

- Lack of jobs/Lack of well-paying jobs/Job loss due to businesses closing
- Rundown properties/Dilapidated buildings/Blight
- Lack of retail and shopping
- Drugs and Crime
- Lack of entertainment options and activities/Lack of things for youth to do
- Aging Infrastructure

- Lack of restaurants/places to eat
- Downtown/Mall
- Declining Population
- City and County not working well together

Question 3: What do we want to be known for as a community?

Community members most frequently mentioned the following as what they want to be known for as a community:

- Friendly, welcoming and safe
- Great place to raise a family
- Strong sense of community/thriving
- Small Town charm
- History
- Great schools
- Low crime

Question 4: What would you like to see accomplished for Atchison in the next 1-5 years? And by 2030?

This specific question was asked to solicit input on short-term and longer-term priorities and projects the community felt were most important to accomplish in the foreseeable future. It was noted by the Facilitator that it is difficult to determine what is a realistic goal for 1-5 years and this question is complicated by issues of project scope and complexity, administrative feasibility, extent of political support, and willingness of the public to support the allocation and amount of public funds necessary to complete a given project within a certain timeframe. This is where community and voter input, governing body policy-making and staff expertise all play a role in bringing a project to completion. Although many goals were listed, this is an approximation of top priorities:

Sample of 1-5 year goals:

- Finalize decisions concerning the mall - is the plan to rehabilitate, remove or a hybrid?
- Clean up and revitalize neighborhoods
- Attract jobs/good-paying jobs
- Attract new businesses and restaurants
- Strengthen infrastructure (streets, sidewalks)
- Create vibrant downtown business scene
- Open a movie theater
- Close social and economic gaps
- Develop affordable housing

Sample of Year 2030 goals:

- 4-lane highway to or near Atchison
- Eliminate drug traffic and related problems
- Population grows to 15,000+ in City
- Establish stable tax base

Question 5: What is important to you that we preserve or hold on to as we plan for the future of Atchison?

Responses to this question reflect both the values and the strengths identified by members of the community. These are important to consider when debating competing priorities or considering the way in which the City approaches a particular project so as not to forget or devalue something that the community holds dear.

- History/Amelia Heritage
- Historic houses and buildings
- Small Town-Feel, friendliness and safety
- Family-friendly environment
- Riverfront
- Willingness to grow, prosper and improve
- Family values/ Christian values
- Rural and Farming Culture

Question 6: What should we stop doing or give up on, if anything, as we plan for the future of Atchison?

This question was asked to specifically get at specific projects or actions that the community feels are no longer priorities, are counterproductive or are no longer a good use of public resources. There were fewer responses to this question, but the following responses were most common:

- Walking Mall concept downtown
- Discuss the impacts of Haunted Atchison and related tourism
- Allowing landlords and property owners to let their property deteriorate
- Amelia Earhart Festival and how to better capitalize on her heritage

Question 7: What front-page headline would you most like to read in the next few years about progress in Atchison?

This question is used for two purposes: first, as a visioning exercise to help the community articulate specific priorities and second, as an energizing exercise to build enthusiasm for current and future planning efforts. The following is a representative sample of headlines identified by participants:

New businesses coming to town!
New industry coming to town!



Community Input Session - May 12, 2016

Facilitator Comments and Observations:

The Community Input Sessions as well as the responses to the Questionnaire both indicated a strong sense of civic pride and a sense of investment in the future of Atchison. To maximize this input, the facilitator offers the following comments and observations:

- Continue to look for ways to engage the public in planning efforts. Several members of the community commented during the community input sessions that the City has been doing a good job of engaging the public and they hope to see more of this in the future.
- Leverage the enthusiasm and strengths of Project Atchison and engaged citizens
- Utilize social media and the City's website to provide formal updates on the process.
- Leverage key strengths and assets in the community throughout the planning and development process.
- As you seek to find ways to engage the public, don't be discouraged by low turnouts or lack of participation. This is a challenge in most communities and Atchison should be commended for dedicating more effort in this area as of late than most of its peer communities in Kansas and the region. Any momentum realized from these community input sessions should be leveraged for greater civic engagement.
- Continue to model transparency about processes and decisions.
- Look for ways to strengthen relationships and communication among governing bodies. Greater communication and cooperation between the City Commission and County Commission was referenced several times throughout this process.
- Continue to education the public on best practices, factual data, professional recommendations and planning expertise to inform public input and thinking on public projects and infrastructure development. Citizens want and need good information and sometimes devote considerable time and attention on issues that may not be technically or financially viable.
- Acknowledge frustrations with the mall and provide updates to the public on the status of current and future challenges concerning the mall.
- Keep the public informed about progress made on the strategic planning process.

Composite Community Goals

What follows is a set of composite community goals as derived from the Economic Development Advisory Group (EDAG), the Planning Commission, the City Commission, and through community engagement sessions through the development of this Comprehensive Plan and otherwise.

A. Downtown

- 1) Enhanced Neighborhood Revitalization Program
- 2) Upper floor residential conversion packets for building owners
- 3) Recommend redevelopment of specific parking lots
- 4) Improve downtown pedestrian/bicycle corridors and provide better connections to downtown
- 5) Create improved aesthetics (both private and public spaces)
- 6) Find ways to transition blighted structures to development ready sites
- 7) Work with downtown restaurants to create opportunities for improved night life and outdoor seating
- 8) Formalize a task force to consider the future of the Commercial Street pedestrian mall
- 9) Intensify efforts to develop a downtown movie theatre
- 10) Continued support of the downtown facade loan program

B. Entrepreneurship

- 1) Enhanced Neighborhood Revitalization Program
- 2) Pursue the NetWork Kansas E-community program (locally controlled gap financing tool)
- 3) Preserve City funding for an Innovation Center or Fab Lab project
- 4) Work with businesses & civic organizations to create internship opportunities for Benedictine students

C. Housing / Neighborhoods

- 1) Enhanced Neighborhood Revitalization Program
- 2) Consider adoption of the International Property Maintenance Code or revisions to existing codes
- 3) Consider adoption of the Existing Building Code to allow for preservation of older buildings
- 4) Develop ways to encourage more downtown loft projects
- 5) Explore affordable housing proposals, especially in historic buildings
- 6) Pursue opportunities to improve "curb appeal" including sidewalks, alleys, curbs, and street trees
- 7) Partner with local housing developers to identify partnership opportunities with the Kansas Housing Resource Corporation, specifically the Moderate Income Housing Program
- 8) Market properties held by the City's land bank for redevelopment opportunities
- 9) Remove code/regulatory barriers to infill housing redevelopment

D. Jobs / Recruitment

- 1) Respond to Requests for Proposals (RFP) for both the Kansas City Area Development Council and the Kansas Department of Commerce
- 2) Market the Shannon Industrial Park
- 3) Leverage the success of Benedictine College into success for the Atchison community
- 4) Continue to improve the community amenities so that Atchison is a more desirable place for employers and employees to locate

City Commission Goals for the 2017 Budget Year

- Downtown Redevelopment
- Housing Stock Improvement
- Creation of Quality Jobs
- Beautification & Corridor Improvement
- Quality Population Growth
- CSO Remediation & Infrastructure Improvements
- Good Government



*In July of 2016, Atchison hosted the 20th annual
Amelia Earhart Festival .*



*Lithograph courtesy of the Kansas State
Historical Society.*



History

Overview

Native peoples of North America are believed to have inhabited this region for thousands of years. In the recorded history of the Plains tribes, it is known that the Kanza people had a large village in the area of Independence Creek, along the current Atchison-Doniphan County line. The first European explorers reached the area in 1724 and visited the Kanza village along Independence Creek during an expedition to promote peace and develop alliances between French trappers and the native peoples in the region.

Spurred on by the Louisiana Purchase, Meriwether Lewis and William Clark visited what would become parts of Atchison County along the Missouri River during their famous 1804-06 Expedition. They entered the area on July 4, 1804, just to the south of Atchison County. They stopped at noon on that day near the foot of modern-day Commercial Street, where the men dined on native corn and established camp for the expedition's first night. During that day, the group celebrated Independence Day for the first time in the new American West and named two creeks in honor of the event: The aforementioned Independence Creek, as well as July 4, 1804 Creek, today known as White Clay Creek.

Others soon followed and by 1854 Atchison and the territory of Kansas were both opened for American settlement. By 1855 the estimated population of Atchison County was estimated at 2,745. According to the account in *Andrea's History of Kansas*, settler J.H. Stringfellow recounted his first impression of the Atchison town site:

"From their elevated position they could look down into this beautiful valley, gradually sloping from the old military road, five miles west as it approached the Missouri River, narrowing there to a width of a few hundred feet. They were charmed not only with the beauty of this vast amphitheater, but also by its natural advantages of the east access and its peculiar facilities for obtaining artificial approaches. Here it was that the great river made a bend from the northeast, throwing this point 20 miles west [sic] of Leaven and 35 miles west of Kansas City. This site was nearer to the rich agricultural region, just open for settlement, than any other point on the Missouri River."

"They were charmed not only with the beauty of this vast amphitheater, but also by the natural advantages of the east access..."

Atchison was incorporated by the territorial legislature in February 1858. The town's first governing council was evenly divided between pro-slavery and anti-slavery factions, and Samuel Pomeroy, a prominent anti-slavery activist, won a coin toss to be selected the town's first mayor.

Pomeroy led a progressive push as mayor to grade and improve city streets and to encourage citizens to build a modern city. While the issue of slavery would remain prominent in Kansas for the next decade, Pomeroy's focus on civic improvements helped Atchison to prosper in its early years, and political divisions were soon overshadowed by booming commercial activity.

Atchison quickly became a prominent steamboat stop and supply point for settlers heading West, beginning with the Mormon Migration choosing Atchison as their starting point in 1855. As the westbound trails became crowded with pioneer families, Atchison grew even more. In 1858 alone, 24 California-bound wagon trains consisting of 775 wagons began their journeys in Atchison. Firms based in the city prospered from the easy logistics of Atchison, loading wagons full of merchandise off of riverboats and onto wagon trains heading to far-flung stores in towns as far west as San Francisco. Commercial Street was often inundated with oxen trains hauling all manner of goods and supplies out West. Atchison became a trade hub, an outfitter for the voyage to the American West, and a supply center for the many towns that would pop up in oasis after oasis on the trail that began at this bend in the Missouri River.

Transportation was central to the city's early days. Riverboats docked one after another, delivering thousands of tons of supplies to outfit the over 250,000 settlers who made Atchison their first stop in the West. Wagon train outfitters set up shop in town, and were soon followed by lumber mills, granaries, storehouses, blacksmiths, hotels, and tailors.

Horace Greeley, famed journalist and the era's most renowned author on the American West, first experienced the frontier in Atchison, Kansas. After seeing a vast wagon train that stretched from Atchison off into the western horizon, Greeley wrote *"I have been longing for the West, and here it is at last..."*



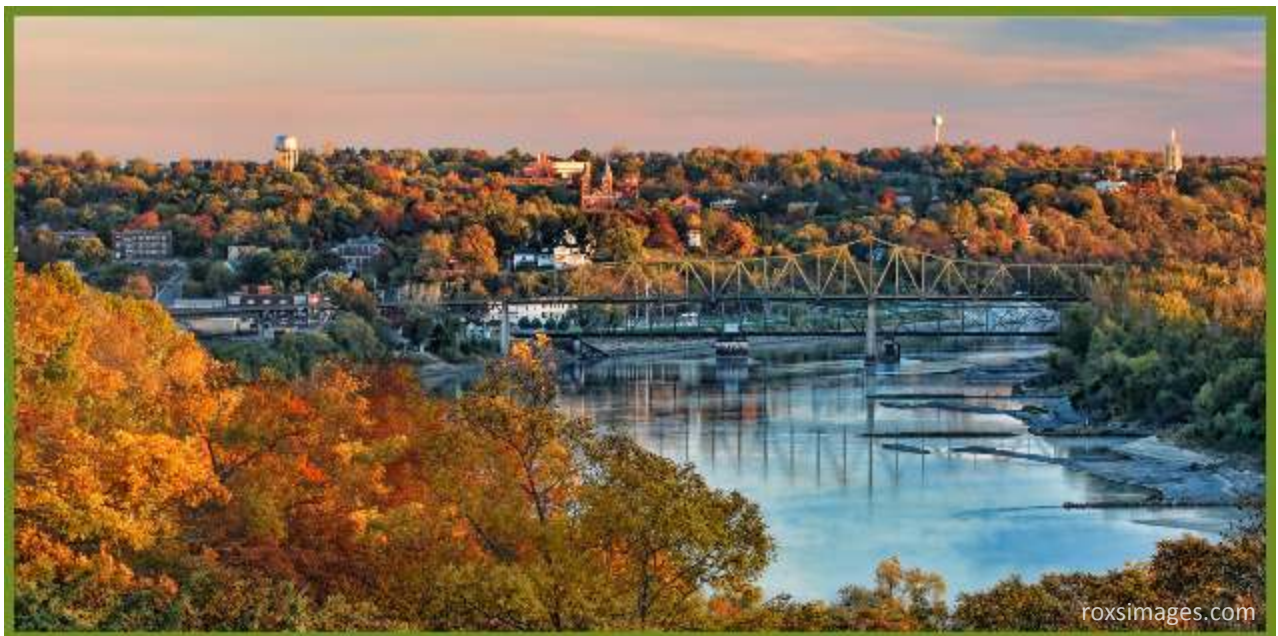
By 1859 Atchison had reached such importance that Abraham Lincoln traveled here in December of that year. Atchison would be the farthest West that Lincoln would ever travel. He spoke for over two hours, testing what would later be known as his Cooper Union Speech.

He delivered his refined speech just a few months later at the Cooper Union Hall outlining his views on slavery by affirming that he did not wish it to be expanded into the western territories.

Horace Greeley hailed the speech as "one of the most happiest and most convincing political arguments ever made in this City (New York)..."

By the 1860s, Atchison was the eastern terminus for many of the leading overland freight and mail routes including the Butterfield Overland Dispatch. The Post Office officially made Atchison the starting point for mail to the West because the town was eleven miles farther west than the Pony Express terminus at St. Joseph, Missouri. With the postal concession in place, Atchison soon became the starting point for a heavily-used stagecoach route ending in Placerville, California, over 1,900 miles west.

The growth of railroads further transformed Atchison, and shaped it into the form the city still holds today. As trains replaced stagecoaches and steamboats, several sets of track were laid through what is now downtown Atchison, bringing decades of industrial prosperity to the town and redefining Atchison as a railroad town. The tracks also divided the town in half, but this minor inconvenience was more than outweighed by the great prosperity brought by rail-based businesses in Atchison.



The Mo-Kan Free Bridge, constructed over the Missouri River in 1938, ended the era of toll bridges in the region and further brought Atchison into the automobile age. Later renamed the Amelia Earhart Memorial Bridge, the bridge allowed Atchison to renew its role as a regional trade hub for surrounding communities and gave Atchison a rejuvenated role in transportation. The bridge would stand for seventy-five years, faithfully serving Atchison through most of the tumultuous changes of the twentieth century.

Alongside the commercial boom taking place in Atchison's rail-based industries, the town became known for its twin Catholic colleges: St. Benedict's College (for males) and Mount St. Scholastica College (for females). The former college was established in 1858, but saw rapid growth with the boom in college enrollments following World War II.

As Kansas City grew in size and stature, and as other cities farther west became more commercially independent, Atchison's role as provider of freight traffic decreased. The Interstate Highway System crossed the region in the late 1950s, and bypassed Atchison by over 20 miles. In what was perhaps the final sign of changing times, the last westbound passenger train to begin in Atchison left the Union Depot in 1958.

That same year, two large flash floods of White Clay Creek wreaked havoc on the community. The damage to downtown Atchison was massive, and the state and federal response to the crisis reshaped land use policies in unprecedented ways.

A significant number of downtown buildings, some of which had been standing since Atchison's boom years nearly a century before, were damaged beyond repair. To rebuild downtown, and to renew local interest in the amenities of the central business district, the community sought federal assistance. This was granted in the form of new flood-control systems on the region's waterways, as well as a substantial Urban Renewal grant to rebuild downtown in a more pedestrian- focused manner. Several blocks of Commercial Street were converted to a pedestrian mall, and the storefronts covered with a cement canopy to protect pedestrians from rain and snow.

The pedestrian mall quickly became an exemplar of Urban Renewal projects of that period, and it was a duplicate of malls in cities as far away Miami, Florida and Kalamazoo, Michigan. The town's swift rebuilding of the downtown area arguably played a part in Atchison's downtown surviving the trend of small towns' main-street businesses relocating to shopping centers on the edge of the city. Conversely, land that previously boasted taxable, finically productive buildings adjacent to the newly built pedestrian mall were demolished in favor of parking lots.

The flood wasn't the only thing that reshaped the City, post World War II suburbanization also left its mark. Pre-war Atchison had nearly half of the land mass with almost twice the population. The decision to build homes, schools, industrial parks, sports facilities and other community facilities on the periphery, has placed additional financial burdens by the necessity to maintain the ever growing infrastructure these developments require. For this reason, a key planning goal is to facilitate infill development, whenever possible, to take full advantage of infrastructure already in place.

The educational environment of Atchison turned a new leaf in 1971, when Mount St. Scholastica College (for female students) merged with St. Benedict's College (for male students) to form the coeducational Benedictine College. The new College grew substantially in the following decades, with tremendous growth in enrollment in the first decade of the twenty-first century.

After seven decades of service as Atchison's primary connection to the Kansas City metropolitan area, the Amelia Earhart Memorial Bridge was retired in 2013. In its place was erected a soaring new bridge, with the same honored name and the same cherished duty to link a changing Atchison to the changing world just across the river.

Visual Resources

Atchison, Kansas sits on a western bend of the Missouri River, placing it 35 miles west of Kansas City and 20 miles northwest of Leavenworth. The early days of Atchison closely resembled the historical towns of the Old West: Wood-frame buildings, muddy streets, and a stream of westward travelers and pioneers seeking adventure and fortune on the frontier. The original town plan for Atchison was surveyed to cover 480 acres. The City of Atchison sits in a shallow valley on the bank of the Missouri River. For many years, the hills to the north and south, as well as the River to the east, served as natural boundaries for the community.

The City's visual appearance is a key component of the quality of life of the people who reside and work here. Buildings and public spaces make a place worth caring about. The visual quality defines City's character and shows how the residents think about themselves. Attractiveness can also be an economic asset and a draw for visitors and new businesses.



*Atchison has made a commitment to public art in recent years.
This mural was created by artist Vaughn Schultz in 2016 .*

Landmarks

Atchison has a wealth of historical buildings. In fact, Atchison has the fourth greatest number of nationally designated historic places after Wichita, Topeka and Lawrence in the state of Kansas, but over five times the number of historic places per square mile than other cities in Kansas. Below is a listing of just some of the historic buildings found in Atchison.

- Amelia Earhart Birthplace
- Edgar W. Howe Residence
- Price Villa
- Atchison Post Office
- Mount Saint Scholastica Convent
- B.P. Waggener House
- H.E. Muchnic Residence
- Hetherington, W.W., House
- McInteer Villa
- J.P. Brown Historic House
- Atchison County Courthouse
- A.J. Harwi Residence
- Benedictine College Campus
- Robert L. Pease House
- Glancy-Pennell House
- Frank Howard House
- Trinity Episcopal Church
- Glick-Orr House
- Atchison, Topeka & Santa Fe Depot
- Campbell Chapel AME Church
- Francis & Harriet Baker House
- St Martin's Bed & Breakfast
- John Drimmel Sr., Farm
- Schmitt House
- Ebenezer Baptist Church
- Burnes Rental Houses Historic District
- Hausner-Ewbanks Residence
- Dr. A.H. Lanphear-Mitchell Residence
- Edmiston House
- G.T. Bolman Residence
- Michael Horan Residence
- Henry Braun Residence
- Lincoln School
- Ronald & Dorcas Ramsay House
- Atchison County Memorial Hall
- Wherrett-Mize Drug Company Building
- Hetherington Carriage House
- Amelia Earhart Historic District
- John A. Martin East School



*Atchison County Courthouse clock tower
McInteer Villa (top)*

Historic Assets

The City's historic structures enhance our cultural identity and are a unique economic asset. As such, the following strategies should be considered in effort to maintain and grow the value of these assets:

- Work with the Chamber of Commerce and Historic Society to market these buildings
- Include historic resources in the City's wayfinding signs
- Consider seeking a designation as a federal Preserve America Community (PAC) to assist with the promotion of the City's historic identity and to create an opportunity to apply for PAC grants
- Maintain an updated list of properties and districts listed on the National Historic Register
- Amend the City's zoning code to include an environs review, ensuring that development proposals adjacent to historic sites minimize or mitigate negative impacts on those sites
- Encourage the preservation and rehabilitation of significant structures especially where other historic resources are present
- Support the nomination of eligible historic structures to the State or National Register

Funding for Historic Preservation

Tax Credits: Over the years, various federal and state incentives have been introduced to assist private preservation initiatives, such as the rehabilitation tax credit. The federal program provides an income- tax credit equal to 20% of qualified rehabilitation expenditures on income producing properties. The Kansas (state) Historic Tax Credit (KHTC), implemented in 2002 provides a state income tax credit equal to 25% (30% for non-profits) on qualified rehabilitation expenditures for income or non-income producing purposes. The KHTC may be used in combination with the federal Historic Tax Credit, thus providing a combined credit of 45%. These tax credits provide a key tool for the rehabilitation of historic properties.

Heritage Trust Fund: The Heritage Trust Fund (HTF) is a state program that provides matching funds for the preservation of properties listed in the National Register of Historic Places or the Register of Historic Kansas Places.

Historic Preservation Fund: The State Historic Preservation Office (SHPO) administers the Historic Preservation Fund (HPF) to finance local preservation activities that will contribute to planning for the preservation of the built environment and archeological resources. Up to 60% of the cost of eligible activities can be funded through this program.

Additional Sources: Additional sources of preservation funding, including Preserve America Community grants, the Kansas Department of Transportation and Kansas Housing Resource Corporation, can be found on the website of the Kansas Historical Society or by contacting the State Historic Preservation Officer.



Shannon Industrial park offers excellent rail and highway access, as well as room for expansion and new buildings.



Economy

There are five main pillars that support Atchison's economy - manufacturing, educational services, healthcare, retail trade, and agriculture. These five pillars represent more than two thirds of the local workforce. There are a number of other sectors that are integral to the success of the local economy, but these five sectors are areas where Atchison boasts a higher percentage of total employment than the rest of the state and nation.

Manufacturing

In 2012, the North American Industry Classification System (NAICS) identified that nearly 25 percent of the local population were employed by manufacturing companies. 25 percent is more than double the national average of 12 percent. Recent downturns in the mining and oil sectors have most negatively impacted two local manufacturing companies, Bradken and Northwest Pipe, although historical trends suggest that these sectors will rebound in the coming years. MGP Ingredients, manufacturers of beverage and industrial alcohol are celebrating, in 2016, 75 years in the Community. Stresscrete, manufacturer of spun concrete lighting and utility poles, and Inclusion Technologies, which produces wheat nuts, are some of the more recent additions to the City.

Educational Services

Atchison is fortunate to have a four year college as well as a regional junior college. The community also benefits from two international boarding high schools along with excellent choices in both public and private K-12 education. Benedictine College alone employs nearly 300 people with a full-time student enrollment of 1,900 and has been cited in the U.S. News & World Report as one of the best Catholic colleges in America.

Highland Community College offers traditional Associates degrees and also boasts a technical center which includes training certificates in welding, electrical, engineering technology and many others. The technical center provides great support for the local manufacturing sector and other employers as well. Overall, Atchison employs over five times the state and national averages in the education sector.

Healthcare

Atchison Hospital has been the leading healthcare provider in the Atchison community and surrounding area since 1912. In 2010, a new 85,000 square foot single story facility was built. The building allows all departments and nurses stations to be in close proximity which increases efficiency in patient care. This community hospital is full service, offering most of the services than are typically found in larger communities.

Atchison also has a regional mental healthcare provider and an in-patient drug and alcohol rehab facility along with a number of extended care facilities. In total these facilities rank Atchison on par with the average number employed in this sector in the state and nation.

Retail Trade & Downtown

Retail trade, and the sales tax dollars it creates, is an extremely important source of revenue that supports many of the city services that residents of Atchison have come to expect. The City Trade Pull Factor (CiTPF) is a quotient that is derived from statewide statistics and provides a community a benchmark as to how it is faring compared to the rest of the state. The CiTPF is a measure of the relative strength of the retail business community. It is computed by dividing the per capita sales tax of a city by the statewide per capita sales tax.

A CiTPF of 1.00 is a perfect balance of trade. The purchases of city residents who shop elsewhere are offset by the purchases of out-of-city customers. CiTPF values greater than 1.00 indicate that local businesses are pulling in trade from beyond their home city border. Thus, the balance of trade is favorable. A CiTPF value less than 1.00 indicates more trade is being lost than pulled in, that residents are shopping outside the city. This is an unfavorable balance of trade.

The FY 2015 CiTPF stood at .86 and compares to the average of .92 for the past decade. The .86 pull factor does reflect a slightly unfavorable balance, which is understandable given a number of regional influences, including proximity to Missouri, which features lower taxes on fuel, alcohol, tobacco, and groceries. Buchanan, Platte, Clay and Jackson, all just across the state line, have an average pull factor of 1.28.

In Kansas respectively regional shopping hubs of Shawnee and Johnson counties enjoy pull factors of 1.03 and 1.28, Kansas City, Kansas with all of its new development still has a pull factor below Atchison at .83. Overall, as compared to more rural and smaller communities, Atchison is faring pretty well.

The Central Business District of Atchison, also known as the Downtown/Riverfront area, is defined by the physical constraints of the Missouri River to the east and the railroad tracks to the south, and by the politically-defined boundaries of Tenth Street to the west and Kansas Avenue

to the north. The Downtown area represents the veritable heart of the community, both geographically and socially. It is the traditional gathering place and center of business for the City. Downtown Atchison is unique within northeast Kansas and the larger Kansas City Metro Area because of its riverside location and historic buildings.

In the 1990s, concerned with community image and economic vitality in Atchison, city officials decided to rejuvenate the outdated comprehensive plan with new directives and policies designed for downtown revitalization. In 1996, the Comprehensive Strategic Plan was completed and the downtown/riverfront district was declared by that document to be the number one priority for redevelopment in the city. The development of a Downtown/Riverfront Master Plan was led by the Atchison Riverfront Development Council (Riverfront Task Force). One of the primary recommendations of the Master Plan was to establish guidelines to encourage new development and restoration in downtown and for new construction that was sensitive to the historical context of the district.

The task force compiled guidelines in a follow-up document to the 1996 Plan. Published in 2000, the Downtown/Riverfront Façade & Signage Design Guidelines were intended to further historic preservation, rehabilitation and maintenance of properties within the targeted district, and create a consistent architectural character that would become a recognizable theme for the designated area. As a part of this restoration, the Riverfront Plaza was completed in 2004, just in time for the Lewis and Clark bicentennial celebrations that year.

The 2004 Comprehensive Plan identified the Central Business District (CBD) as the primary commercial location for the City of Atchison, with the Commercial Street pedestrian mall serving as the hub of the CBD. The city continues to support this designation, and development discussions have centered on ways to promote the CBD and to provide for additional commercial growth.

At the time of the 2004 Comprehensive Plan's creation, the downtown mall was showing signs of age and was in need of repairs to sidewalks and architectural features, as well as landscaping renovations. The city had recently been awarded a Transportation Enhancement grant from the Federal Highway Administration (FHA) for improvements to the mall, so the Plan recommended a discussion of the long term future for the mall.



“A stated goal in the City’s Budget Book is to study the future of the Mall.”

The decision was made to retain the mall and improve it with the FHA grant. In 2007, the three blocks of the Commercial Street mall and parkway were renovated. Everything except the original concrete pillar canopies and the trees were completely excavated, with new underground utility systems installed, new concrete sidewalks and brick paver sidewalks, seating areas, stone planters and benches, architectural lighting, and a new fountain in the courtyard between Fourth and Fifth streets.

There has been much discussion regarding the future of the mall, even before its extensive renovation in 2007. Atchison was one of the first pedestrian malls when the Mall was placed into service in 1963. In the 1960's and 1970's many other communities followed suit and the number of outdoor malls grew to well over a hundred. Some communities made the decision to re-convert their malls to accommodate automobile traffic within 20 years, when they perceived their malls to be failing their communities. Some continue to thrive but often times they are near a major tourist draw, college campus, or natural amenity. Contrary to the mall demolition movement of the 1990's, the legendary Times Square of New York City has been fully converted to a pedestrian plaza by the end of 2015.

Regionally many fully enclosed malls have failed in recent years. Bannister, Great Mall, Indian Springs, Metcalf South and Antioch malls in the Kansas City Metro have all closed. In Topeka, Fairlawn Mall has all but failed. Between 2007 and 2012, no enclosed malls were constructed in the United States. Newer shopping districts have developed in the Kansas City Metro in recent years, and these types of shopping areas, such as Town Center Plaza, Zona Rosa, and The Legends have much the same feel as Atchison's Mall. It's difficult to argue that one design model over another is the sole source of success or failure, and determining what is the perfect fit is for a particular community will always be complex.

The Atchison City Commission has a stated goal of beginning a process to study the future of the Mall. Regardless of how that discussion might evolve it is clear that downtown in general is where many business want to be located. Businesses outside of the downtown core are typically limited to the types of businesses that need acres, rather than square feet to fit with their business models. Big box retail, gas stations and fast food restaurants are typical of the type of businesses that operate in the highway business district.

The reality is that the occupancy rate of downtown storefronts is high. As of October 2016, there were only four vacancies on the Mall. One big void is where the former movie theatre operated. It was originally built as the For Royal Theatre in 1949 and was replaced by the Royal Theatre in the 1990's. A theatre is the type of amenity that is important to any community and much effort has been directed toward facilitating its rebirth.



The first movie screened at the Royal Theatre was the world premier of "The Sun Looks Up". The sun is indeed looking up again on downtown Atchison with the 2016 announcement of a 60+ room Holiday Inn Express. This decision by a private company to invest more than six million dollars in a downtown structure is a clear indication that downtown is where people want to be.



This is further reinforced with the 2015 announcement of the YMCA to invest more than eleven million dollars in their downtown facility, to be located just one block away from the new Holiday Inn Express. The YMCA began construction of their new facility in mid 2016 and is expected to be fully complete and operational sometime in 2017.

Atchison's downtown is unique among smaller Kansas cities and cities in the region. The area's rich history offers a unique sense of heritage, and the older buildings promote a sense of reassurance and permanence not found in modern building practices. The riverfront location helps to encourage tourism, while downtown's centrality to the rest of the community supports the small town atmosphere that so many larger cities are forever attempting to create.



The corporate headquarters of MGP, and their R&D facility are anchors of the Downtown and Riverfront area.

Agriculture

Atchison County is fortunate to have over 600 farms. These farms operate on well over 200,000 acres of farmland that produce more than \$60 million in annual sales.

Atchison serves as a regional hub to store and transfer grain to the rest of the world. Storage facilities in the planning area have the capacity to stockpile many millions of bushels. In addition to readying grain to be shipped to the global marketplace, these storage facilities supply a number of local production facilities.

Products produced in the area, with locally grown grain include - beverage and industrial alcohol, a variety of specialty wheat proteins and starches, nut replacements, corn meal, brewers grits, corn flour and animal feed, just to name a few.





“Amelia reflects on America”- this image was featured on a 2016 magazine cover for the League of Kansas Municipalities.



Part of Atchison's railroad yard and MGP's alcohol and starch production facilities.



Transportation

How the city facilitates the movement of people in the community can have a strong impact on the many activities of daily life. Transportation related infrastructure such as roads, sidewalks, bridges, and trails enable residents, shoppers, visitors, employees and employers to carry out daily activities efficiently. When planning for these modes it is also important to plan for aesthetically pleasing routes. An efficient and attractive transportation system is often cited as a key component to a city's quality of life.

Highways

Any motorist coming to or departing from the Atchison will likely utilize one of the five major highway entrances/exits. U.S. Hwy 73 (to the south and west), U.S. Hwy 59 (to the east and west), and State Hwy 7 (to the north) combine just under 24 lane miles of highway within the corporate limits of the City of Atchison. Because of the higher traffic counts and the speeds at which highway traffic travels, the City's budget has been hit hard by highway maintenance projects in recent years, with little relief in sight. A major reconstruction of US-73, featuring the installation of a long overdue under drain, is slated for 2017. Water under this section of road has been an issue since it was first installed in the 1970's. Once complete, this improvement will ensure this important arterial route will be in excellent condition for many years to come.

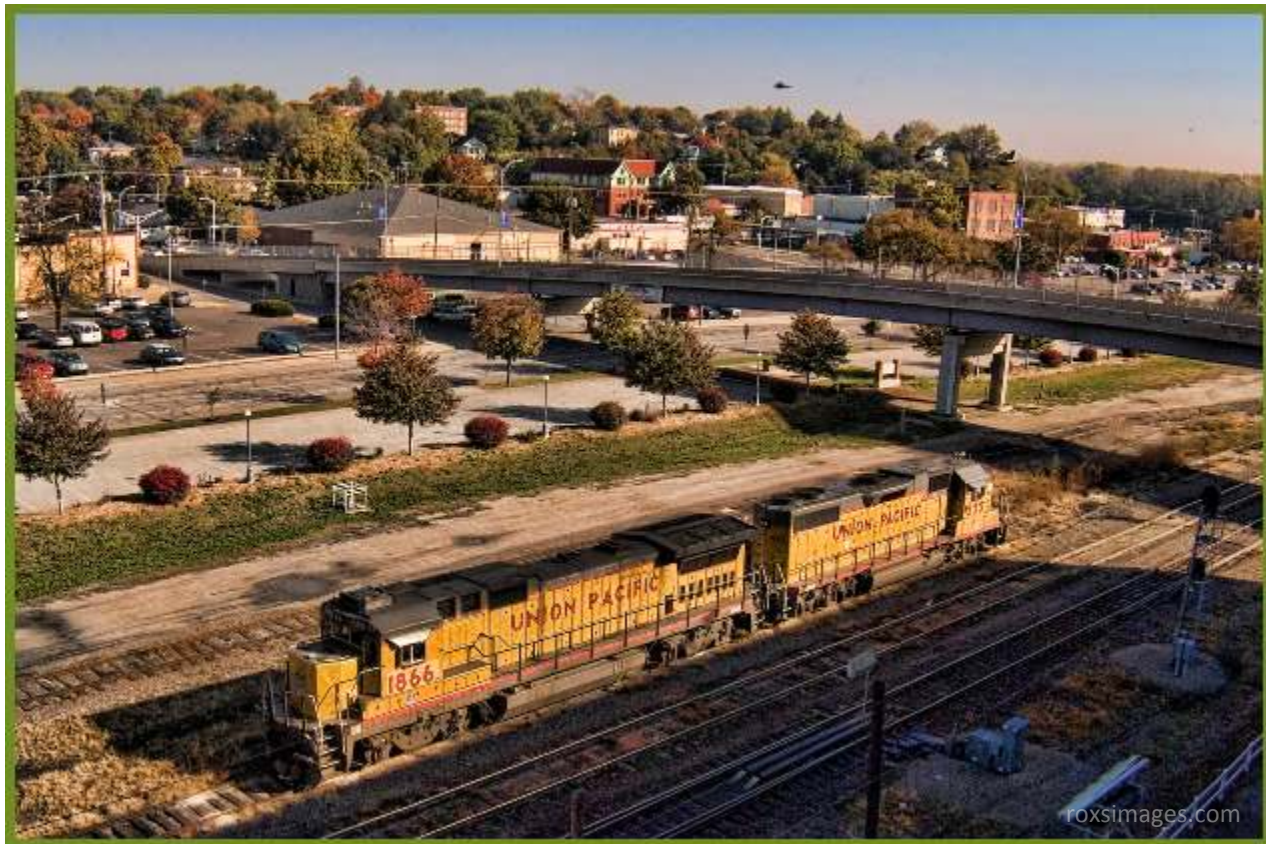
City Streets

Organized predominantly into a traditional grid system with alleys in the rear, the City contains about 180 lane miles of streets. New housing that has been developed in the last 40 to 50 years, featuring more modern, suburban style streets and cul-de-sacs, do account for a limited departure from the grid pattern on the outskirts of town. For the last decade or two, the City has programmed \$1 million dollars every third year for major street resurfacing projects. Rising construction costs, requirements of the Americans with Disabilities Act for mandatory wheelchair ramp construction adjacent to resurfacing projects, and other pressing needs have all compressed the resources available for street improvement projects.



Bridges

Near the end of 2013 the Amelia Earhart, Missouri River Bridge was placed into service. This critical piece of infrastructure serves as an important economic link for the Community, connecting Atchison to Kansas City International Airport, as well as other amenities in Kansas City and St. Joseph, MO. The new four lane bridge replaced a narrow two lane unit which was originally placed into service in 1938.



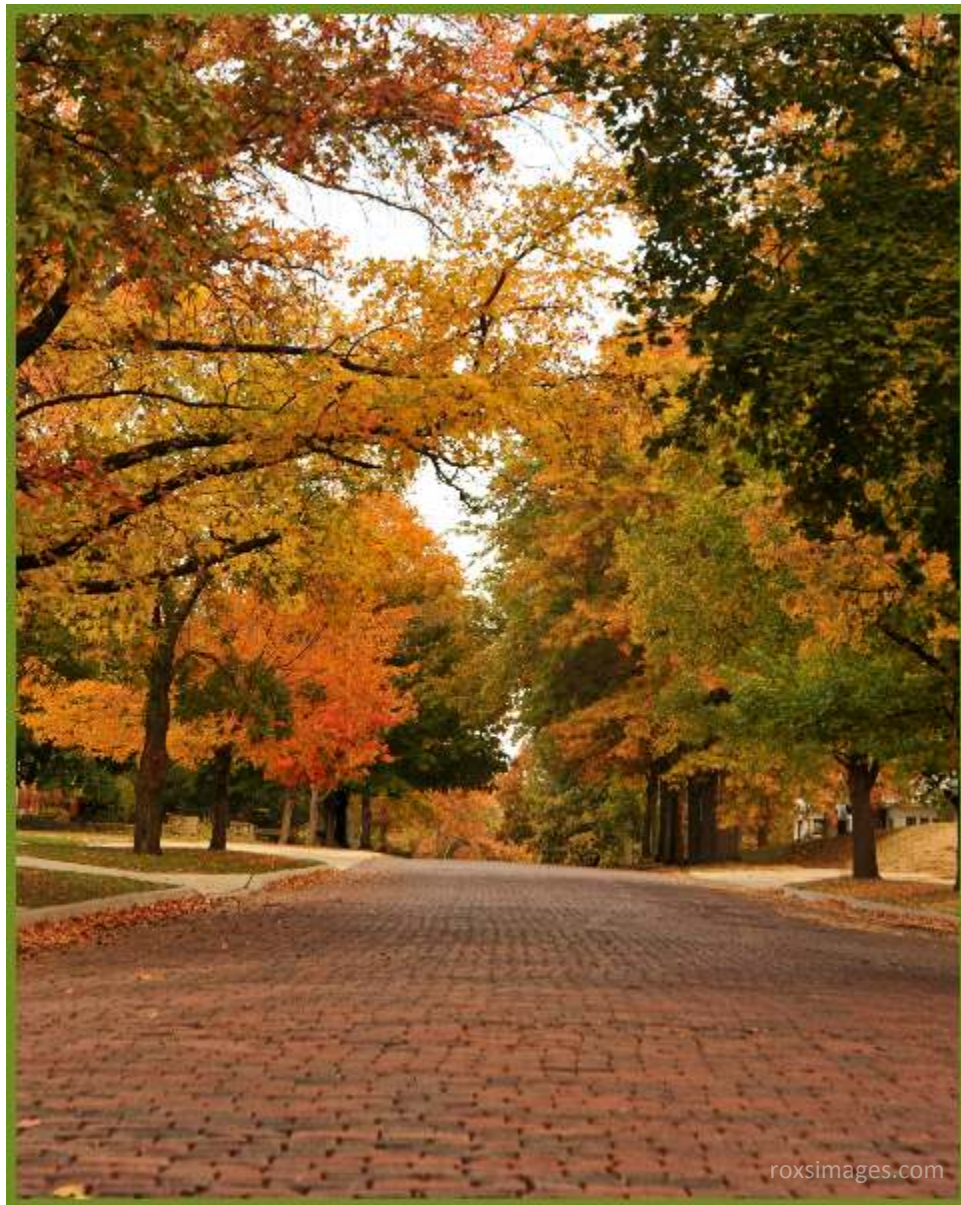
5th Street railroad viaduct, farmers market and a small part of Atchison's railroad yard.

In 2015, a major renovation to the 6th Street railroad viaduct was completed. This project will greatly extend the life of this existing asset, which was originally constructed in the early 1980's. Inspections performed in early 2016 for the balance of the City's bridges indicate those assets to be in good condition. Planning for similar renovations for the 5th Street and 14th Street viaducts, also constructed in the 1980's, are in the preliminary stages.

The one exception to the clean bill of health recently given to the City's bridge infrastructure would be the U Street viaduct. This structure is owned and maintained by the State of Kansas and is nearing the end of its useful life. KDOT has no interest in unilaterally replacing the structure, although the City is actively cooperating with KDOT to determine the future of the bridge. With an average traffic count between 300 and 500 vehicles per day, a decision on the long term future of the U Street bridge is needed sooner rather than later.

Brick Streets

In 2005, necessary storm water and sewer separation work was performed under 4th Street from Kansas Avenue to Division Street. The City has had a longstanding 'like-for-like' street restoration policy, meaning any street repairs or replacements must use the same surface materials that exist today. This policy, along with the intent to preserve the historic feel of the corridor saw the original bricks replaced once the utility work was complete. Atchison has approximately 180 lane miles of streets and its beautiful brick streets account for about 11 of those lane miles. Reinvestment in this historic asset continues with substantial restoration projects preformed in 2014 and 2015, with more planned for 2016 and beyond.



Stately tress outlining beautiful 4th Street - after extensive 2005 renovations to sidewalks, storm and waste water infrastructure.

RoadsideAmerica.com writes about some of the history of our brick streets: "Will Boular was born September 9, 1869. He lost his hearing when he was four, then his legs when he was 12 (They were run over by a train that he didn't hear coming). He was best known as 'Deafy' (dee-fee), and although he had a pair of prosthetic legs, he refused to wear them. Instead, he had special boots made to fit his stumps, and soon found that he was the perfect height for the job of paving the sidewalks and streets of Atchison with bricks -- because he didn't have to bend over. "

Ripley's Believe it or Not once claimed that Deafy laid 46,000 paving bricks in a single eight-hour day. Deafy died in 1953. In 2010, he was named one of the 'most fascinating' people in Kansas history. In 2013, Atchison erected a life-size statue of the bricklayer at work in, titled, 'Lessons from the Master.' It's the first-ever public sculpture by self-taught local artist Aleda Haug." The installation of 46,000 bricks installed in a day is an amazing accomplishment. To put in into perspective, it would have taken Mr. Boular just two days to lay the bricks in an entire City block.

Trails and Sidewalks

In 2004 the City's award winning Riverfront Park Trail was completed. Today, the City, in cooperation with several local non-profits, is working to build upon the success of the Riverfront, which has become the crown jewel of public spaces in Atchison. Today, several potential projects are being planned to better connect other assets in the community to the beautiful Riverfront space. One such project would extend the existing Riverfront Park Trail several miles north to connect to an existing trail that features a replica Kanza earth lodge as well as Lewis and Clark historic sites.

In 2014, the City was awarded a \$1.18M million grant that will fund the Glacial Hills Scenic Byways: South Atchison Trail from the edge of downtown to the City's southern edge, running adjacent to U.S. Highway 73 and ending at the Atchison Hospital.

Currently, the City is in its third year of aggressively addressing a number of sidewalk and ADA issues throughout the Downtown district. In 2015, the City was awarded a \$169,000 Community Development Block Grant to improve sidewalks, alley entrances, and wheelchair ramps in the western part of downtown. The project is on schedule for construction in the Fall of 2016.

Additionally, the City has identified the 2nd Street corridor (Commercial Street to Division Street) as a critical connection between Benedictine College and downtown Atchison. By working to improve rundown properties, replace sidewalks, and install pedestrian lighting, the corridor can become a pleasurable pedestrian and bicycling corridor for Benedictine students and long time residents of the community. Funding sources for this important project are actively being pursued.

Railroads

Railroads have played an important role to Atchison since the 1800's. The Atchison, Topeka and Santa Fe Railway was chartered in 1859, just a year after the City was incorporated. The rail line was initially meant to be the Topeka and Santa Fe Railway, but needing additional capital, the founders came to a number of Atchison's local investors to help fund the balance of the project.

The Atchison investors had made their fortunes by outfitting the thousands who were traveling west for new opportunities.

Atchison continues to have excellent access in the midtown corridor and at both industrial parks. New sites are available at the Shannon Industrial Park with the immediate opportunity to add a rail spurs as needed. Union Pacific serves the majority of the local market and Kansas City Southern provides an additional outlet, primarily catering to the grain market.

Airports

Amelia Earhart Memorial Airport (K59) is the ideal mid-continent airport serving general aviation needs and attracting more than 1,500 visitors each year. More than just a place to land, it offers you the choice of self-service convenience, as well as the full resources of a Fixed Base Operator (FBO) with the ease of an airport managed by pilots, for pilots.



“Amelia Comes Home” - donated to the Community by acclaimed ‘Cut-Out Mural Artist’, John Cerney, the mural is located just south of the City limits.

Named for the famous aviatrix and Atchison native, K59 is situated just outside the major airspace of Kansas City International Airport (KCI), also offering an attractive alternative to controlled civilian/military airports in Leavenworth and St. Joseph. The airport is located one mile west of the city limits, less than a five minute drive to beautiful downtown Atchison.

Pilots choose Amelia Earhart Airport for its convenient location and for the chance to avoid Class B airspace over KCI. K59's primary runway is 3,000 feet long and equipped with non-precision approaches to one end.

The airport is looking towards the future with continued improvements to our facilities and land available for businesses looking to grow. Upcoming improvement projects include: relocating the terminal to a new building, entrance road realignment and the removal of a number of air space infringements near the runway. In the spring of 2016 a new FBO was contracted for the next five years, with plans to more aggressively market our link with Amelia Earhart.



Zoning and Land Use

While the current set of zoning regulations and resulting land uses are serving the community well, minor revisions are to be expected. In recent years, there have been discussions about how zoning may or may not impact certain types of projects, namely infill housing, accessory dwelling units (ADU), tiny houses, and loft apartments.

The City's Economic Development Advisory Group has discussed how to better encourage more housing units above downtown businesses and what potential obstacles the City could help alleviate to make more of those potential projects come to fruition. Minimum parking requirements have an impact on the feasibility of these housing projects, as well as business parking requirements in areas where businesses and residential areas overlap. As the community's vision changes, the zoning regulations should be revised to reflect those changes.

One caution of note is to avoid the notion that, "we have always done it that way and there is no reason to change it now." Zoning laws are typically a reflection as to what was impacting a community within a specific period of time. For example, a zoning law from Hendersonville, North Carolina required Main Street to be 100 foot wide so that "a carriage and four horses could turn around without backing." It seems improbable that this type traffic management would serve any community well now or in the future. Zoning regulations determine how the built environment of a community is composed and that environment determines how the community travels, works, lives, and interacts with neighboring properties.

The land use footprint for the City of Atchison has been somewhat static for decades, with several exceptions worth noting. The addition of the Shannon Industrial Park, located just a few miles west of town, is zoned I-2 (General Industrial District). The other notable development has been new, suburban style residential land to the west and northwest of the traditional City plat. Mixed with these largely residential areas are some agricultural parcels that could well be developed into home lots, pending future demand. Lastly, there have been a few business properties annexed along the West Highway 59 corridor which have been zoned as B-2 (Highway Business District) upon their annexation into the City.

Infill Housing

In the spring of 2014, a housing study conducted for the City by a team of students from Kansas State University concluded that while several pockets of high quality housing with a high percentage of owner-occupants do exist, there are a greater number of blocks that need attention to structures, sidewalks, and environmental conditions. A series of aesthetic improvements could make these blocks vibrant and inviting places to live. Over the past decade, the City has been fairly aggressive with a blighted housing demolition program to address the immediate need to rid neighborhoods of these rundown properties. Conversely, the 'holes' created by the demolition program have caused some of these neighborhoods to lose their cohesiveness and charm.

There has been much discussion on how the City can promote building on these smaller lots. Currently, the City's zoning code allows for a minimum lot size of 7,000 square feet for R-1 (6,000 square feet for lots platted before 1943) and 6,000 square feet for R-2 and R-3 (5,000 square feet for lots platted before 1943). These smaller lot sizes are compatible with the types of homes that were constructed generations before, almost always without an attached garage. The average home size in the United States ballooned to over 2,500 square feet by 2008, up from just 1,755 square feet twenty years earlier. In the 1950's homes in the 1,000 square feet range were more in the norm, but even by 1960 the average size had grown to about 1,200 square feet. Growth in home sizes moderated somewhat during and after the 2008 recession, although the national trend does seem to indicate a propensity to construct even larger homes moving forward.

Building density standards are 30% for a R-1 lot (2,100 square feet buildable area for a 7,000 square foot lot).40% for a R-2 lot (2,400 square feet buildable for a 6,000 square foot lot) and 60% for a R-3 lot (3,600 square feet buildable for a 6,000 square foot lot). Using these densities a 1,700 square foot home with an attached garage of 400 square feet could be constructed without the need to seek a variance for one of these smaller lots. By constructing a two story or story and a half home the square footage can be increased even further.

Based on these calculations, there should be ample room to accommodate infill housing projects of any size the marketplace would desire. However, the street frontage does tend to be the narrowest part of the lot in many of the infill lots available in the City. These lots don't lend themselves to ranch and split-level homes with garages that face the street. Building on these lots will take a little more creativity.



At 170% of the local median value, and a lot width of only 45 feet, this is an excellent example of recent local infill.

There are available lots that fall under the minimums as set forth in the zoning ordinance. These smaller lots are often purchased by either neighboring property owners or by the City as a conduit to future development. The City has discussed lowering the minimum buildable lot size for over a decade, but as of yet there has been no reduction. There is ample evidence that homes on sub 5,000 square foot lots can be attractive to buyers. One home, located a few blocks from downtown, sits on a lot that is only 3,375 square feet. This home is valued near the median Atchison value of \$85,000, the average value for homes on that block is \$106,000, which is close to the state median value of just over \$125,000.

Absent any revision to the zoning regulations, the Planning Commission acting as the Board of Zoning Appeals, has specific powers to grant variances from the strict applications of the regulations based on narrowness, shallowness, shape or substandard size of specific parcels. Given that the Planning Commission has the authority to address these nonconforming lots, combined with the availability of a substantial number of conforming lots perhaps bolsters the validity of the status quo.

Accessory Dwelling Units

The City's code does not specifically address 'mother-in-law' suites, accessory apartments or Accessory Dwelling Units (ADU), although that has not stopped a number of conforming and non-conforming units from being constructed over the years. These units range from former carriage houses and garages to the basements and attics of larger homes. ADUs could be permitted in R-2 and R-3 districts provided the units meet all other applicable zoning and building code requirements. Allowing ADUs in R-1 is a practice that has become more commonplace in denser, urban communities, mostly where high demand for rental housing has resulted in housing affordability concerns.

Tiny Houses

The Tiny House movement has been gaining traction in recent years and only time will tell if this trend has much staying power. The International Residential Code (IRC) does allow for small homes to be constructed, with some additional regulation. The code minimum main room size is 120 square feet and additional rooms are required to be a minimum of 70 square feet. As long as other code provisions are met, an interested party could build a home of just several hundred square feet and still be conforming. Another consideration is that Tiny Homes are often constructed on mobile platforms. Depending on the construction techniques employed, these mobile and/or semi-permanent units would only be allowed to be placed in a Mobile Home Community or a Vacation Vehicle Park.

Downtown Housing

For over a decade, interested parties have discussed how the community can better promote rental housing units in the upper floors of downtown businesses. Some residents, realtors, and even contractors have been under the impression that the City had prohibitively restrictive requirements that prevent these types of development projects from happening. The reality is that the City has no such prohibitions, save for the same life and safety code considerations that are nearly universal in towns and cities across the country.

In recent years, a number of projects, both small and large, have been completed in a number of downtown structures. A large warehouse space located on the northwest corner of 2nd Street and Main Street was converted into a number of loft units just a few years ago. Initially, this property was developed in cooperation with Benedictine College to serve a growing student population. Currently, these units are available to the general public at market based rents. A three story property located just across the street from City Hall has been converted into three apartments by a local contractor, with other single apartment conversions or renovations also completed underway in various locations. All of these units enjoy a high occupancy rate, routinely filling after just a few days on the market. There is a clear opportunity for additional housing to be retrofitted into these spaces that are currently underutilized in the downtown corridor.

Minimum Parking Requirements

For decades, it has been the norm for urban planners to set the minimum parking requirements to satisfy peak demand for free parking. As American society became more automobile dependent, parking became more plentiful and is free for 99% of the car trips made each year, except for the most urban of city centers. Estimates for the number of public parking spaces vary widely, but 500 million seems to be a reasonable estimate, although some estimates put the number as high as two billion. In contrast, there are approximately 250 million cars and light trucks on the road today, which would seem to indicate a sub-optimal oversupply of parking spaces is now the norm.

Estimates for the number of public parking spaces vary widely, but 500 million seems to be a reasonable estimate, although some estimates put the number as high as two billion.

In recent years, planners have been giving these long standing minimums a much greater degree of scrutiny. Minimum parking requirements can have a positive impact because they ensure citizens and others doing business in the community have quick and unimpeded access to all that the city has to offer. Conversely, with strict conformity to the requirements include driving up the cost of development. Minimum parking requirements applied in the wrong circumstance can push an exciting development project from viable to nonviable in the eyes of a developer. The requirements could cause a proposed housing project to fail before it even starts, because the added expense of parking would be too much of a burden. When combined with much smaller lot sizes than the suburban communities that first implemented parking minimums, there just simply is not enough space to fit a building and all the required parking spaces in the amount of available space.



The Atchison Hospital Campus, completed in 2010.

Parking is certainly an important consideration for evaluating the appropriateness of a proposed project, but it can be difficult to paint the details of a development project with the broad strokes of a parking minimum. The correct amount of parking will always be a guessing game, a moving target, with the only right answer known in hindsight.

Complementary use is often the one that needs to be given the most consideration. A good local example is the Sports Complex and Atchison Elementary School. This arrangement has worked quite well for both entities. It's a rare occurrence that both have functions at the same time. If the zoning regulations were strictly enforced for the Sports Complex, the project would have required an additional 500 spaces. An average parking space in the United States costs about \$4,000 to construct. The additional expense for the Sports Complex, could have added two million dollars to the project.

If the community is serious about wanting to see more downtown housing, the Planning Commission and other interested parties may need to consider some reasonable accommodations in the right circumstances.

These same principles could be applied to parking minimums for downtown dwelling units. During peak business hours, parking is utilized by business patrons and at night, by downtown residents returning to their homes. How often have all of us gone to a big box retailer and found the lot much less than half full? For the most part, the only time a big box retail parking lot is close to full is a few select holiday shopping days.

If the community is serious about wanting to see more downtown housing, the Planning Commission and other interested parties may need to consider some reasonable accommodations in the right circumstances.





South Missouri River Boat Dock



Demographics

Many of us have heard Mark Twain's quip, "There are three kinds of lies: lies, damned lies and statistics". Demographics and statistics only tell part of the story. These numbers will always be just a part of the picture and the community will always need to augment these statistics with local knowledge and intuition.

Population

Selected characteristics of interest for the City of Atchison are summarized from the 2010 Census. Forecasting models suggest that the population of Atchison will largely remain stable and has the potential for future growth.

- Of the total population of 11,021, there were 3,933 households, 2,447 (62%) of which were occupied by families. Of the latter figure, 43% were married-couple families.
- Of the 11,021 residents, 5,202 are males (47%) and 5,819 were females (53%).
- 805 persons (7%) were under five years of age and considered to be in the preschool age group. This compares to both the county and U.S. at 7%.
- 2,512 persons (23%) were between five and 19 years of age in the school group. This compares to the 23% for the Atchison county population and 20% of the U.S. population.
- 6,084 persons (55%) were between the ages of 20 and 64 otherwise known as the working group. This compares to the 55% for the county population but is lower than the U.S. (60%).
- 1,620 persons (15%) were 65 years of age and over in the retiree category. This compares to the 15% for Atchison county population and is higher than the U.S. (13%).
- The City's median age of 32 is lower than the County's median age of 36 due to the growing population in the 15 to 24 age group.
- The median age for males in the City is 30, while the median age for females is 34.
- The number of persons per household is 2.45, including both owner-occupied and renter households, as compared to the U.S. average of 2.59
- Three percent of the population over five years of age speaks a language other than English at home.
- The minority population was 12% of the total population, or 1,323 people.
- 1,375 or 8% of the population in Atchison lives in group quarters, the majority of whom are in student housing (74%).
- The percentage of the population 25 years and older with a high school degree or higher was 89%; the percentage of those with a bachelor's degree or higher is 24%.

Housing

- The owner occupied home vacancy rate is 2% which is close to the state average.
- The rental unit vacancy rate is over 10% and is 3% above the state average.
- The median value of a home is \$84,400.
- The Kansas median home value is \$125,000.

Household Income

- Median income for the City of Atchison is \$41,949.
- Median income for the State of Kansas is \$53,046.
- 41% of Atchison households earn less than \$35,000 per year.

Income Distribution of Atchison And Kansas Households

Income and Benefits by Household	Atchison Number	Atchison Percent	Kansas Number	Kansas Percent
\$0-\$14,999	596	15.9%	128,712	11.6%
\$15,000-\$34,999	232	25.4%	244,936	22.1%
\$35,000-\$49,999	536	14.3%	167,946	15.1%
\$50,000-\$74,999	792	21.1%	217,021	19.6%
\$75,000-\$99,999	472	12.6%	140,509	12.7%
\$100,000-\$149,999	336	9.0%	132,561	11.9%
\$150,000-\$199,999	17	0.5%	41,125	3.7%
\$200,000 or more	52	1.4%	36,581	3.3%

Educational Attainment of Atchison's Adult Workforce

Education Level	2000	2012
Less than 9th Grade	5%	4%
High School, No Diploma	10%	8%
High School/GED Graduate	37%	40%
Some College, No Degree	23%	19%
Associate's Degree	4%	6%
Bachelor's Degree	11%	13%
Graduate/Professional Degree	3%	11%

CONSTRUCTION ACTIVITY COMPARISON TABLE 1996-2015

CITY OF ATCHISON, KANSAS

YEAR	RESIDENTIAL										NON-RESIDENTIAL						TOTAL			
	SINGLE-FAMILY HOMES		MULTI-FAMILY UNITS		ACCESSORY BUILDINGS		ADDITIONS & REMODELING		VALUATION		NEW CONSTRUCTION		VALUATION		ADDITIONS & REMODELING			OTHER CONSTRUCTION		VALUATION
	VALUATION	HOUSES	VALUATION	UNITS	VALUATION	BUILDINGS	VALUATION	REMODELING	VALUATION	REMODELING	VALUATION	CONSTRUCTION	VALUATION	REMODELING	VALUATION	CONSTRUCTION				
1996	15 \$ 1,588,960	2 \$ 107,000	11 \$ 58,365	38 \$ 1,626,135	4 \$ 9,506,755	15 \$ 620,906	2 \$ 408,000	13,916,121												
1997	12 \$ 1,265,000	48 \$ 1,750,000	11 \$ 119,153	26 \$ 192,527	7 \$ 1,030,983	14 \$ 1,087,355	3 \$ 26,470	5,471,488												
1998	7 \$ 630,000	0 \$ -	7 \$ 90,528	28 \$ 1,324,142	8 \$ 4,190,000	19 \$ 1,925,541	1 \$ 4,400	8,164,611												
1999	11 \$ 1,205,680	0 \$ -	12 \$ 93,076	27 \$ 418,393	7 \$ 9,127,501	24 \$ 2,631,452	1 \$ 9,000	13,485,102												
2000	9 \$ 1,146,000	0 \$ -	12 \$ 107,159	24 \$ 209,191	5 \$ 3,489,824	13 \$ 7,115,206	0 \$ -	12,067,380												
2001	15 \$ 2,043,280	0 \$ -	16 \$ 184,476	35 \$ 409,731	6 \$ 2,870,000	12 \$ 11,139,663	3 \$ 227,000	16,874,150												
2002	18 \$ 2,717,152	0 \$ -	11 \$ 112,062	24 \$ 421,325	2 \$ 1,675,000	15 \$ 2,501,765	0 \$ -	7,427,304												
2003	16 \$ 1,950,275	18 \$ 540,000	12 \$ 151,179	39 \$ 443,588	7 \$ 7,377,646	8 \$ 184,504	0 \$ -	10,647,192												
2004	20 \$ 3,000,684	6 \$ 250,000	13 \$ 111,500	21 \$ 356,034	4 \$ 5,476,300	12 \$ 11,136,329	0 \$ -	20,330,847												
2005	22 \$ 3,132,466	2 \$ 210,000	13 \$ 175,700	28 \$ 620,815	4 \$ 1,205,000	4 \$ 238,500	0 \$ -	5,582,481												
2006	32 \$ 6,404,512	0 \$ -	9 \$ 138,703	21 \$ 459,104	8 \$ 9,638,074	6 \$ 385,742	0 \$ -	17,026,135												
2007	7 \$ 1,242,125	0 \$ -	4 \$ 37,250	18 \$ 402,128	3 \$ 4,440,000	10 \$ 817,301	0 \$ -	6,938,804												
2008	10 \$ 934,000	36 \$ 2,800,000	5 \$ 24,500	46 \$ 920,524	15 \$ 30,898,170	18 \$ 2,588,755	0 \$ -	38,165,949												
2009	6 \$ 691,000	6 \$ 1,160,000	9 \$ 112,245	45 \$ 946,598	8 \$ 5,061,684	11 \$ 112,245	0 \$ -	8,083,772												
2010	4 \$ 454,500	0 \$ -	10 \$ 132,300	34 \$ 539,600	4 \$ 8,100,916	17 \$ 1,704,337	0 \$ -	10,931,653												
2011	6 \$ 548,400	0 \$ -	8 \$ 83,987	31 \$ 270,551	12 \$ 12,962,573	12 \$ 1,195,414	0 \$ -	15,060,925												
2012	5 \$ 451,400	0 \$ -	3 \$ 15,180	28 \$ 433,920	10 \$ 13,083,217	12 \$ 986,820	0 \$ -	14,970,537												
2013	4 \$ 655,000	2 \$ 108,000	13 \$ 42,400	25 \$ 484,559	7 \$ 11,578,756	12 \$ 8,875,700	0 \$ -	21,744,415												
2014	2 \$ 120,000	0 \$ -	8 \$ 51,329	34 \$ 279,164	8 \$ 952,250	11 \$ 625,600	0 \$ -	2,028,343												
2015	2 \$ 350,000	0	9 \$ 84,440	26 \$ 571,488	6 \$ 8,009,500	15 \$ 534,571	0	9,549,999												



*Atchison's Post Office, first occupied March 14, 1894.
It received a major exterior facelift in 2016.*



Community Facilities

The condition and capacity of available facilities helps to shape a community's quality of life. Not too many years ago, government provided only the very basic necessities for health and safety. Today, technological and social changes have given people higher incomes and more leisure time, increasing the demand for varied and responsive community facilities. Modern industries seek out those communities that have the facilities to give their employees the amenities of the "good life". The availability of quality facilities, particularly those relating to educational, cultural, and leisure time activities, often determines whether a desired industry moves into a community.

The relationship of businesses and other community gathering points to land use, access, and natural features, is an important part of planning the location of community facilities. Different types of facilities serve varying numbers of people. Some facilities serve residential uses and should be located in proximity to neighborhoods; others serve the entire community and should be centralized and easily accessible. There are optimum locations for each facility to maximize its efficiency and economy in serving the public. Communities should plan for both the immediate location of certain facilities as well as acquiring and reserving sites in advance of need. Long term planning of facility location prevents their intended use from being preempted by other development. Each zoning case and subdivision plat should be reviewed in light of the need for easements, rights-of-way, or land acquisition appropriate for public facilities.

Atchison has a strong repertoire of city facilities. As the county seat, it also has most of Atchison County's governmental facilities. These are further complemented by some state and federal offices.

Government Facilities / Community Buildings

City Hall - 515 Kansas Avenue / Fire Department - 218 North 6th Street

City Hall was built in 1933 with Works Progress Administration (WPA) funds. The building's most recent remodel added an elevator and accessible restrooms in 2000. The building is 9,600 square feet in size and is located in the center of town. City Hall houses city administration offices and the Police Department. The City Manager's Office, Finance Department, Community Development Department, and Engineering Division are located in City Hall. The building also contains a conference room and the city commission meeting room.

The Fire Station was constructed in 1971 and features a 29-foot training tower structure. The station houses a full-time Fire Department consisting of 19 staff members, including the Fire Chief. A three-platoon, 24-hours-on, 24-hours-off system is used with two members always on standby. The intention is to have five firefighters on duty at all times.

Public Works and Utilities Shop - 1801 Main Street

The Public Works campus houses the street, park, and water and sewer offices, as well as maintenance and storage areas for equipment. The Streets Division has eight full time employees and is responsible for maintenance of the City's streets. Primary maintenance activity includes asphalt and concrete street repairs, traffic and street signs, street sweeping, and snow removal.

The Parks Division has six full time positions and it oversees the maintenance of all City parks. The Division also maintains Oak Hill Cemetery, but has no responsibility for the headstones. Operation and maintenance of Lion's Pool, the Amelia Earhart Airport, and the mowing and weed control of all City property also falls within the Division's scope of responsibilities. The shop also houses the eight members of the Distribution and Collections Division. Their responsibilities include all of the water and sewer mains in the City.

The Solid Waste & Recycling Division's crew of four and the Fleet Division's crew of two also operate out of the shop. The Project Manager rounds out the staff that is headquartered on the campus.



*Santa Fe Depot - Home to the Chamber of Commerce
and the Atchison County Historical Society.*

Chamber of Commerce / Visitor Center – 200 South 10th Street

The Santa Fe Depot, an Atchison landmark since the 1880's, houses the offices of the Atchison Area Chamber of Commerce, the Atchison Visitor Information Center and the Atchison County Historical Society Museum. The Chamber of Commerce maintains offices on the first and second floors, where it conducts business related to tourism development, via a tourism services contract with the City, and other programs that contribute to an enhanced quality of life. The Chamber maintains a gift shop on the first level where Atchison souvenirs can be purchased.

Memorial Hall – 819 Commercial Street

Memorial Hall is owned and maintained by Atchison County and is used as a multi-purpose activity center. The building was constructed in the 1930's as a memorial to soldiers and sailors. Originally funded by a referendum vote, construction costs exceeded the budget. Local veterans' groups supplied the additional funds to complete the building. It houses the Atchison Recreation Commission and is also available to the general public, through rental. The Recreation Commission is funded by taxes levied through the Atchison Unified School District 409. The Commission offers sporting opportunities for both youths and adults.



Atchison Event Center - 710 South 9th Street

The Atchison Event Center is a full service facility, specializing in weddings, conferences, and special events. It underwent a substantial renovation in 2014, with upgrades that included all new windows and doors, state of the art heating and air conditioning systems, a new roof, accessibility improvements, and a renovation to the Riverbend Ballroom.

There are seven rooms available for various meetings and events. The Riverbend Ballroom is the largest meeting room in the facility and, with a capacity of 750 people, it is well suited for wedding receptions and other large events. The Oak Room can be used in conjunction with the Riverbend Ballroom and serve as a hospitality room or bar area. The Mercantile Ballroom, the lower level ballroom, can accommodate up to 350 guests, and the Civic Leaders Room can seat a maximum of 120 people. The Community Room is used for smaller events such as baby showers and graduation parties. On the upper level, capacity for the Oak Room is 80 to 150. The Mahogany Room seats 65 people and can be split into two rooms, to accommodate smaller meetings. The Conference Room is down the hall from the Mahogany room and can accommodate small board meetings.

Atchison County Courthouse – 423 North Fifth Street

Construction on the Atchison County Courthouse began in May 1896, and was completed in September 1897. The first floor of the building contains the offices of the appraiser, treasurer, clerk, register of deeds and the commissioners. The second floor holds the District Court Room and the offices of the clerks of district court. The third floor is reserved for the county attorney and court services. The building has been only slightly modified in its 120-year existence.

YMCA - 317 Commercial Street

The YMCA building was built in 1917 and an addition to the building was constructed in the early 1980's. The YMCA has a membership of 2,000, but also serves a large non-member population. The YMCA provides health, fitness, recreational, and social activities to northeast Kansas. The YMCA began an \$11.5 million expansion and renovation in 2016 that will be complete in 2017.

Sports Complex - 825 North 17th Street

The Sports complex is located on the northwest edge of town. Completed in 2010, it features six baseball/softball fields and three additional multi-purpose fields. Construction County owned facility was funded by a 0.25% countywide sales tax and it is maintained and operated by the Atchison Recreation Commission.

Project Concern Building - 504 Kansas Avenue

Project Concern, Inc. is an Atchison County non-profit organization that provides services to elderly persons that enable them to achieve and maintain independence in their homes and maximum involvement in community affairs and activities.

Museums

Atchison has five museums that display different aspects of the community. The history, art and architecture of the community are showcased in historically significant sites within the community. Two are housed at the City owned Santa Fe Depot building, the Atchison Rail Museum and the Atchison County Historical Society.

Other museums include the Amelia Earhart Birthplace, Muchnic Art Gallery and the Cray Historical Home. All three of these museums are on the The National Register of Historic Places, and celebrate the rich history of our Community.

In August of 2016, “Muriel” arrived in Atchison. Muriel is a 1935 Lockheed Electra L-10E airplane and is an identical to the model flown by Amelia Earhart during her attempted world flight. Funding for Muriel was provided by the Atchison Amelia Earhart Foundation. The Foundation is currently working on plans to construct a permanent home for the aircraft at the Amelia Earhart Airport. The vision for the structure is a Museum dedicated to Amelia, a working terminal for the airport, as well as other amenities.





Parks

Atchison's parks provide residents and visitors with 333 acres of clean, green parks and facilities throughout the community. With the skills of a small crew, the parks Division maintains 149 acres of park land as well as Oak Hill Cemetery, Amelia Earhart Airport, City Hall, the downtown mall, vacant lots, and highway rights-of-way.

In short, parks ensure the curb appeal of public spaces in the community. Did you know that attractive curb appeal can improve your home's value by up to 14%? Imagine what an attractive city does to visitors' first impressions and community pride!

Park	Location	Facilities & Amenities													
		Shelter/Decks	All Season Restrooms	Seasonal Restrooms	Picnic Tables	BBQ Grills	Drinking Fountains	Baseball Field	Horseshoe Pits	Volleyball Court	Tennis Court	Disc Golf Course	Traffic & Walks	Boat Ramp & Dock	Swimming Pool
Bromley Park	1120 Julia St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Independence Park/Riverfront	401 River Road	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Jackson Park	1500 S 6th St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
LFM Park	1101 N 7th St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Lions Pool	1201 Commercial St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Millard Allen Ball Park	801 Riley St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Morrow Community Garden	801 Forest Avenue	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Reisner Park	700 N 10th St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Fetch & Stretch Dog Park	1300 Laramie St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Walt Wilburn Ball Park	1302 Charles St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Wamock Lake	17862 274th Rd	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 1	N Side Harper Dr b/t 3rd & 6th St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 2	N Side Harper Dr b/t 7th & Ash St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 3	S Side Harper Dr b/t Walnut & Ash St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 4	E Side K-7 HW b/t L & N St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 6	N Atchison St b/t 15th & 17th St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 7	Far W End of Parallel St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 8	S Side of Parkview St	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 9	S Side US-73 HW W of town	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Watershed Dam 24	N Side 272nd Rd b/t Rawlins & Logeman Rd	○	○	○	○	○	○	○	○	○	○	○	○	○	○

Tree City USA

Atchison is proud to be a Tree City USA. The leafy foliage that shades our homes, streets, and public spaces is important to creating our "sense of place," so maintaining a vibrant tree population is important to all of us. The City has been actively involved with this National Arbor Day Foundation program since 1982. In order to maintain this designation the City has to commit to investing \$2 per capita in its tree program. In 2015 an investment of nearly \$27,000 was made.

Street trees have a multi-fold benefit. Some of the more obvious ones include improved air quality, reduced air temperatures in summer, reduced heating and cooling costs, increased property values, habitat for wildlife, and recreation and aesthetic value.

Less obvious is that the presence of trees helps to slow down and temporarily detain storm water runoff, which further promotes infiltration, and decreases flooding and erosion downstream. Trees also reduce pollutants by taking up nutrients and other pollutants from soils and water through their roots, thereby transforming pollutants into less harmful substances. One study found that a typical medium-sized tree can intercept as much as 2,380 gallons of rainfall per year.

A handful of municipalities have adopted or are considering storm water credit programs that encourage the addition of more trees into a development or redevelopment site. These programs give credit on an individual tree basis for runoff reduced through rainfall interception, evapotranspiration, and infiltration.

The leafy foliage that shades our homes, streets, and public spaces is important to creating our 'sense of place', so maintaining a vibrant tree population is important to all of us.



Benedictine College Campus.

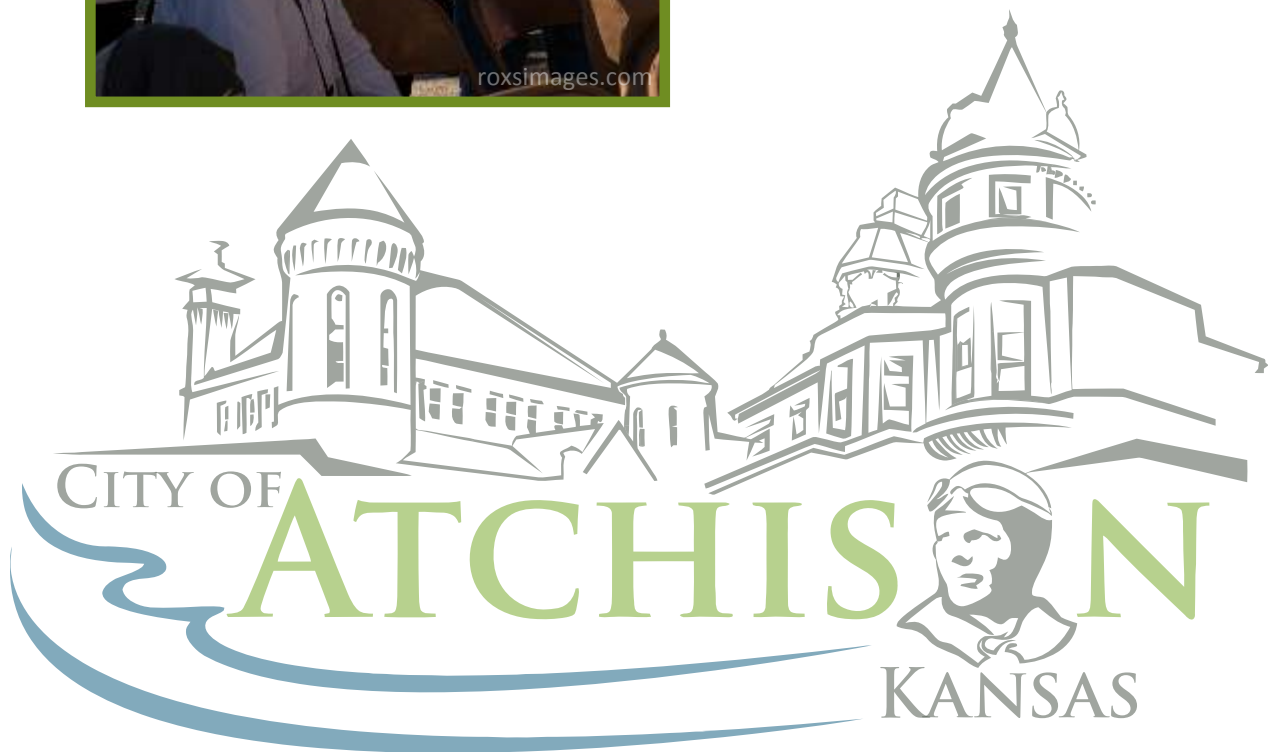
Districts

The tree-lined streets of Atchison's older residential neighborhoods, the traditional downtown core, and other more recently constructed residential areas have their own distinct identities, which are created by their purpose, location, and type of buildings. The Community needs to be sensitive as to how these districts relate to each other.

- **Downtown commercial area:** Downtown Atchison, also known as the Downtown/Riverfront district or the Central Business District, is located in the center of the city, adjacent to the Missouri River and parallel to the railroad. The commercial part of town depends on an attractive pedestrian setting, good automobile access, and public activities to draw people there. The downtown is also the traditional center of social interaction. It serves as the backdrop for festivals and farmer's markets as well as a place where friends and neighbors meet.
- **Industrial districts:** In Atchison, the industrial district is located to the south and west of downtown, extending south along the Missouri River and following the railroad and U.S. 59 to the west/southwest. The railroad and industrial district effectively divide the city into North Atchison and South Atchison. Many of the old buildings on the eastern side have been torn down and replaced by modern low-story buildings. On the western edge of the City's first industrial park was started in the 1970's followed by Shannon Industrial Park in the late 1980's. Shannon Park is situated about five miles from the core of the City. It is surrounded by agricultural land which provides opportunities for future expansion. In 2016, an additional 80 acres was zoned I-2, which brings the total available acres for industrial development in the park to about 120.
- **Highway commercial district:** Centered at the intersection of U.S. 59 and U.S. 73 and the corridors that lead both of those state highways into and out of the city, the highway commercial district caters almost exclusively to the automobile. In general, parking lots dominate the side of the road, and signs and oddly sited buildings mixed with newer, more popular strip mall and pad site developments.
- **Residential neighborhoods:** Residential neighborhoods present the most diverse visual environment, with homes that express the style of the time in which they were built and the personality of the owner. Atchison's large residential districts are located to the north and south of downtown and the central industrial district. Large, historic homes are mixed in with old farm or row houses, with the occasional infill of new houses which become more common to the northeast. Almost all of the World War II residential development occurred on the edges of the City. Better utilization of existing infrastructure in the City's core should be one of the goals for the next wave of development. In other words, infill housing should be a priority in the future because it offers the most efficient use of the City's limited resources.
- **Benedictine College Campus:** Another prominent district is the campus of Benedictine College, located near the northeast corner of the city. This district houses approximately 75% of the college's student population and contains all of the college's academic and athletic facilities.



“The City's commitment to code enforcement is critical to achieving the goal of maintaining a beautiful and aesthetically pleasing community.”



Public Safety and Code & Ordinance Enforcement

Public Safety

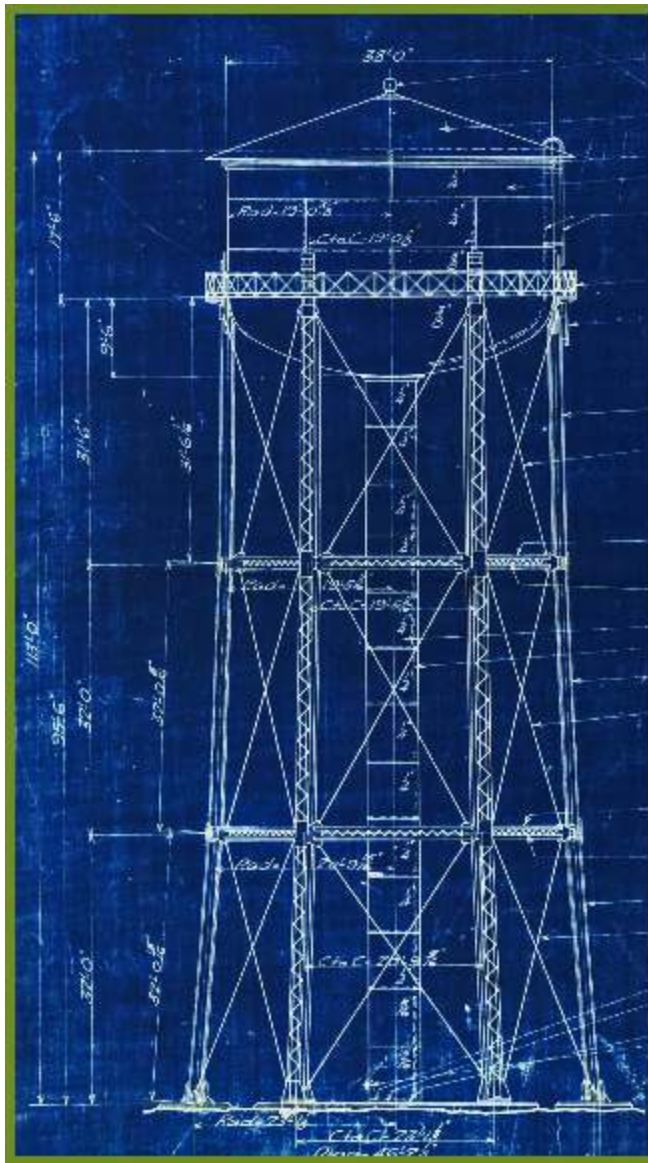
The Police Department provides a wide range of law enforcement services for the Atchison community, and maintains the national officer-to-citizen standard of approximately 2:1,000. Services include patrol, investigations, proactive community service, animal control, and specialized units including K-9, Special Response Team, Motorcycle Patrol, and Bicycle Patrol.

The Atchison Fire Department provides life safety, property conservation, public education, fire prevention, and emergency preparedness. The Department maintains a per capita ratio of 1.63 firefighters per 1,000 residents. In addition to the Fire Chief, there are three shifts of full-time firefighters. The department continues the tradition of outstanding service to the Atchison community by delivering fire suppression, medical first response service, fire prevention education, and fire safety inspections in the community. The department ensures the highest level of training needed to keep fire personnel primed for any event. The fire department responds to an average of 1,000 calls for service each year, nearly 3 calls per day.

Code Enforcement

Community aesthetics are important, which is just to say that when the appearance of things is pleasing to the eye, the viewers overall opinion of the place they are experiencing is elevated. The inverse is also true. When aesthetics are lacking, the viewers overall opinion of the place they are experiencing is diminished.

From keeping grass levels at acceptable heights, to eliminating nuisances such as abandoned vehicles and overgrown vegetation, to promoting properly maintained buildings throughout the community, code enforcement is the method for the City to ensure a high quality community image. When people congregate into cities, they need assurances that their investments in real estate will be protected and reciprocated through proper maintenance by their neighbors and the rest of the community.



Blueprint of South Tower - placed into service in 1908



Utilities

Utilities connect various land uses, promote future development and are an integral component of a community's transportation system. Utility lines should be planned and installed as streets and roads are constructed. Long-term planning for utilities is critical in meeting changing environmental standards and quantitative needs. Sufficient space for construction in utility and drainage easements or within street rights-of-way should be carefully planned.

Comprehensive policies on utility installation, maintenance, and access rights should be adopted. The long-term integrity of utilities is dependent upon accurate records and mapping of existing and newly installed utilities. The City of Atchison has an ongoing program for computer mapping of its water, sewer, and storm drainage systems on file with the Engineering Division.

Water and Wastewater

Over time, certain utilities can limit future growth as well as become a financial burden without strategic long-term planning of the utility system. The 2016 annual budget projects an ending balance of 18% of budgeted expenditures in the Water Fund and 37% in the Wastewater Fund. The Wastewater Fund is higher due to the revenue requirements outlined in the City's Consent Agreement and Final Order (CAO) with the Kansas Department of Health and Environment (KDHE). Per the CAO, the City must collect \$3.1 million dollars annually, beginning in 2017, to remediate issues with its Combined Sewer Overflow (CSO) system. To begin moving closer to the meeting the revenue requirement, the City implemented a CSO fee in 2015 and the revenues from this fee are accumulating in the Wastewater Fund. The CSO fee and wastewater service fees fund ongoing CSO remediation projects as well as normal wastewater operations.

“The important planning consideration here is to be mindful that the pipeline capacities to newly developed land are adequate for any additional demands.”

Water and wastewater operations are solely funded by user rates. Funding needs are assessed on an annual basis during the budget process and rates are adjusted accordingly. Average potable water consumption is roughly 4 million gallons per day and production capacity is approximately 8 million gallons per day. Average wastewater collected is approximately 1.5 million gallons per day (MGD) and capacity is about 3 MGD. It's clear that Atchison has the capacity for growth within these two city owned utilities. The important planning consideration here is to be mindful that the pipeline capacities to newly developed land are adequate for any additional demands.

Water & Wastewater Capital Infrastructure Investments

- Main Street water main replacement - 2010
- Raw water main replacement - 2010
- High Service pump station installation - 2010
- Wastewater ultra violet treatment - 2012
- VFW pump station installation - 2014
- 25 water main valve replacements - 2014-2016
- 15 fire hydrant installations - 2014-2016
- 2 million gallon storage tank construction - 2015
- Wastewater Treatment Plant mechanical bar screen installation - 2015
- North Headworks upgrades - 2015
- Ozone water treatment construction - 2016
- Water Treatment Plant Filter upgrade - 2016
- Sewer Flood Gate automation - 2016
- River intake installation of traveling water screen - 2016

Solid Waste Collection and Recycling

The solid waste collection and curbside recycling program is fully funded by a one percent countywide sales tax. This program is unique to Atchison County. The tax is collected by the State and a proportional amount is returned to the City. The City reimburses the County an appropriate amount to fund joint emergency communications and the solid waste transfer station. The balance of these funds is held in the Solid Waste & Recycling Fund to provide for these services.

Stormwater & Watershed

The White Clay/Brewery Creek Watershed District Board is an independent governing board established in response to the devastating flooding in Atchison in 1958. Twenty-five dams were constructed throughout the community watershed as a solution to prevent flooding. Although the City of Atchison legally owns the dam properties, the Board has statutory oversight of the mill levy that funds their upkeep. The Board contracts with the City to manage operations, maintenance, and administration of the dam system. Most dams support idyllic retention ponds, many of which are fully stocked. In addition to providing convenient, scenic fishing, these dam ponds provide a beautiful addition to the community while protecting property from flooding.

Electricity

Westar Energy supplies electrical power to nearly all of the planning area. In 2011, an ice storm highlighted weaknesses in the local Westar power grid. Since that time aggressive measures have been taken to eliminate those weaknesses. The first two phases of remediation work are already complete. The third and final phase, which includes the new Amelia Earhart substation and associated transmission lines, is projected to be complete by the end of 2017. Westar has stated that this will bring Atchison's delivery network from one of the oldest in their systems to their most modern and reliable.

Natural Gas

Kansas Gas Service (KGS) services most of the planning area. KGS has been very proactive over the last decade replacing most steel mains with modern and corrosion proof HDPE. Statewide they service 70% of the population.

Telecommunications

AT&T supplies most of the land based phone service in the community, as well as providing broadband internet. Vyve Broadband supplies high speed internet, telephone and cable TV. The local cellular market has a number of providers competing in the marketplace.

In 2016, the Zayo Group completed a major fiber optic transmission project through the community. Originating in Kansas City, the final line will link Omaha to Dallas. Once the Zayo lines are fully functional, Kansas Fiber Network has expressed an interest in developing a node that will circle Atchison. This high speed node will bring additional competition to the marketplace and lower prices will result. Additionally the projected extra capacity and speeds will be advantageous to the business community.



*South Tank nearing completion.
Placed into service in 2015 - 2 million gallons*



Cray Historical Home Museum - Built in 1882



Housing

Housing, as the single largest land use in the community, is a chief building block, if not the very foundation of a full service city. Housing provides shelter, safety, and privacy. Ideally, the community is composed of a diverse housing stock, which plays a critical role in continued community progress and economic development.

A well-maintained housing stock can be a financial asset to the community as it generates property taxes necessary for essential community services. Quality housing contributes to community pride and can be a strong attraction for new employers seeking business locations rich in housing, community resources, as well as quality of life amenities, including parks, civic buildings, educational facilities, and health services.

A healthy, well-maintained, and diverse housing stock is essential to the future growth and development of a community, providing residential space for the full spectrum of household compositions and incomes. Achieving a quality, diverse, and vibrant housing stock is accomplished through the City's ability to protect the health, safety, and general welfare of the community and is implemented through local housing and building codes.

This chapter provides an overview of key housing characteristics of Atchison, including the population trends of the community, income and earnings, the available housing stock, and analysis of housing tenure and vacancy rates. Housing condition is presented for central core neighborhoods. This chapter also investigates housing issues facing the city in the future.

The Atchison population currently resides in 4,442 housing units, as counted by the 2010 Census, and a significant majority of Atchison residents own their homes. The community's housing consists of 60.2% owner-occupied housing units and 39.8% rental housing units. These percentages match very favorably with the percent of owner occupied homes in the Kansas City Metro area, which stands at 59.6%.

The 2010 Census indicates that 11.5% of housing units in the city are vacant, well above the ideal vacancy rate of 5%, and slightly higher than the vacancy rate for the state as a whole in 2010. A positive aspect of the current vacancy rates is that only about 2.3% of owner-occupied homes are vacant, just above State of Kansas owner-occupied vacancy rate.

However, rental housing vacancies in Atchison, according to Census information, are above the state average. The US Census 2008-2012 Five-Year Estimates indicate an increasing number of vacant rental units.

Housing Stock and Building Activity

Census data provides insight into the age of the city housing stock. Atchison has an older housing stock, which suggests both historical quality in the central core of the community, and also the potential need for maintenance and improvement of an aging stock. A survey of the central core neighborhoods, completed in March 2014, indicated blocks with a mix of large homes of historical character and as well as smaller homes.

Overall, 54% of the Atchison housing stock was constructed in 1950 or earlier, with about 39% having been constructed in 1939 or earlier. The March 2014 housing condition survey provided additional information about the age of housing and condition of housing in the central core neighborhoods of the city. Age of housing provides valuable information to the City. It can be useful as the City assesses the need for neighborhood improvement programs to maintain neighborhoods and housing suitable and safe for community residents.

An active demolition program has removed unsafe and dilapidated structures throughout Atchison. Many of these were located in the central core neighborhoods, the location of the most aged housing stock. From 2010 to 2015, 23 single family building permits were issued by the City and over 100 single family units were demolished, suggesting an aggressive program to remove unsafe and possibly aged structures, as well as a housing construction deficit.

A second resource utilized by the City to encourage both home improvements/renovation and new residential construction is the county-wide Neighborhood Revitalization Tax Rebate Program (NRP). Tax rebates are provided to residential property owners who undertake improvement projects by rebating taxes over a 7-year period on a declining basis, with owners receiving a 95% rebate in year one which incrementally declines until year 8 when the owner receives no rebate. This program plays a role in reducing housing costs through a tax rebate to property owners for the construction of new housing and for improvements made to existing housing, although the rebate is only valid for the improved cost of the property and not the total cost of the property.

In 2016, the City and County made adjustments to the NRP. The 2016 amendments allow for greater rebates within the City's core, with a goal of spurring development in this area of the city. The program has a two-fold benefit of replenishing the housing supply while utilizing existing infrastructure.

Aggressively pursuing demolition of unsafe structures, combined with offering tax abatements to incentivize redevelopment are positive efforts being undertaken by the City to improving housing and neighborhoods. These programs should be continued in the future, and possibly coupled with other neighborhood improvement programs.

Value of Owner-Occupied Housing

The median value of an owner-occupied home in the City of Atchison according to the 2008-2012 5-Year Census Estimates is \$84,400, while the state median is just over \$125,000. While the median value of an owner-occupied home in Atchison is significantly below the state median value, the median household income of Atchison residents is also below the state median

income, possibly accounting for the difference in home values in Atchison as compared to the state median home values.

Survey Conclusions

Ownership percentage, housing condition, sidewalk condition, and lot environment are just a few of the observable and measurable indicators of neighborhood quality. While several isolated pockets of very high quality neighborhoods exist, there is certainly room for improvement to housing quality, especially in Atchison's oldest, core neighborhoods. There are pockets of high quality housing with a high percentage of owner-occupied homes; however, there are also a numerous blocks that need attention to structures, sidewalks, and environmental conditions. Improvement would make these blocks vibrant and inviting places to live.

Strategies

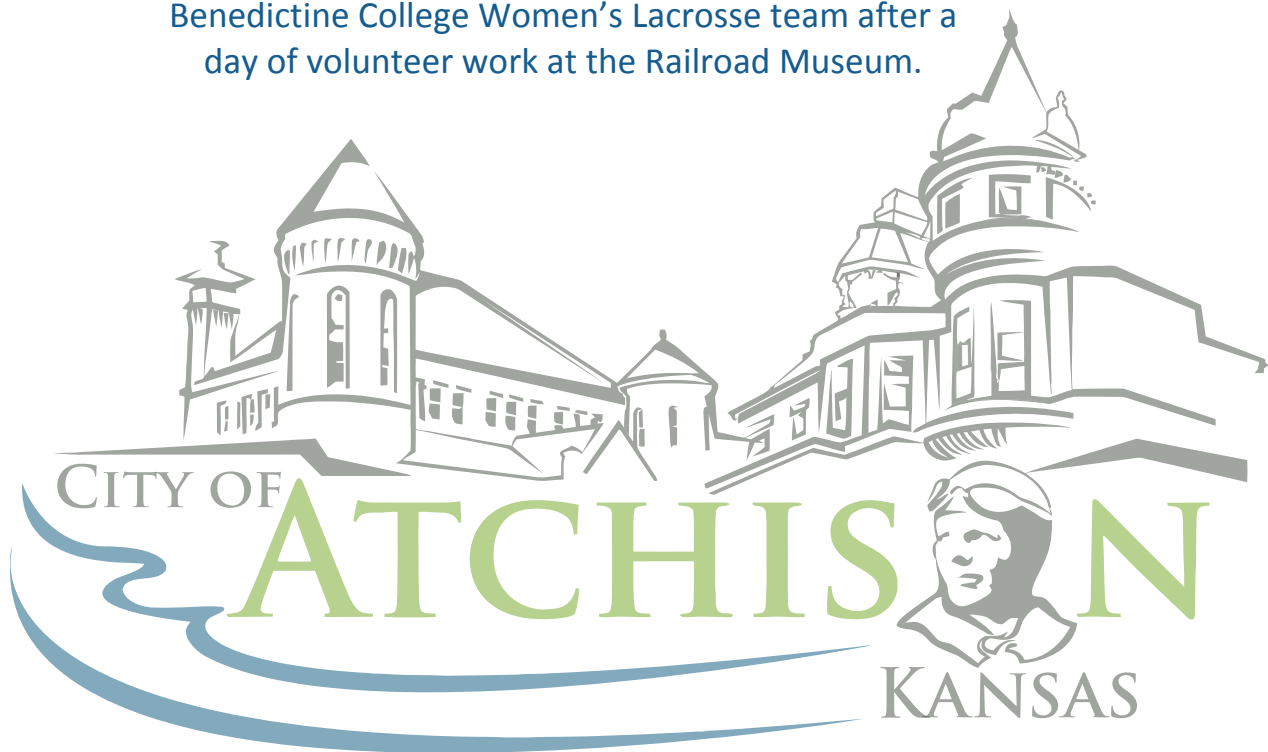
1. Target neighborhoods that are in most need of housing rehabilitation and the demolition of unsafe and deteriorating structures. The City may choose to "target" one or more neighborhoods simultaneously. Targeted neighborhood typically must have at least 51% of residents meeting the low- and moderate-income guidelines of no more than 80% of the area median income (AMI).
2. Investigate funding opportunities to improve housing, infrastructure, and facilitate demolition of unsafe structures from the Kansas Department of Commerce (CDBG Program and Neighborhood Stabilization Program); the Kansas Housing Resources Corporation (HOME funds, and Low and Moderate Income Housing); and Rural Development (First Time Homebuyer loans, direct loans for home purchase, mutual self-help funds for affordable home development, and home modification loans/grants for senior residents).
3. Recognize the City's ability as a "small city" under 50,000 in population to qualify for state CDBG and HOME funds, as well as a variety of programs funded by the Kansas Housing Resources Corporation and Rural Development. Although annual grant funding is not a guarantee, if the City does not apply it will not receive consideration for any of the funds set aside for small cities seeking to improve and stabilize neighborhoods. It is recommended that the City apply for multiple programs that have been identified as possible sources of aid.

Cost Burden of Atchison Rental Households

	Kansas	Atchison County	City of Atchison
Spending 30%-34.9% of Income for Housing Costs	8.5%	9.8%	8.3%
Spending Greater Than 35% of Income for Housing Costs	36.5%	30.3%	32.7%
Cost-Burdened Rental Households	45.0%	40.1%	41.0%



Benedictine College Women's Lacrosse team after a day of volunteer work at the Railroad Museum.





Volunteers gather before the Citywide semi-annual Cleanup Day.

Conclusions

Perhaps ‘Conclusions’ is a poor choice as a title for this chapter. Concluding a project suggests that the work is done. In the case of a Comprehensive Plan, nothing could be further from the truth. It is only human to desire completion as a sense of closure. Leonardo di Vinci perhaps said it best: *“Art is never finished, only abandoned.”* In reality, the work of community planning and development never stops. The wheels are always in motion and as long as the Atchison community exists, the process of community planning and community development will continue.

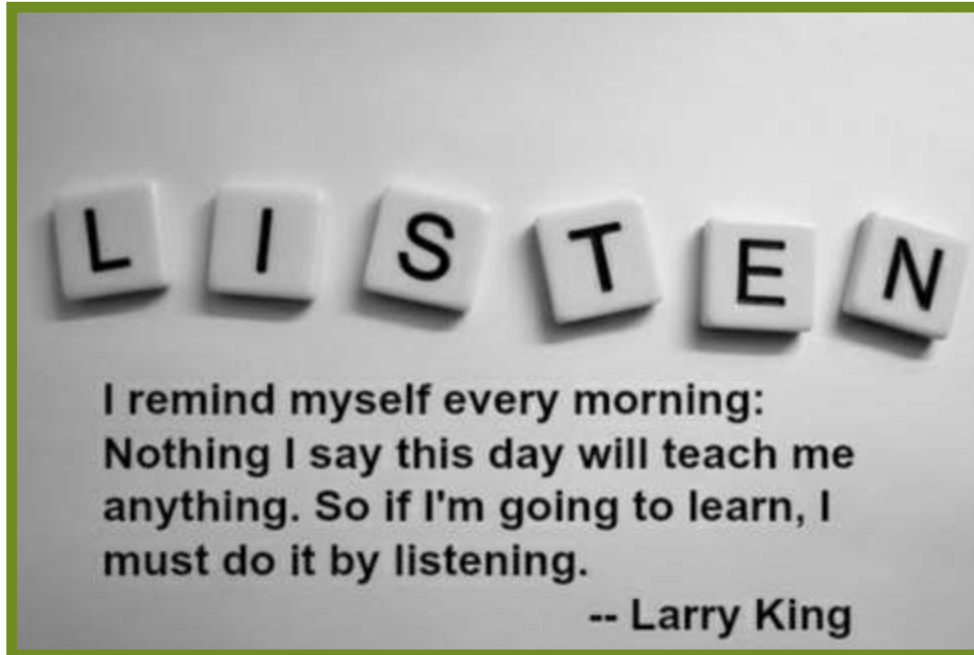


As Publilius Syrus said: "It is a bad plan that which cannot be altered." Kansas State statute actually requires that the Planning Commission review the adopted Comprehensive Plan on an annual basis and update the plan as needed. In Atchison, the intent of the Planning Commission is to review the Comprehensive Plan in September/October of each year and recommend any changes to the City Commission by the end of the calendar year.

Reinhold Niebuhr wrote: *“...give us courage to change what must be altered, serenity to accept what cannot be helped, and the insight to know one from the other.”* So now, the process merely moves into a new phase. The Comprehensive Plan spells out who we are as a community as well as who we are trying to become. Details for how those aspirations can become reality are most thoroughly detailed in the City's annual budget document. The 2017 City of Atchison budget, having been adopted in August of 2016, is summarized in the pages that follow.

The City Budget

The City's budget is very much a product of active listening - the elected officials to the Community, the staff to the elected officials - more importantly everyone listening to each other. The many collaborative processes we as a community engage in, are critical for progress. Listening is the key element of this Plan. The budget is the action document for the Plan.



The annual budget is the single most important document prepared by the City Commission and it represents the ingenuity and hard work of many individuals. It communicates on how to use the limited resources at hand. To best serve the residents and businesses of Atchison based on the goals, priorities, and direction provided by the City Commission.

In 2014, the City of Atchison began a transformation of the budgeting process with the addition of a goal setting workshop. This workshop was conducted for the 2015, 2016 and 2017 budgets. The workshop helps senior staff identify the City Commission's vision for the upcoming years and build a budget with specific initiatives reflecting the Commission's goals. The purpose of goal setting is to move away from the traditional practice of using historical expense data to build the annual budget, and instead define priorities each year and create a budget based on achieving specific objectives.

The City Commission established the following goals to guide the preparation of the 2017 budget:

- Downtown Redevelopment
- Housing Stock Improvement
- Creation of Quality Jobs
- Beautification & Corridor Improvement
- Quality Population Growth
- CSO Remediation & Infrastructure Improvements
- Good Government

Downtown Redevelopment

- Support major initiatives for new construction in downtown area
 - YMCA
 - Hotel
- Begin process to study the future of the mall
 - Create a task force to make recommendations to the Commission
- Promote & incentivize downtown housing
- Staff study of downtown parking lots

Housing Stock Improvement

- Explore housing grant funding opportunities
 - Neighborhood assistance program
- Continue demolition program
- Promote & incentivize downtown housing
- Develop incentive program to redevelop in the City's core
 - Enhanced Neighborhood Revitalization program
- Develop property maintenance codes

Creation of Quality Jobs

- Work with EDAG to develop a plan for creating an economic development toolbox
- Create a culture of entrepreneurship
- Continue to aggressively market the community

Beautification & Corridor Improvement

- Continue South Atchison Trail project
- Additional CIP funding for sidewalks
- Funding for street trees
- Enhanced code enforcement resources
- Enhanced funding for mowing vacant lots
- Update property maintenance codes
- Highlight code violations & exceptionally well-maintained properties

Quality Population Growth

- Promote Atchison as a family friendly community
- Target jobs with above average wages
- Use tourism as a growth tool
- Make people fall in love with Atchison
- Work with the State to ensure programs are giving people a hand up
- Become more "Professional Friendly"
- Work with BC to pull alumni back and get students to locate here

CSO Remediation & Infrastructure Improvements

- Follow the obligations of the Consent Order
- Work with KDHE to revise Consent Order and lessen the burden of our rate payers
- US Highway 73 under-drain project
- \$1.2 million street overlay
- Enhanced funding sidewalk improvements throughout the community
- Discuss future engineering needs and evaluate long-term contracts



A canopy of umbrellas over our Downtown Mall.

A plan can be as simple as bringing an umbrella in preparation for a rainy day. This Comprehensive Plan for our City can be our shield from the inevitable storms. If we continue to plan well our future will be bright.



2012 ribbon cutting ceremony for the new Amelia Earhart Bridge. "The completion of the bridge is representative of many community projects. Sometimes projects are completed in a short timeframe and others take a decade or more, universally they take more cooperation and teamwork than most people fully appreciate, much like this Plan. Special thanks to all who have participated in this process!"



Appendix - A

Capital Improvement Program - 2017-2021



CAPITAL IMPROVEMENT PROGRAM										CIP		
2017 - 2021										68-00-00-XXXX		
Description	2013 Actual	2014 Budget	2014 Actual	2015 Revised	2015 Actual	2016 Budget	2016 Revised	2017 Budget	2018 Projected	2019 Projected	2020 Projected	2021 Projected
CASH BALANCE 1/1/xx	\$ 363,760	\$ 876,388	\$ 1,633,211	\$ 2,640,621	\$ 2,640,621	\$ 681,027	\$ 2,465,308	\$ 2,102,675	\$ 890,641	\$ 483,294	\$ 370,779	\$ 357,988
KLINK Matching Funds	399,256	197,450	200,000					1,300,000		-	-	400,000
FAA Grant		315,000	153,774	315,000	28,803	450,000		324,000		1,080,000	2,700,000	2,700,000
KDOT Aviation grant					40,690							
KDOT TA Grant						1,100,000	1,171,235					
KDOT Federal Fund Exchange				176,183	176,183	110,000	169,000	110,000	110,000	110,000	110,000	110,000
CD8G Grant							179,712					
Lease Proceeds							900,000					
State Revolving loan Fund	953,727		5,723,650	2,819,793	4,083,863	760,000						
Bond Proceeds	2,550,000	1,200,000	2,113,256					1,200,000			1,000,000	
Private Matching Funds	14,769	35,000	33,816	73,793	76,209	30,000	30,000	60,000	55,000	30,000	30,000	30,000
Airport Private Funds									40,000	120,000	300,000	300,000
Santa Fe Depot Trustees				10,000	10,000	10,000	10,000	10,000				
Interest	201		61									
Miscellaneous	7,700		1,500		530							
Transfers In												
Special Parks	\$ 22,000	\$ 30,000	\$ 30,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Motor Fuel	95,000	95,000	95,000	95,000	95,000	95,000	95,000	95,000	95,000	95,000	95,000	95,000
General Fund	400,000	300,000	300,000	300,000	300,000	215,000	161,250	103,750	300,000	300,000	300,000	300,000
Solid Waste				50,000	50,000							
WWCSO CIP			190,000	522,336	522,336							
Water	825,000	825,000	825,000	592,838	592,838	385,266	385,266	315,000	315,000	440,000	350,000	390,000
TOTAL REVENUES	5,267,654	2,997,450	9,666,058	4,974,943	5,996,451	3,175,266	3,231,463	3,537,750	935,000	2,195,000	4,905,000	4,345,000
TOTAL RESOURCES AVAILABLE	5,631,413	3,873,838	11,299,269	7,615,564	8,637,072	3,856,293	5,696,771	5,640,425	1,825,641	2,678,294	5,275,779	4,702,988
General Government	45,430	288,000	347,977	153,134	957,364	75,081	95,081	126,283	73,348	55,515	57,791	50,180
KLINK	777,960	394,900	400,388	-	-	-		2,100,000	-	-	-	800,000
Streets	170,045	1,270,350	1,333,037	421,492	323,321	270,000	476,556	1,560,000	275,000	160,000	1,280,000	360,000
Parks	15,235	36,000	23,033	175,000	80,946	1,358,500	1,358,500	147,500	118,000	125,000	125,000	105,000
Lions Pool	9,874	29,750	9,107	49,373	49,374	35,000	43,559	25,500	66,000	212,000	-	-
Facilities	881,127	400,500	1,428,294	1,575,001	535,315	181,000	396,331	115,500	95,000	115,000	105,000	3,325,000
Airport	514,640	350,000	209,962	350,000	255,730	500,000	25,000	360,000	400,000	1,200,000	3,000,000	3,000,000
Water	1,836,184	344,594	5,820,927	3,152,018	4,223,796	1,145,266	1,199,069	315,000	315,000	440,000	350,000	390,000
Transfer to ERP				850,948								
Subtotal	4,250,494	3,114,094	9,572,726	6,726,966	6,425,846	3,564,847	3,594,096	4,749,783	1,342,348	2,307,515	4,917,791	8,030,180
TOTAL EXPENDITURES	4,250,494	\$3,114,093	9,572,726	6,726,966	6,425,846	3,564,847	3,594,096	4,749,783	1,342,348	2,307,515	4,917,791	8,030,180
CHANGE IN AVAILABLE CASH	252,292		914,079		254,082							
CASH BALANCE 12/31/xx	\$ 1,633,211	\$ 759,745	\$ 2,640,621	\$ 888,598	\$ 2,465,308	\$ 291,446	\$ 2,102,675	\$ 890,641	\$ 483,294	\$ 370,779	\$ 357,988	\$ [3,327,192]

CAPITAL IMPROVEMENT PLAN													
Detail	2013	2014	2015	2015	2016	2017	2018	2019	2020	2021	CP		
Project Number	Actual	Actual	Revised	Actual	Budget	Revised	Budget	Projected	Projected	Projected	Projected	Projected	Projected
GENERAL GOVERNMENT													
109 30th & Hwy 59 Landscaping	-	7,960	44,225	47,008	5,000	5,000	35,000						
Way-finding Signage/Entryway Marquee													
Pedestrian Mall Pillars													
Transfer to EPP (aerial fire truck)													
110 Bridge Lights - KX21	20,000	20,000	20,000	20,000	20,000	40,000	40,000	20,000					
YMCA			40,000	-	20,000	10,000	10,000	10,000	10,000	10,000			
Economic Development			10,000	-	10,000								
Debt issuance costs	25,430	60,646											
Industrial Park Land Acquisition Option		208,322											
Administration		11,049	38,909	39,408	40,081	40,081	41,283	45,515	47,791	50,180			
Subtotal	\$ 45,430	\$ 347,977	\$ 113,134	\$ 937,364	\$ 75,081	\$ 95,081	\$ 126,283	\$ 73,348	\$ 55,515	\$ 57,791	\$ 50,180		
KLINK PROGRAM													
107 US 59 Mill & Overlay	777,960												
K-7 Micro-Seal		400,388											
K-7 Mill & Overlay													
US 73 Under-Drain													
US 73 Mill & Overlay													
Subtotal	\$ 777,960	\$ 400,388	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 800,000		
STREETS													
103 Mill & Overlay													
018 Slurry Seal	22,508	\$ 1,252,772					\$ 1,000,000			\$ 1,000,000			
016 Curb & Sidewalk - CITY	15,229	8,941	25,000	9,808	60,000	50,000	60,000	60,000	60,000	60,000	60,000		
038 Curb & Sidewalk - 50/50 Cost Share	45,481	71,424	50,000	70,816	50,000	40,000	100,000	50,000	50,000	50,000	50,000		
CD0G ADA/Sidewalks Grant Matching Funds			35,000	-		271,556							
Sidewalk Corridor Program					110,000	40,000	150,000	115,000		120,000			
025 Parking Lots & Alleys - City	860	-	10,000	960	20,000	20,000	20,000	20,000	20,000	20,000	20,000		
026 Alleyways - 50/50 Cost Share		-	10,000	-	10,000	10,000	30,000	10,000	10,000	10,000	10,000		
041 Brick Streets - Repair			20,000	31,700	20,000	30,000	20,000	20,000	20,000	20,000	20,000		
Brick Streets: 4th Street	86,100												
Shared County Roads													
115 2014 KLINK	68			1,442		25,000	\$ 200,000						
111 Bridges			271,492	208,595	-	-					200,000		
Subtotal	\$ 170,045	\$ 1,333,037	\$ 421,492	\$ 373,371	\$ 270,000	\$ 476,556	\$ 1,560,000	\$ 275,000	\$ 160,000	\$ 1,280,000	\$ 360,000		
PARKS													
Bromley Park													
62x18' Conc. Parking Lot (6 Spaces-Access Aisle)													
101 Recondition Tennis Court (Overlay & Paint)													
Playground Equipment								25,000		15,000			
Unisex Restroom Facility										35,000	60,000		
Improvements (Sand VB, Stairs, Picnic Area)								10,000					
Reisner Park													

CAPITAL IMPROVEMENT PLAN												
Detail	2013	2014	2015	2016	2017	2018	2019	2020	2021	CIP		
Project Number	Actual	Actual	Revised	Budget	Revised	Budget	Projected	Projected	Projected			
Recondition Turf Areas		1,467										
Tree Walk (plantings, signs, paths)												
Picnic Shelter - New		13,452										
Tot Lot (Accessible, Fenced In)												
Riverfront												
South Boat Ramp (Repair & Outlet Improvement)												
North Boat Ramp Extension												
Riverfront Trail Expansion												
IAM												
ADA Drinking Fountains		2,385										
Recondition Turf Areas		1,613										
Playground Equipment												
Serrey Park												
Basketball Court Rehabilitation												
Jackson Park												
2" Asphalt Overlay on Paved Areas	14,694	4,116										
Disc Golf Improvements	540											
Playground Equipment												
Trail Improvements												
Road Drainage Improvements												
Jackson Park House HVAC Replacement												
Brick Shelter Renovation												
Other												
US-73 Trail Project			150,000	1,350,000	1,350,000							
Dog Park			25,000	22,735								
Subtotal	\$ 15,235	\$ 23,033	\$ 175,000	\$ 1,358,500	\$ 1,358,500	\$ 147,300	\$ 118,000	\$ 125,000	\$ 125,000	\$ 105,000		
Lions Pool												
Metal doors & frames		7,296										
Interior Lighting												
Water heater, mixing valves, pipe	6,874											
Shower heads and pipe repair		1,230										
Diving Boards (16") [2]	3,000		49,373	49,374								
ADA Family-Style Restroom												
Restroom Stall Partition Replacements												
Pool Paint												
Concession Stand HVAC												
Drinking fountain		641										
Diving Stands												
Concrete decks, patios & sidewalk replacements												
Shade structures												
Picnic tables												
Concession shade structure												
Pump Replacement												
Lifeguard Stations												
Resurface Pool Interior												

CAPITAL IMPROVEMENT PLAN													
Detail	2013	2014	2015	2016	2017	2018	2019	2020	2021	CIP			
Project Number	Actual	Actual	Revised	Budget	Revised	Budget	Projected	Projected	Projected				
Subtotal	\$ 9,874	\$ 9,107	\$ 49,373	\$ 49,374	\$ 25,500	\$ 25,500	\$ 66,000	\$ 212,000	\$ -	\$ -			
FACILITIES													
Fire Station													
112 Replacement of Windows	20,994												
113 Emergency Generator (FD Only)	133												
Painting of Ceiling in Apparatus Room	9,071												
121 Interior & Exterior Painting		555											
Replace Concrete Apron													
Repair Concrete Facing													
Replace Air Compressor													
Replace Roof Covering		5,574											
Rebuild Shower Stalls		12,337											
Replace Kitchen cabinets & countertops													
Public Works Shop													
City Shop Facility Projects													
Handicap Accessible Bathroom-Design			5,000	6,572									
Restroom Renovation & Shop Improvements			175,000	57,023									
Vehicle Barn			109,483	124,514									
Drive Replacement			12,914	12,914									
Animal Control Facility			15,000	-									
Santa Fe Depot													
Driveway Approach Replacement													
Paint Windows and Door Soffits		39,950											
New Roof													
City Hall													
Renovation			50,000	-	25,000								
157 ADA Renovations (Sidewalk Cost Share)		15,148	50,000	31,556	25,000								
Generator & Transfer Switch													
Police Department Expansion													
Event Center													
86 Deferred Maintenance Plan	850,979	1,236,545	1,150,104	282,809									
Parking Lot		116,185											
Cooler Compressors - Reconditioning				7,561	20,000								
Convection Oven				8,292	6,000								
Community Room HVAC System Replacement				2,050									
Restroom Remodeling					25,000								
Landscaping Improvements													
Concrete Improvements													
Carpeting - Hallways & Meeting Rooms													
Subtotal	\$ 881,127	\$ 1,428,794	\$ 1,575,001	\$ 535,315	\$ 181,000	\$ 386,331	\$ 115,300	\$ 115,000	\$ 105,000	\$ 3,325,000			
AIRPORT													
T-Hangar Taxiway	457,215												
Terminal Building Improvements													
Hangar rebuild		8,320		248,386									

CAPITAL IMPROVEMENT PLAN													
Detail	2013	2014	2015	2015	2016	2016	2017	2018	2019	2020	2021	CIP	
Project Number	Actual	Actual	Revised	Actual	Budget	Revised	Budget	Projected	Projected	Projected	Projected	68-00-00-XXXX	2021
114 Runway/Taxiway Sealcoat		125,731			-								
94 Environmental Assessment* - ACIP	11,354	61,721		7,344									
Reconstruct Parallel Taxiway													
114 Land Acquisition - New Runway - ACIP	46,071	14,180	350,000	-	500,000								
Runway Design													
Runway Construction								400,000					
									1,200,000			3,000,000	3,000,000
Subtotal	\$ 514,640	\$ 209,962	\$ 350,000	\$ 255,730	\$ 500,000	\$ 25,000	\$ 380,000	\$ 400,000	\$ 1,200,000	\$ 3,000,000	\$ 3,000,000		
WATER													
Water Treatment Plant													
Filter Project			130,000	110,647	760,000	900,000							
Replace Filter Control Actuators													
115 Repair leaks between sedimentation basins			33,000	17,671		16,569							
117 Install Ozone (O3P) System	847,317	3,545,641	2,689,793	3,979,966									
120 Repair elevator at raw water intake	33,864												
121 Rebuild raw intake pumps (3)					5,500	5,500							
122 Replace raw intake pumps with new model	25,454	64,837		45,826									
126 Replace section of floor in chemical building					7,000	7,000							
Replace RWI Pump Variable Frequency Drives					56,000				60,000			60,000	
Rebuild RWI Travelling Water Screen						140,000							
SEMS/GIS Infrastructure Management System (1/4)					10,000	10,000							
Water Storage Infrastructure													
127 Water Tower Maintenance Program			176,766		0	176,766							
151 Water Storage (2.0MG)	635,868	2,112,395		0			185,000	135,000	200,000	110,000			210,000
Booster Stations													
128 Design & Construct VFW Replacement	283,719	74,438		0	20,000								
Pump Repairs/Rebuilds			12,100										
						20,000		20,000		20,000			20,000
Distribution System													
164 Small main replacement		19,107	49,884	47,419	50,000	40,000							
112 10 Hydrants/year (5 replacements, 5 new)		4,509	30,475	22,268	30,000	30,000							
Leak Detection Services			15,000	0									
Replace Commercial Water Meters			15,000	0	30,000	30,000							
							30,000	30,000	30,000	30,000			30,000
Subtotal	\$ 1,836,184	\$ 5,820,927	\$ 3,152,018	\$ 4,223,796	\$ 1,145,266	\$ 1,199,069	\$ 315,000	\$ 315,000	\$ 440,000	\$ 350,000	\$ 390,000		
TOTAL	\$ 4,250,494	\$ 9,572,726	\$ 5,876,018	\$ 6,425,846	\$ 3,564,847	\$ 3,594,096	\$ 4,749,783	\$ 1,342,348	\$ 2,307,515	\$ 4,917,791	\$ 8,030,180		

WASTEWATER/COMBINED SEWER OVERFLOW CIP													
2017 - 2021													
Account Number	Description	2013 Actual	2014 Actual	2015 Revised	2015 Actual	2016 Budget	2016 Revised	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected	WW/CSO CIP 10-00-00-XXXX
	CASH BALANCE 1/1/18					\$ 1,492,115	\$ 1,492,115	\$ 1,492,115	\$ 1,017,435	\$ (131,846)	\$ (1,118,144)	\$ (81,140)	
	Interest Income	655	107	-	464								
	Loan Proceeds			581,502	95,280								
	Transfer from General Fund	500,000	500,000										
	Transfer from Wastewater	212,135	500,000	1,067,000	1,067,000	1,120,350	1,120,350	1,500,000	1,515,000	1,530,150	1,545,452	1,560,906	
	TOTAL REVENUES	\$ 712,790	\$ 1,000,107	\$ 1,648,502	\$ 1,162,744	\$ 1,120,350	\$ 1,120,350	\$ 1,500,000	\$ 1,515,000	\$ 1,530,150	\$ 1,545,452	\$ 1,560,906	
	TOTAL AVAILABLE RESOURCES	\$ 2,495,020	\$ 2,703,551	\$ 3,549,570	\$ 3,063,812	\$ 2,612,465	\$ 2,612,465	\$ 2,819,651	\$ 2,532,435	\$ 1,398,304	\$ 427,308	\$ 1,471,766	
	ADMINISTRATION												
	Administration	1,098	29,162	38,909	36,509	40,081	40,081	41,283	43,348	45,515	45,515	47,791	
	Subtotal	\$ 1,098	\$ 29,162	\$ 38,909	\$ 36,509	\$ 40,081	\$ 40,081	\$ 41,283	\$ 43,348	\$ 45,515	\$ 45,515	\$ 47,791	
	COMBINED SEWER OVERFLOW												
	Update Long-term Control Plan	203,251	180,819										
	CSO Sewer Inlet Match												
	800 Commercial St. Separation												
	CSO Green Solutions												
	Design 11th & 14th Street Storm and Treat			500,000	76,391								
	Construct 11th Street Storm and Treat					1,000,000							
	Subtotal	\$ 203,251	\$ 180,819	\$ 500,000	\$ 76,391	\$ 1,000,000	\$ 1,000,000	\$ 670,000	\$ 2,020,000	\$ 2,020,000	\$ 2,020,000	\$ 2,020,000	
	WASTEWATER												
	Wastewater Treatment Plant												
135	Install mechanical bar screen in influent channel			96,679	96,679								
	UV Bulb replacements			25,000	22,768	20,000	20,000	20,000	20,000	20,000	20,000	20,000	
138	Concrete replacement	528		1,000	-	6,000	6,000	10,000	10,000	10,000	10,000	10,000	
139	Rebuild waste activated sludge pump			6,600	-	15,000	15,000						
139	Rebuild supernatant sump pump				-	6,500	6,500						
139	Rebuild return activated sludge pumps (4)				-								
140	Replace plate girt pumps			7,500	-								
	Replace girt classifier			153,672	161,462								
	Clarifier pool covers		65,955		60,000								
	Replace Auger System in NIW (conveyor)			136,796	136,796								
	Bio-Tower Rehabilitation			144,000	13,065								
142	Clean aeration basin			60,000	-								
	Clean Secondary Digester			50,000	-								
	Garage Bay Door Replacement			9,000	5,814								
	Replace concrete at North Headworks		5,552										
143	Rebuild Intermediate Pumps (2 - 2012, 1 - 2013)				52,592								
	Nutrient Reduction Upgrade												
	Primary Clarifier Rehabilitation												
	Concrete Repair Around Primary Clarifier												
	Well saw				2,719								
	Road repair (FEWA)				9,835								
	SEMS/GIS Infrastructure Management System					30,000							
	Subtotal												
	Lift Stations												

WASTEWATER/COMBINED SEWER OVERFLOW CIP													
2017 - 2021													
Account	2013	2014	2015	2015	2016	2016	2016	2017	2018	2019	2020	2021	WW/CSO CIP
Number	Actual	Actual	Revised	Actual	Budget	Revised	Projected	Projected	Projected	Projected	Projected	Projected	40-00-00-XXXX
144 Security fencing		1,235	6,000	-									
145 Pump Rebuilds	20,701	7,551	75,000	32,520	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	
South Headworks Outfall Repair					150,000			150,000					
South Headworks VFD Replacement					10,000	10,000	10,000	10,000					
Collection System													
146 Inflow & Infiltration Program	11,333		19,212	-	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	
147 Line replacement and/or repair			12,070	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	
155 Curb and gutter replacement		190,000				20,000	20,000	20,000	20,000	20,000	20,000	20,000	
COBG Special Round - Curb, inlets, etc.			56,067	-									
160 19th and Main storm sewer		49,724	135,168	118,311									
Motorize Flood Gates (plus Instrumentation)	40,225	51,277	490,000	4,028		519,300							
Subtotal	\$ 232,498	\$ 371,294	\$ 1,543,714	\$ 716,539	\$ 397,500	\$ 786,800	\$ 970,000	\$ 360,000	\$ 210,000	\$ 210,000	\$ 210,000	\$ 210,000	
TRANSFERS OUT													
SRF Loan Repayment	173,148	219,010	240,933	236,334	240,933	240,933	240,933	240,933	240,933	240,933	240,933	240,933	
To General Fund	159,874												
Transfer to Capital Improvements			522,336	397,336									
Transfer to Water				125,000									
Interest- SRF loans payable	67,785												
Subtotal	\$ 400,807	\$ 219,010	\$ 763,269	\$ 758,670	\$ 240,933	\$ 240,933	\$ 240,933	\$ 240,933	\$ 240,933	\$ 240,933	\$ 240,933	\$ 240,933	
TOTAL EXPENDITURES	\$ 837,653	\$ 800,285	\$ 2,845,892	\$ 1,588,109	\$ 1,678,514	\$ 1,172,814	\$ 1,922,216	\$ 2,664,281	\$ 2,516,448	\$ 2,516,448	\$ 516,448	\$ 518,724	
CHANGE IN AVAILABLE CASH	45,987	(2,198)		16,412									
CASH BALANCE 12/31/xx	\$ 1,703,354	\$ 1,901,068	\$ 703,678	\$ 1,492,115	\$ 933,951	\$ 1,439,651	\$ 1,037,495	\$ (131,846)	\$ (1,118,144)	\$ (89,140)	\$ 953,042		

Appendix - B

PLANNING AREA

For purposes of this Plan document, the "Planning Area" referred to herein and sometimes called the "Atchison Area" comprises the city limits of Atchison plus portions of five townships. The entire area is within Atchison County, Kansas and is delineated in Figure 5 -Existing Land Use Rural (rural area). The legal description for the Planning Area is:**Township 5 S Range 20 E** All of Sections 13 and 14, 22 thru 28, 32 thru 36. The SE ¼ Section 10, SE ½ Section 11, S ½ Section 12, S ½ & NE ¼ Section 15, SE ¼ Section 16, S ½ & NE ¼ Section 21, S ½ & NE ¼ Section 29, SE ¼ Section 31.

Township 5 S Range 21 E All of Sections 16 thru 20, and 28 thru 30. The W ½ Section 15, W ½ of Section 31, W ½ & SE ¼ Section 17, W ½ Section 27.

Township 6 S Range 21 E All of Section 18 thru 20, W ½ Section 6, West ½ & SE ¼ Section 7, SW ½ Section 17, SW ½ Section 21, N ½ Section 25, N ½ Section 26.

Township 6 S Range 20 E All of Sections 1 thru 6, 8 thru 17, along with Sections 23 and 24, N ½ Section 7, N ¼ Section 21, N ½ & NE ¼ Section 22, N ½ Section 29, N ½ Section 30, N ½ Section 25, N ½ Section

26.Township 6 S Range 19 E All of Section 1 & the N ½ Section 12.

The overall extremities of the Planning Area are nine miles north-south and eleven miles east-west. This encompasses a total area of 59.4 square miles, which is 36,730.2 acres. On August 1, 2016, the City contained 5,360.2 acres or 8.37 square miles.

The delineation of such a Planning Area does not create a regulatory boundary as such, but identifies an area which has an influence on the planning and development of the City and, therefore, should be studied as part of what the state statutes refer to as the "total community of which the city is a part." Any extraterritorial jurisdiction for subdivision or zoning regulations cannot exceed the Planning Area as delineated nor be more than three miles from the city limits and not more than one-half the distance to another city.

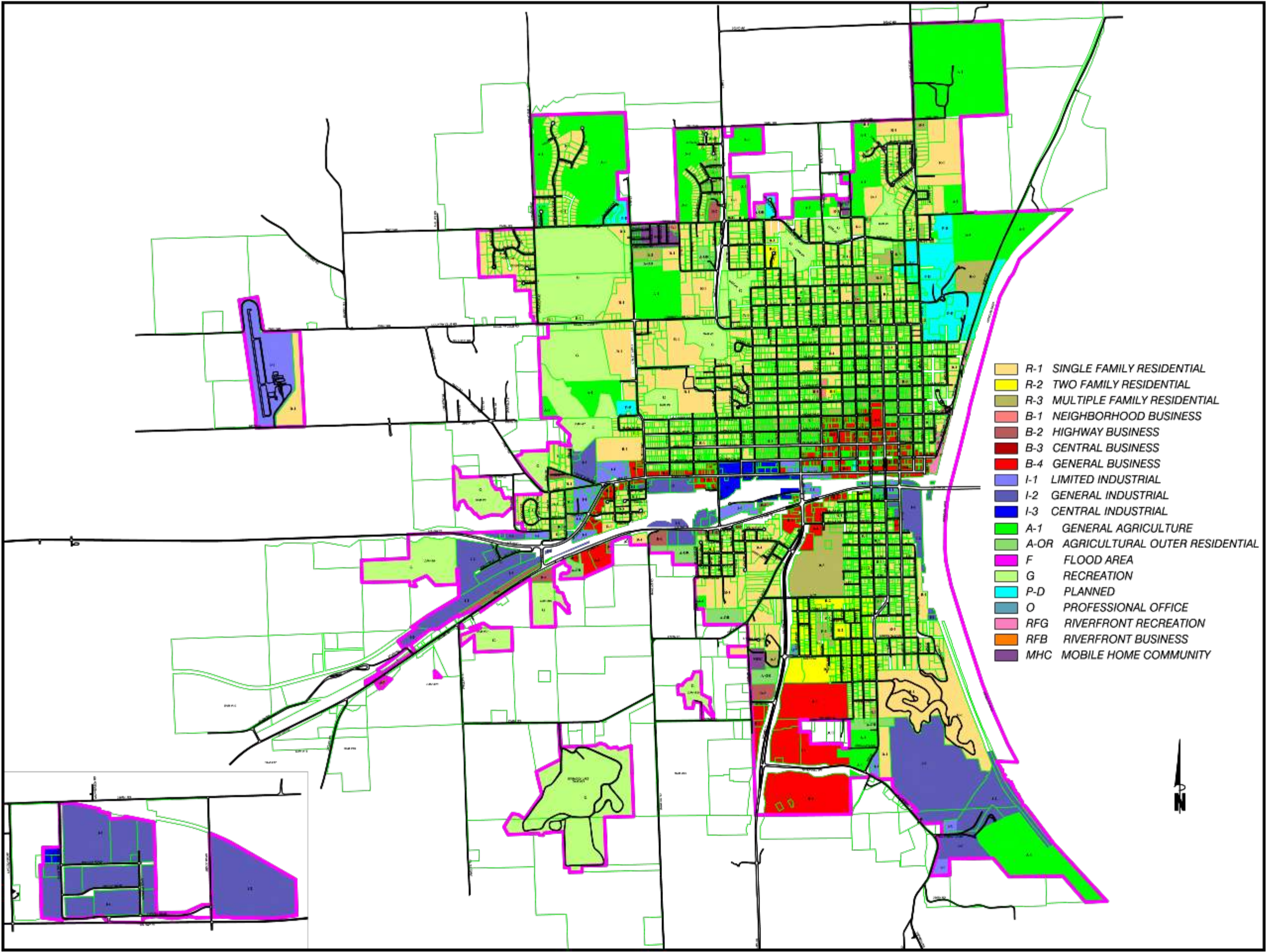
Maps

1. Zoning Districts
2. Physical Development Influences
3. Watershed acreages
4. Existing Land Use (Urban Area)
5. Existing Land Use (Rural Area)
6. Future Land Use Plan
7. Street Classification
8. Atchison County Road Map
9. Traffic Flow Map
10. Wastewater Collection System
11. Water Distribution System
12. Rural Water Districts
13. Westar Energy Services
14. Community Facilities



Atchison Comprehensive Plan Atchison, Kansas Zoning Districts

Figure: 1
8-18-16

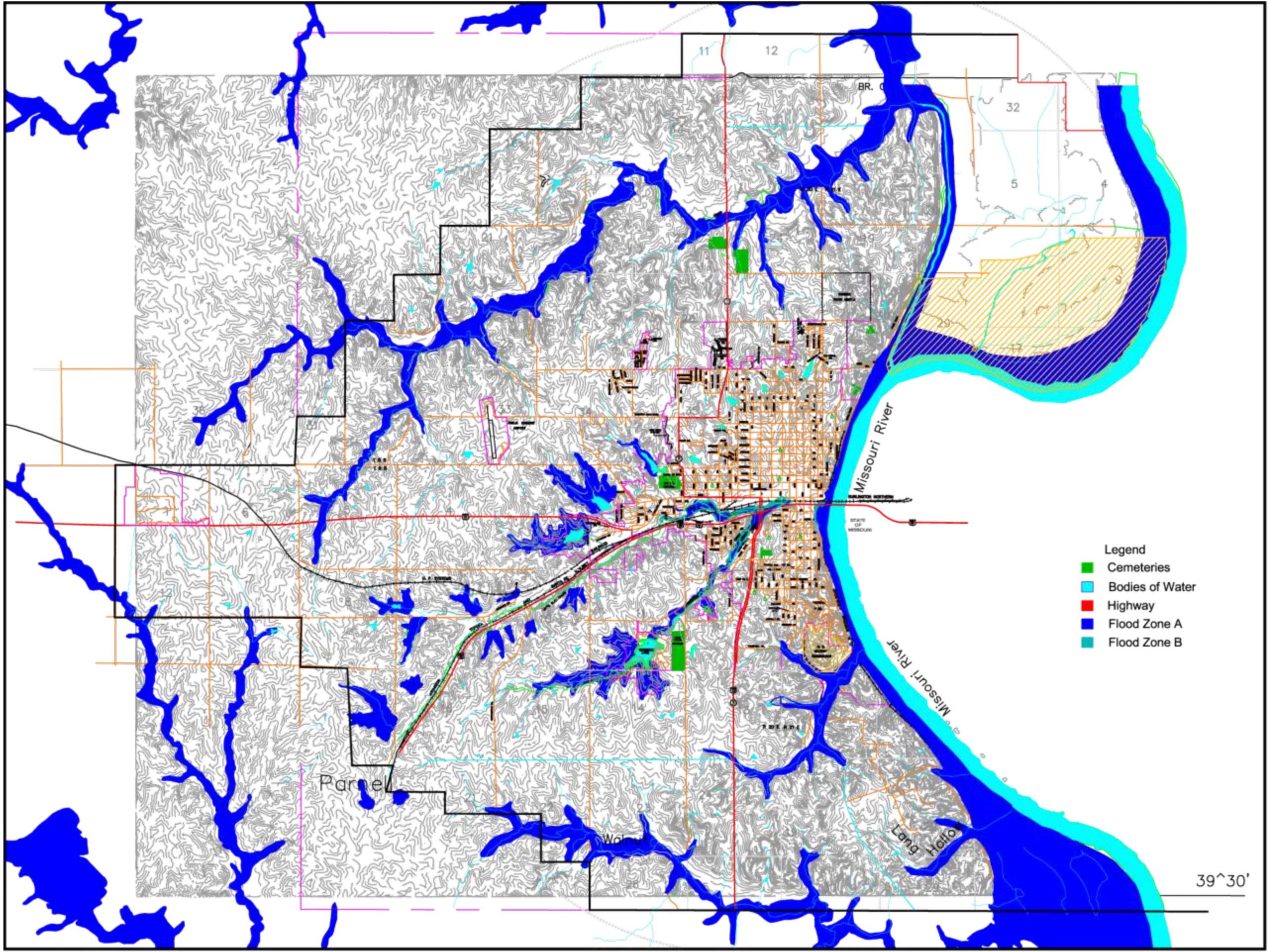




Atchison Comprehensive Plan Atchison, Kansas

Physical Development Influences

Figure: 2
1"=5000'
8-17-16





Atchison Comprehensive Plan

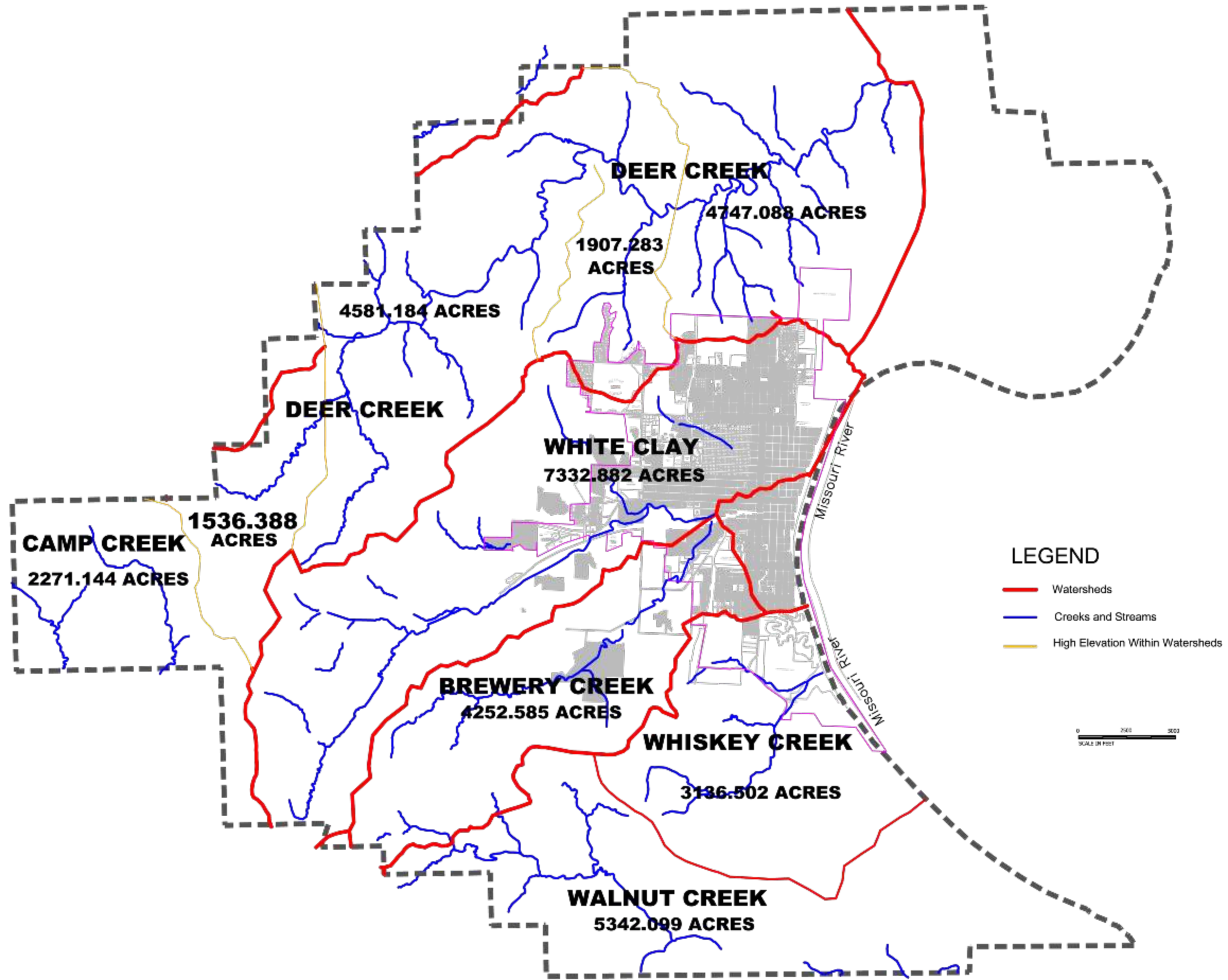
Atchison, Kansas

Watershed Acreages

Figure: 3

1"=5000'

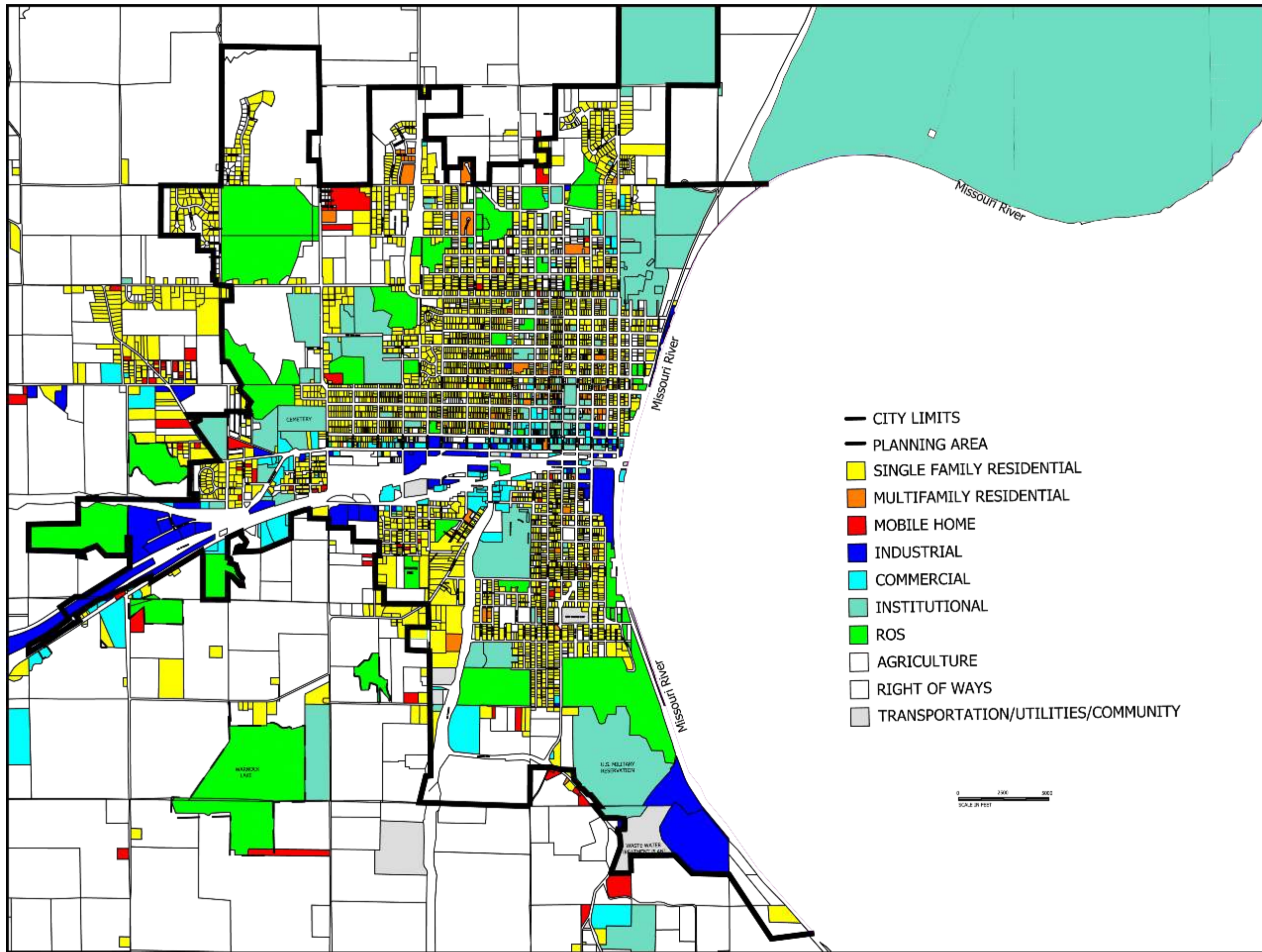
8-17-16





Atchison Comprehensive Plan Atchison, Kansas **Existing Land Use** (Urban Area)

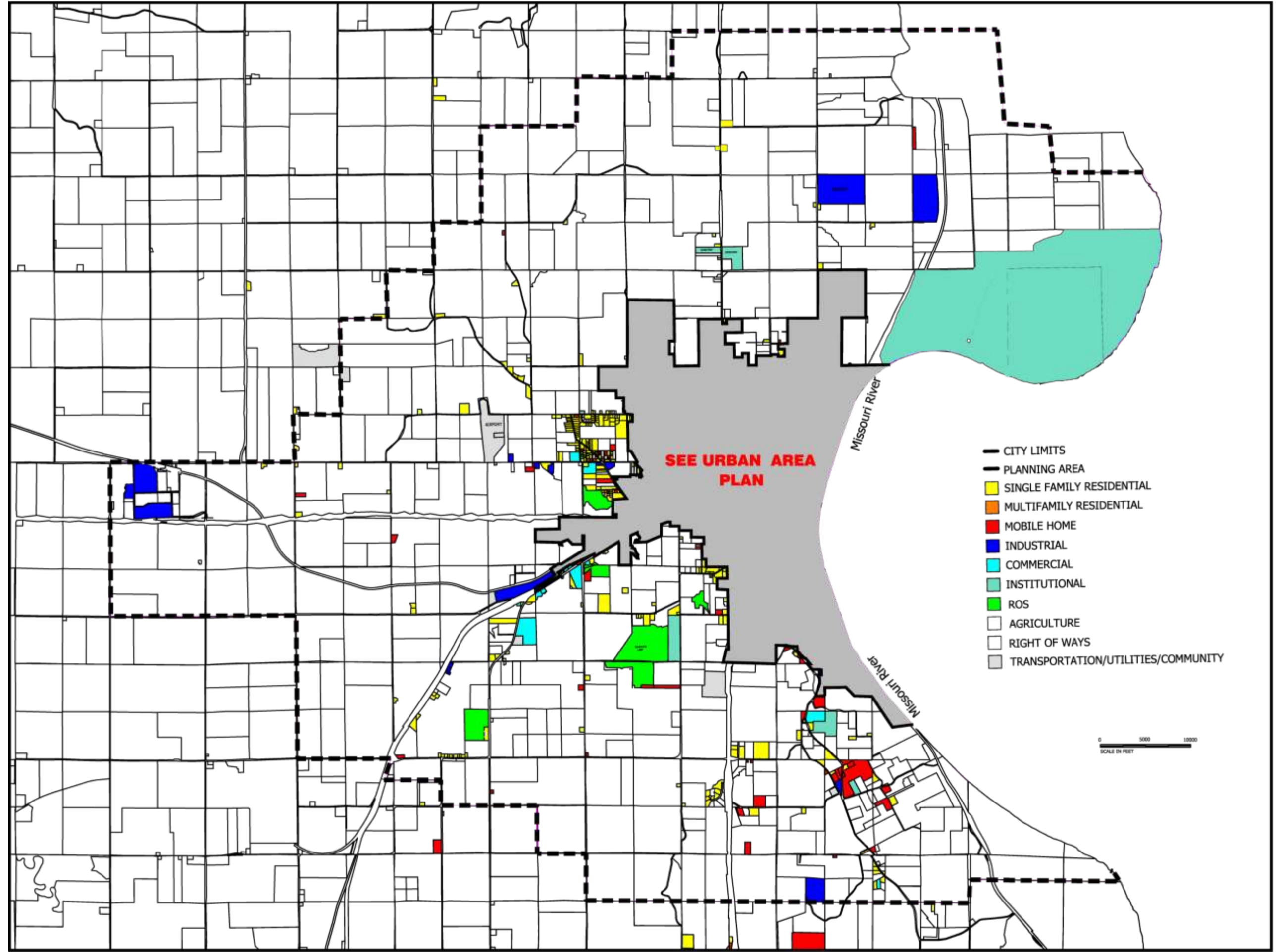
Figure: 4
1"=2500'
8-18-16





Atchison Comprehensive Plan
Atchison, Kansas
Existing Land Use (Rural Area)

Figure: 5
1"=5000'
8-18-16



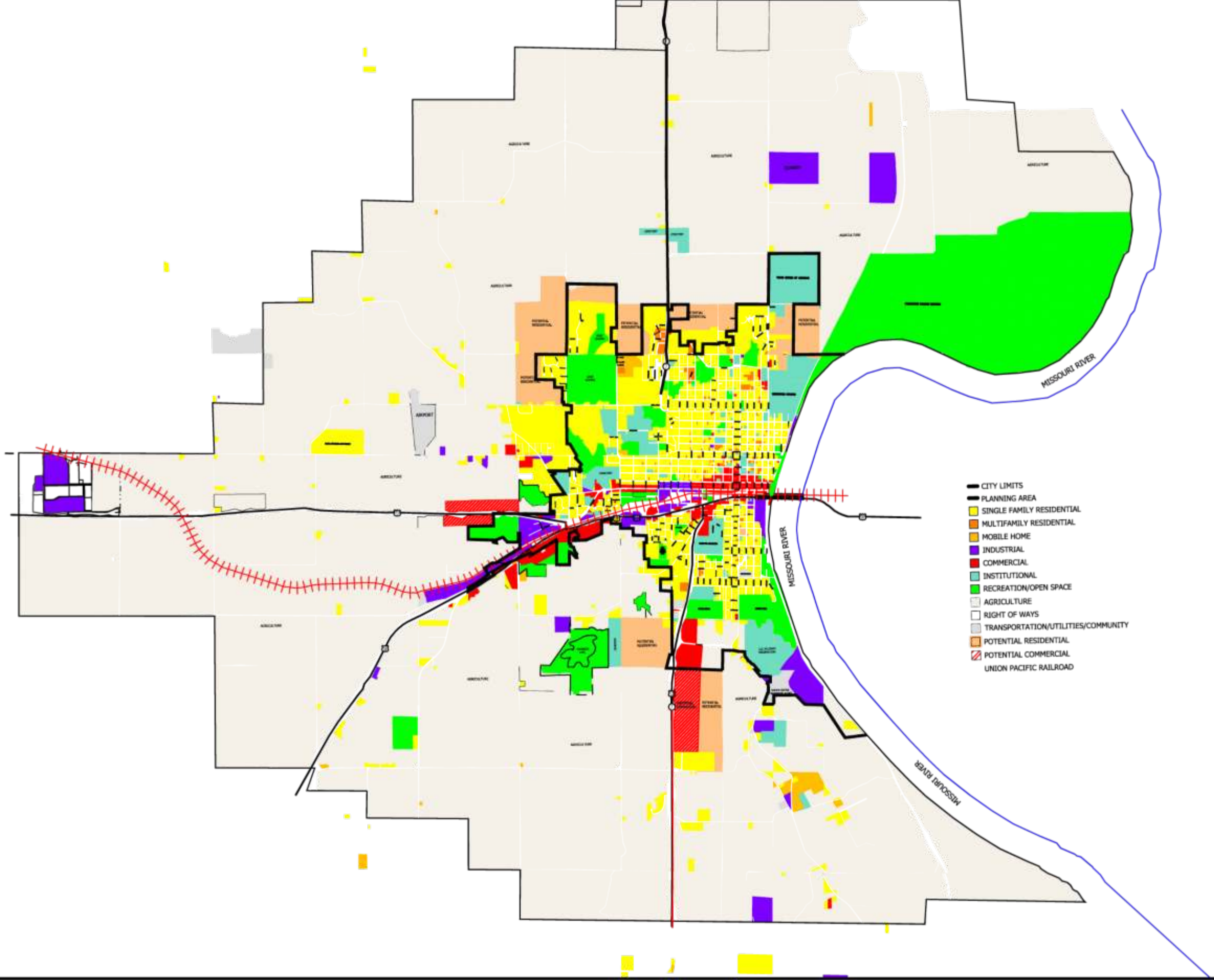


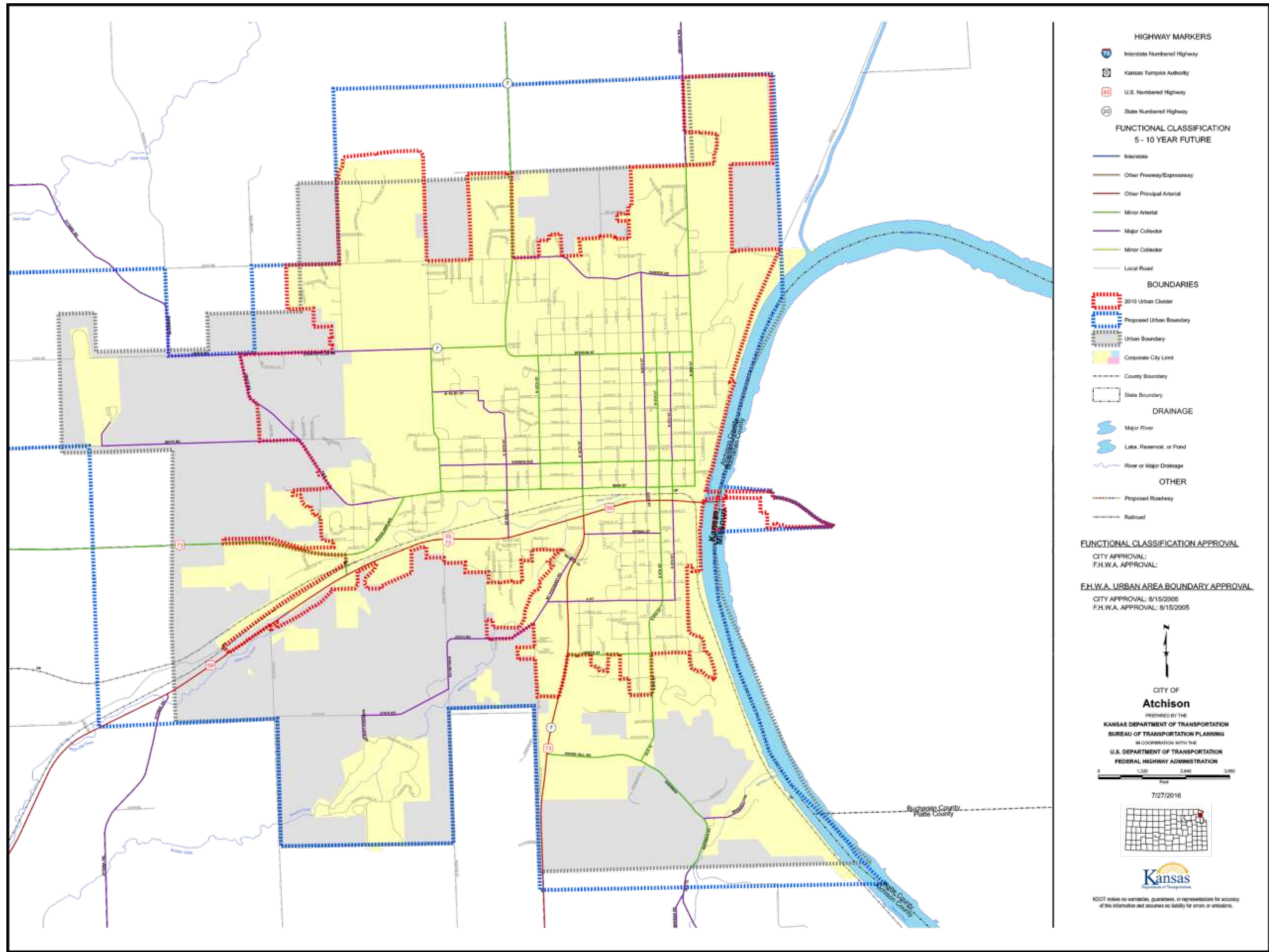
Atchison Comprehensive Plan Atchison, Kansas **Future Land Use Plan**

Figure: 6

1"=5000'

8-18-16





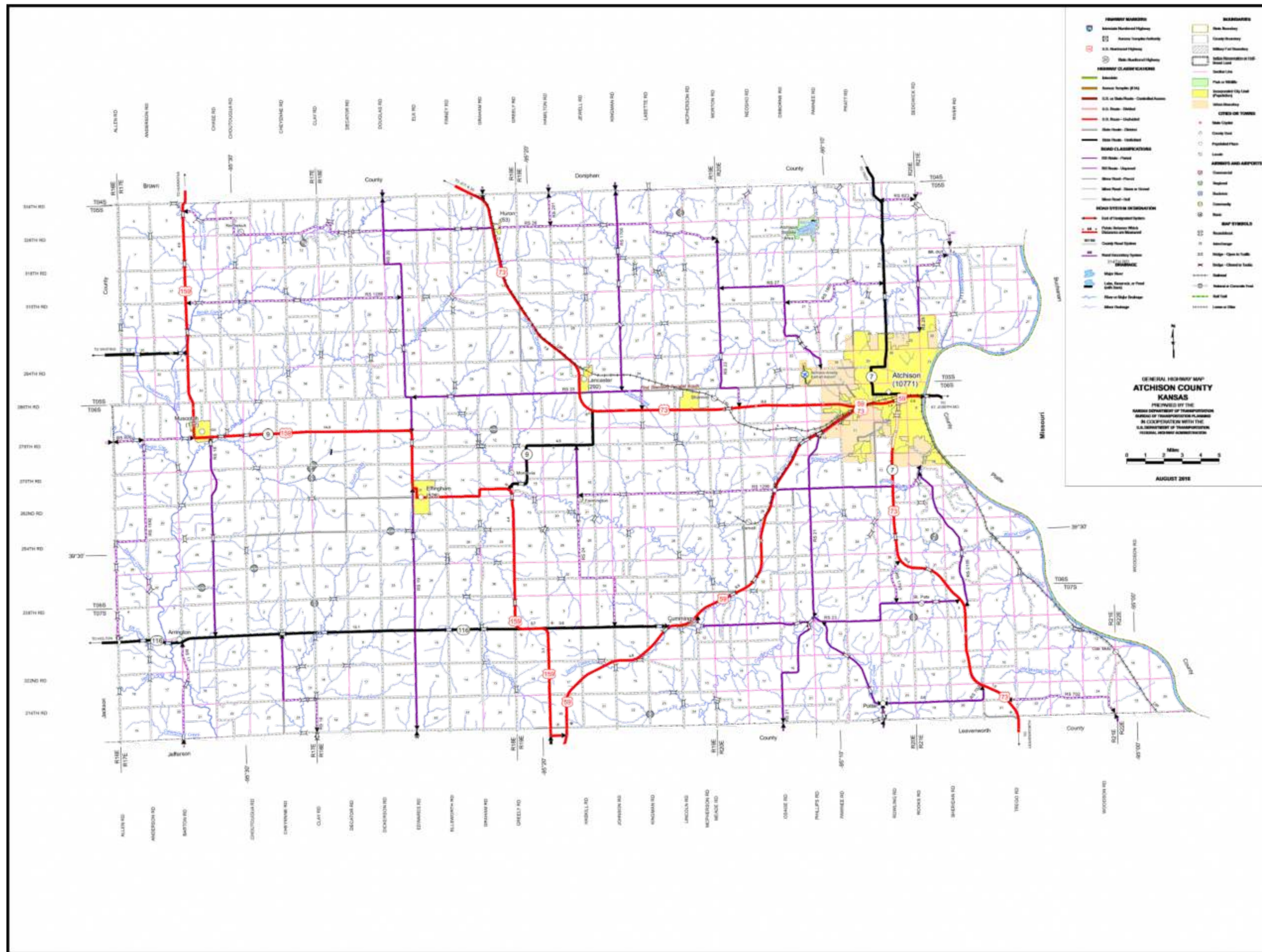
Atchison Comprehensive Plan Atchison, Kansas Street Classification

Figure: 7

1"=2500'

8-18-16





Atchison Comprehensive Plan

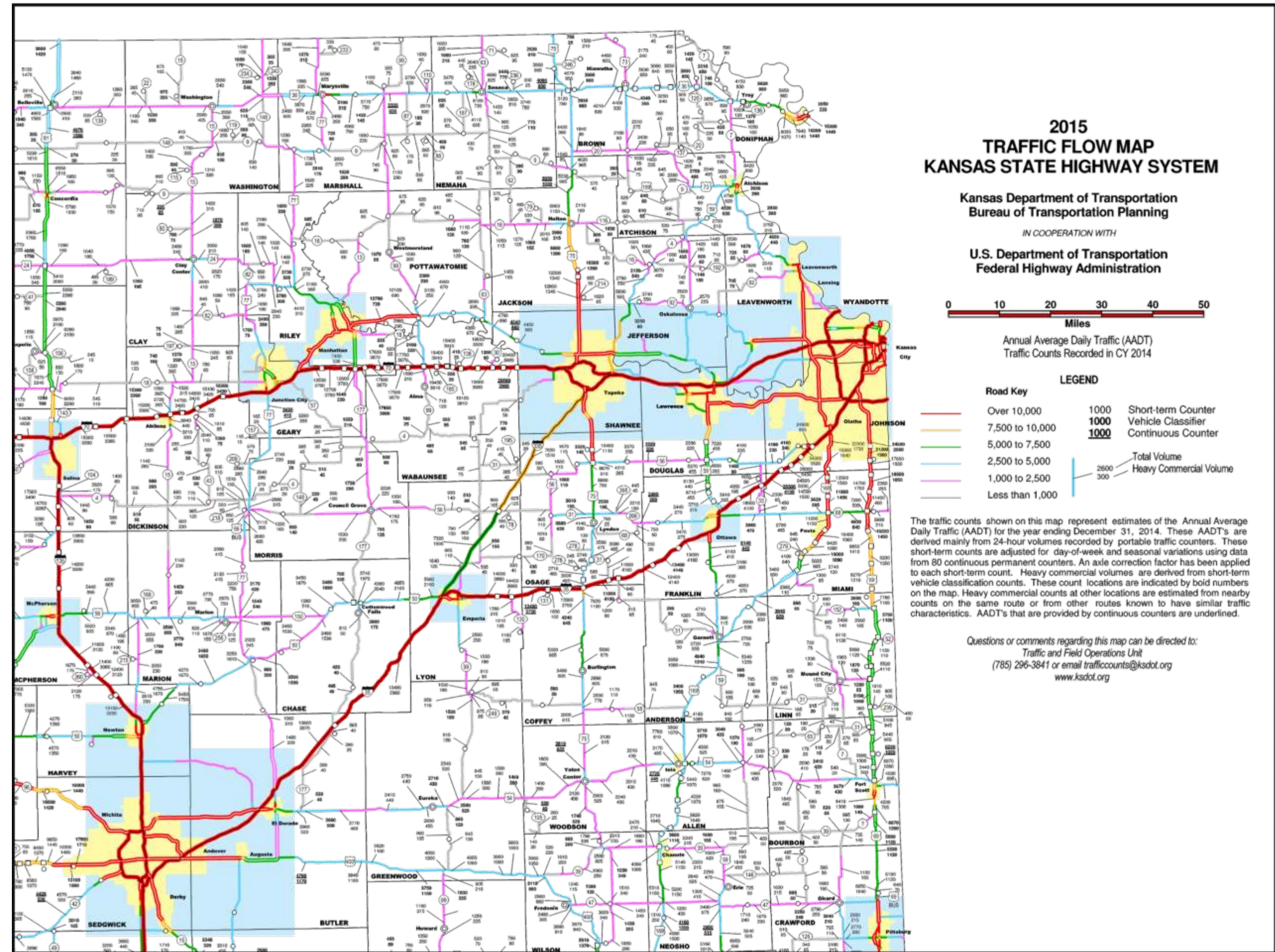
Atchison, Kansas

Atchison Co. Road Map

Figure: 8

9-12-03

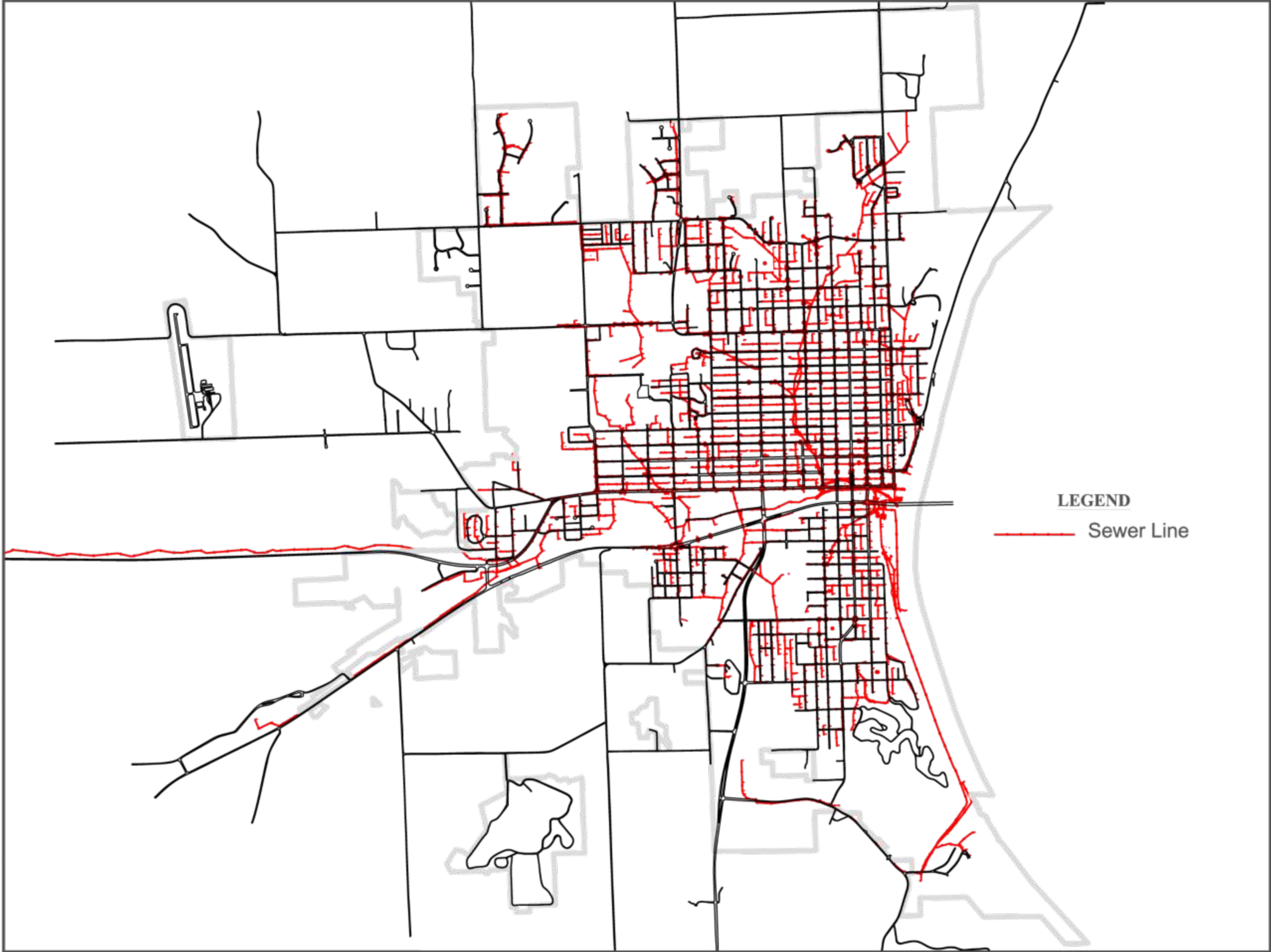




Atchison Comprehensive Plan Atchison, Kansas Traffic Flow Map

Figure: 9
1" = 20 Miles
8/16/16





Atchison Comprehensive Plan
Atchison, Kansas

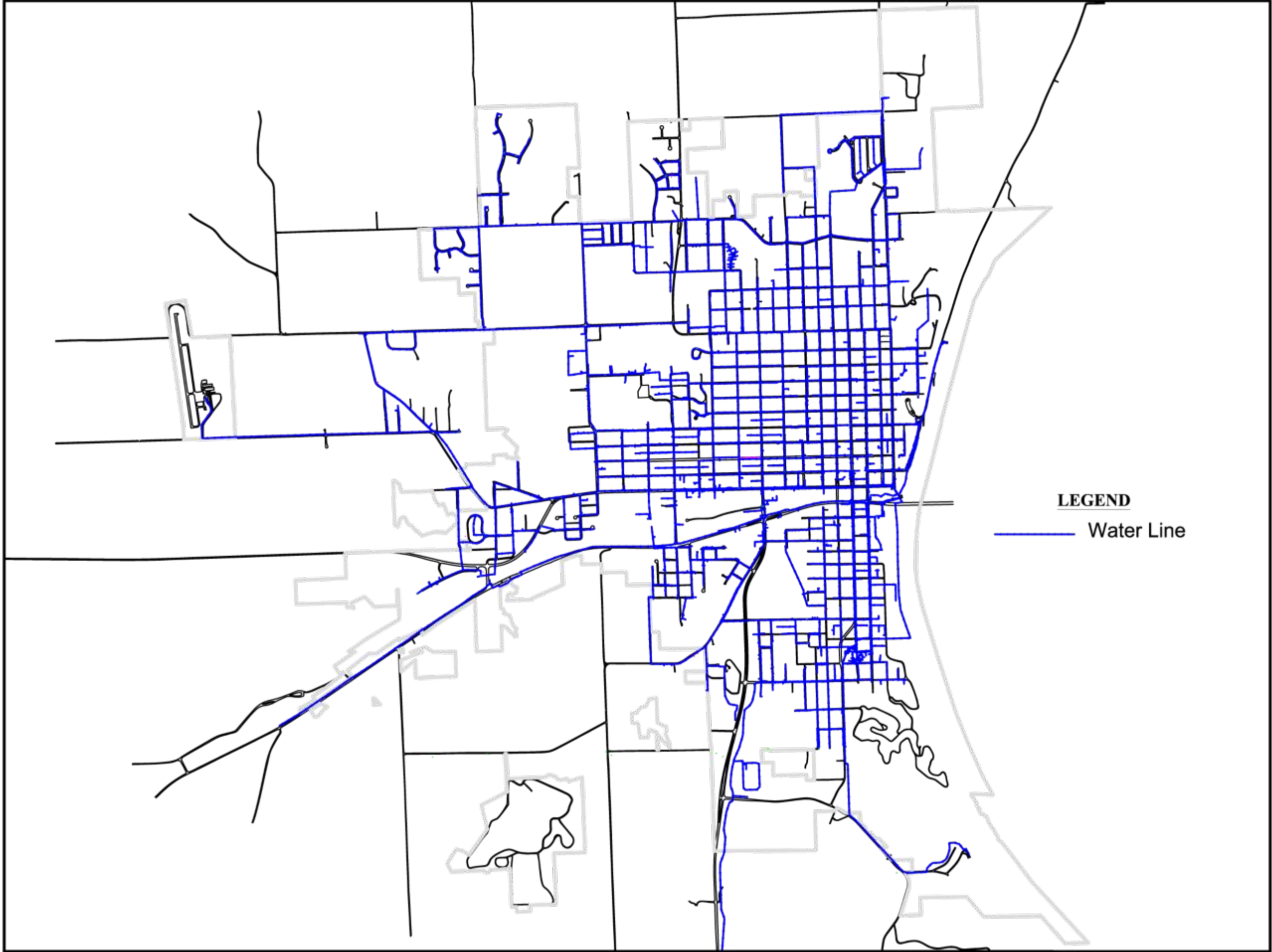
Wastewater Distribution System

Figure: 10

1"=2400'

8-18-16





Atchison Comprehensive Plan

Atchison, Kansas

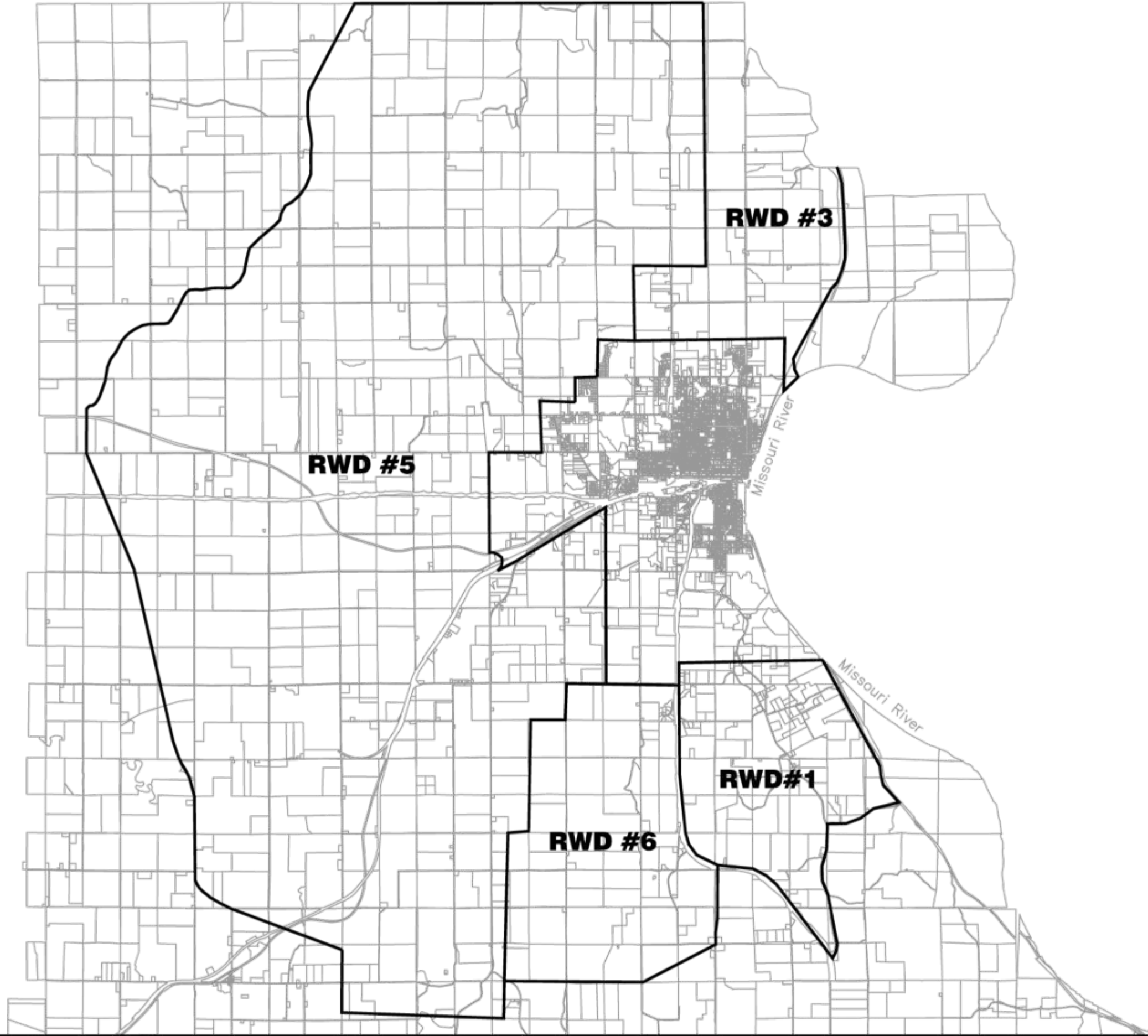
Water Distribution System

Figure: 11

1"=2400'

8-18-16



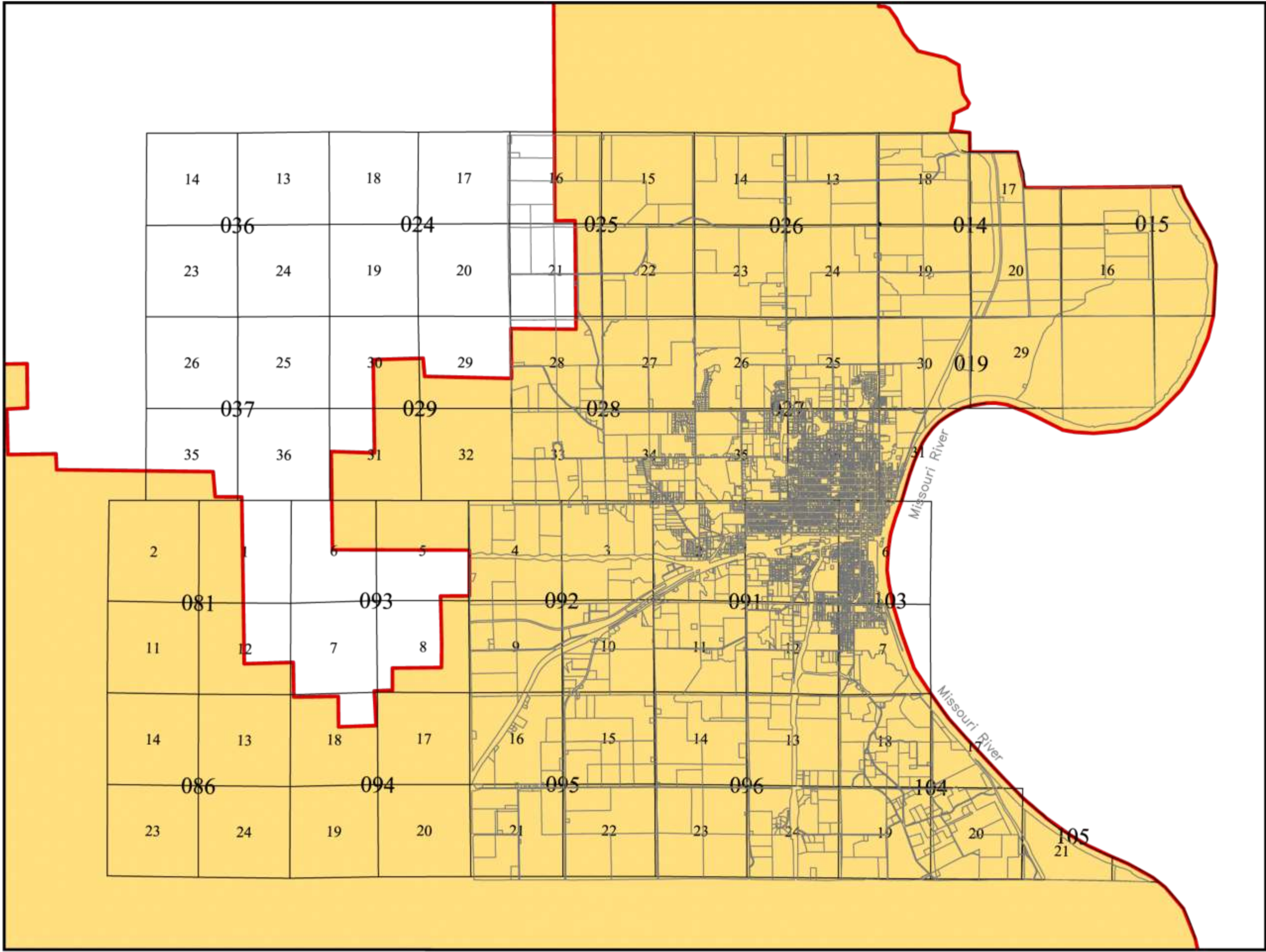


Atchison Comprehensive Plan
Atchison, Kansas
Rural Water Districts

Figure: 12

8-18-16





Atchison Comprehensive Plan

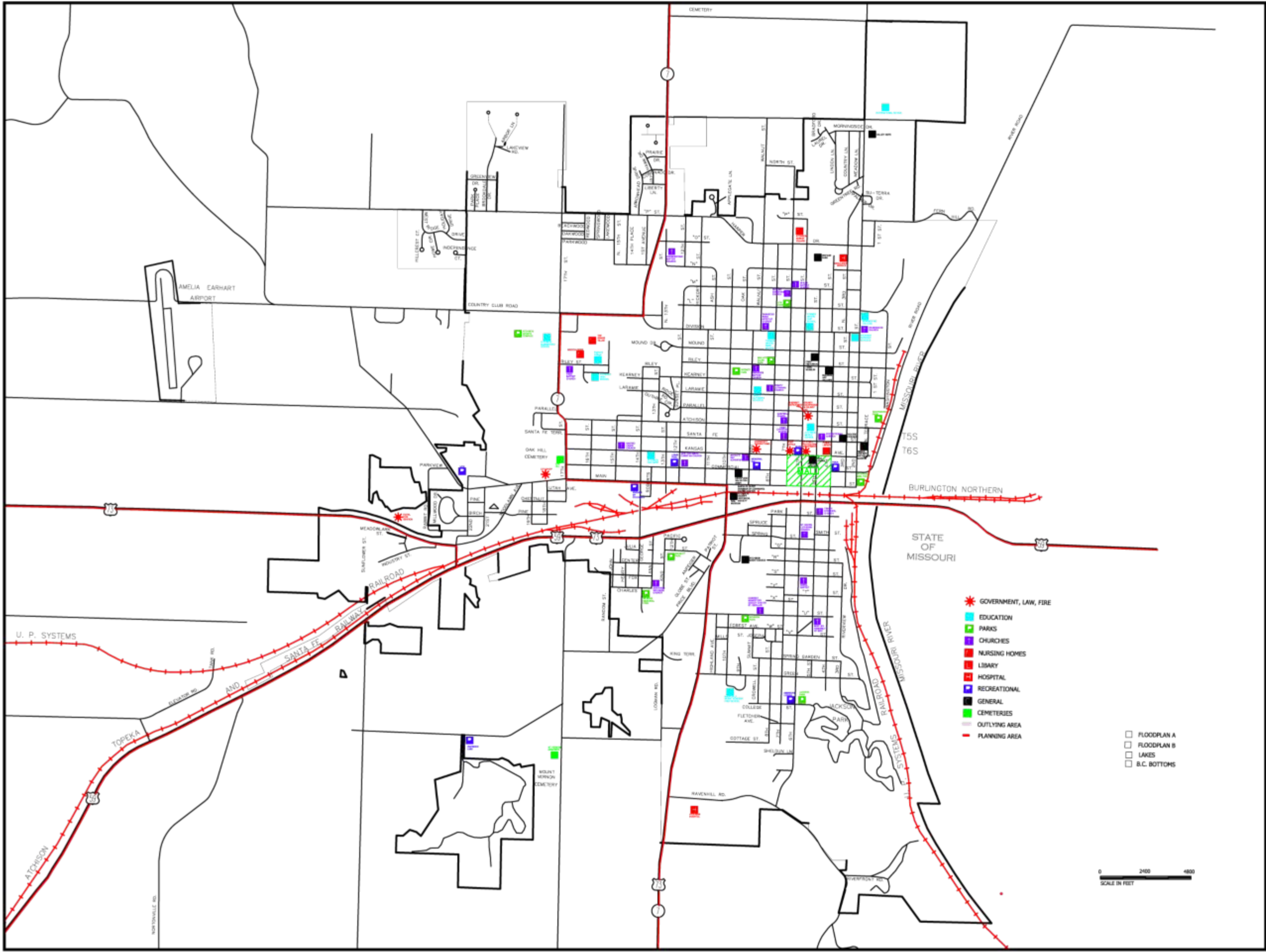
Atchison, Kansas

Westar Energy Services

Figure: 13

8-18-16





Atchison Comprehensive Plan

Atchison, Kansas

Community Facilities

Figure: 14
1"=2400'
8/16/16

