

Telling our Story.
Embracing our History.

Miami County

Comprehensive Plan

Adopted - April 1, 2026

RESOLUTION

No: PB-03-02-2026

WHEREAS, the Planning Commission of Miami County, Kansas, is authorized by K.S.A. 12-747 et seq. to prepare and adopt a comprehensive plan for the purpose of promoting coordinated development of the County; and

WHEREAS, the Planning Commission has caused the preparation of comprehensive surveys and studies of past and present conditions and trends relating to land use, population and building intensity, public facilities, transportation and transportation facilities, economic conditions, natural resources and other conditions and trends relevant to the development of Miami County; and

WHEREAS, the proposed 2026 Miami County Comprehensive Plan shows the Planning Commission's recommendations for the development and redevelopment of the County; and

WHEREAS, the Planning Commission has given notice of a public hearing by publication in the official county newspaper no less than 20 days prior to the date of the public hearing; and

WHEREAS, the Planning Commission held a public hearing on March 3, 2026 and caused a record and written summary of the public hearing to be made; and

WHEREAS, the Planning Commission voted an affirmative vote of the majority of its entire membership on March 3, 2026, to recommend approval by the Board of County Commissioners of the proposed 2026 Miami County Comprehensive Plan;

NOW, THEREFORE BE IT RESOLVED BY THE PLANNING COMMISSION OF MIAMI COUNTY, KANSAS, pursuant to K.S.A. 12747 et seq., that the proposed 2026 Miami County Comprehensive Plan, as drafted by the Miami County Planning Department along with the consulting firm of Olsson., is hereby recommended for approval to the Board of County Commissioners of Miami County, Kansas by the following vote 7-0.

PLANNING COMMISSION OF MIAMI COUNTY, KANSAS
Resolution # PB-03-02-2026


Randy Kitchen, Member


Kelli Broers, Member


Topher Philgreen, Chairman

Absent
Andrew Moore, Member


Joshua Brown, Vice Chairman

Absent
Rusty Gerken, Member


Phil Elliott, Member


John Menefee, Member


Shane Hall, Member

ATTEST:

Kenneth Cook, Planning Commission Secretary

RESOLUTION

NO. R26-04-013

**A RESOLUTION OF THE MIAMI COUNTY, KANSAS BOARD OF COMMISSIONERS
ADOPTING A NEW COMPREHENSIVE PLAN FOR MIAMI COUNTY**

WHEREAS, Miami County, Kansas is a Municipal County government with the authority to adopt or amend the County Comprehensive Plan pursuant to KSA 12-747, et. seq.; and

WHEREAS, the County did in April 1990 adopt a Comprehensive Plan; and

WHEREAS, the County has on occasion amended the Comprehensive Plan; and

WHEREAS, the current Comprehensive Plan was adopted by the Board of County Commissioners on October 25, 2004; and

WHEREAS, the Planning Commission has performed annual reviews of the Comprehensive Plan pursuant to KSA 12-747, et seq. and said Comprehensive Plan has been amended from time-to-time; and

WHEREAS, the Planning Commission, after advertising at least 20 days in advance, did hold a Public Hearing on March 3, 2026, to review and consider a new Comprehensive Plan; and

WHEREAS, the Planning Commission at its regularly scheduled meetings on March 3, 2026, and after reviewing all written and oral testimony at the hearing, by a unanimous vote of its membership present (7-0), did approve said new Miami County Comprehensive Plan via Resolution PB-03-02-2026, and recommended that the County Commissioners adopt said 2026 Miami County Comprehensive Plan; and

WHEREAS, the County Commission held a meeting on March 25, 2026, to consider the Planning Commission's recommendation to adopt the 2026 Miami County Comprehensive Plan and continued consideration on the request until the April 1, 2026, County Commissioners meeting to allow for further discussion on the draft Comprehensive Plan; and

WHEREAS, the County Commission held a meeting on April 1, 2026, to further consider the Planning Commission's recommendation to adopt the 2026 Miami County Comprehensive Plan; and

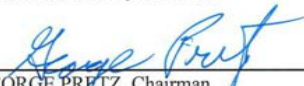
WHEREAS, after reviewing all comments along with the recommendation from the Planning Commission, the County Commission finds that the 2026 Miami County Comprehensive Plan is in the public's interest and general welfare.

NOW THEREFORE BE IT RESOLVED THAT, the Miami County Board of Commissioners does hereby adopt the 2026 Miami County Comprehensive Plan, identified as Exhibit "A" attached hereto and made a part hereof.

BE IT FURTHER RESOLVED THAT, the provisions in this resolution will become effective upon the adoption by the Board of County Commissioners and publication of the adopting resolution in the Official County newspaper. Upon this Resolution becoming effective, all prior Comprehensive Plans and amendments thereto are hereby repealed

ADOPTED THIS 1st DAY OF APRIL, 2026.

BOARD OF COUNTY COMMISSIONERS
MIAMI COUNTY, KANSAS



GEORGE PRETZ, Chairman



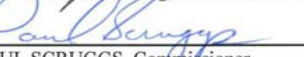
TYLER VAUGHAN, Chairman Pro-tem




KEITH DIEDIKER, Commissioner



WENDELL JENE VICKREY, Commissioner



PAUL SCRUGGS, Commissioner

ATTEST


LAURA EPP, County Clerk



Acknowledgments

Thank you to all participants in the planning process. Your time, technical expertise, and guidance was critical to the development of the Miami County Comprehensive Plan.

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Comprehensive Plan Consultant

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Section 1

Introduction

The Miami County Comprehensive Plan (hereafter referred to as the Plan) is an articulation of the county's community-driven goals and objectives for the next 10 to 20 years. The comprehensive planning process has engaged Miami County residents, property owners, and businesses through a variety of engagement exercises and events (see **Appendix B**) to identify issues, opportunities, and values related to land use, development, transportation, mobility, parks, open space, and infrastructure. This input guided the creation of the Plan.

Section 1 - Introduction sets the scene for the Plan, answering why this Plan is necessary, how the Plan will be used, and what the planning process entails.

Comprehensive Plan Overview

Following the population boom of the 1970s, Miami County put plans in place to address land use patterns, connectivity, and preservation of local culture. Balancing urban development with rural lifestyles remains important, which is why Miami County is taking lessons from the past to preserve its future. To accomplish this, the Plan aims to address the following topics:

- Understand the county's current state (physical, demographic, economic, and regulatory).
- Define the county's biggest assets and challenges for the future.
- Build public consensus around the county's future direction.
- Recommend appropriate development types and character in different areas of the county.
- Prioritize policies, actions, and resources to achieve the Plan's vision.
- Guide the county's future capital budgets and zoning recommendations.

Collectively, these Plan topics will each have a defined list of goals, targets, and strategies that serve as an official policy guide for decisions impacting the sustainable use and development of land, the provision and expansion of public facilities and services, economic development, and transportation planning.

What is a Comprehensive Plan?

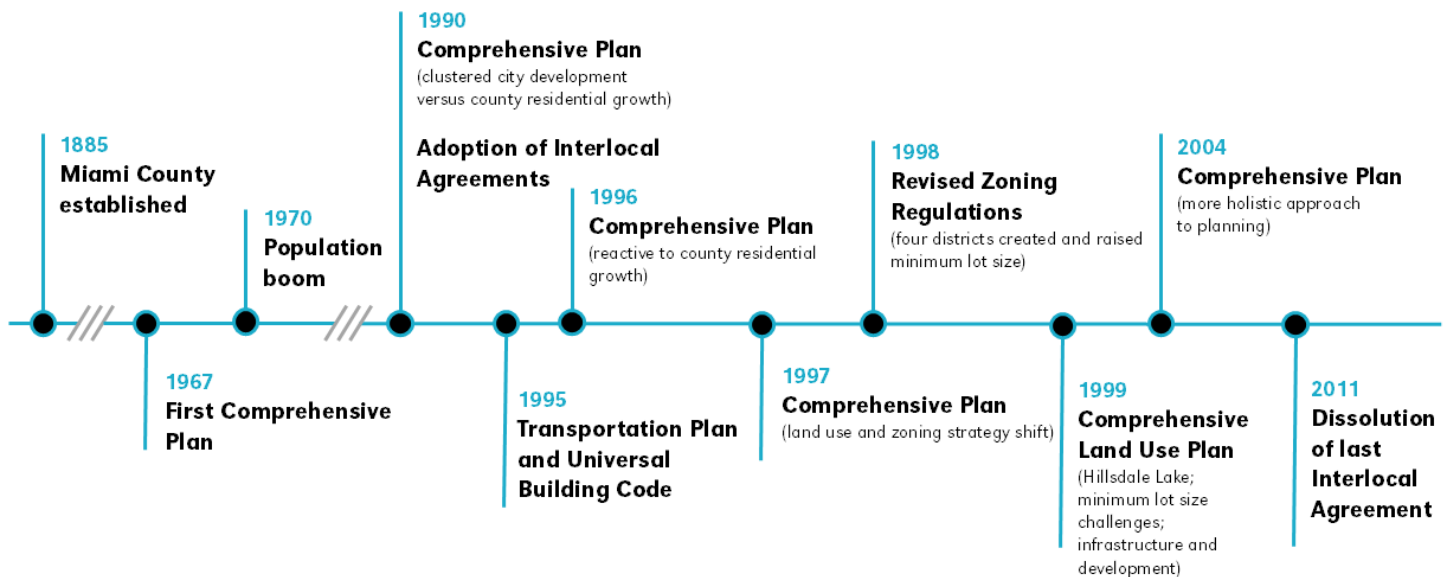
At its core, a comprehensive plan is a vision for the future at a community scale. Comprehensive plans are created by the community and for the community to record shared goals and desires for themselves and their fellow community members. A comprehensive plan examines what a community is, where it came from, and creates a vision for the future. This vision guides the growth and development of the community for the next 10 to 20 years.



The Why

As seen in **Figure 1.1**, it is evident that planning has always been a priority for Miami County. From the first comprehensive plan in 1967 to the county's comprehensive plan developed in 2004, Miami County has experienced issues that are common in rural communities and counties located near large metro areas. Its vicinity and convenient access to the Metro area have positioned Miami County as a retreat from the denser populations of neighboring counties in the region. Consequently, the abundance of land and open space has captured the attention of developers, driving their focus towards this area.

Figure 1.1
Miami County's Planning History Timeline

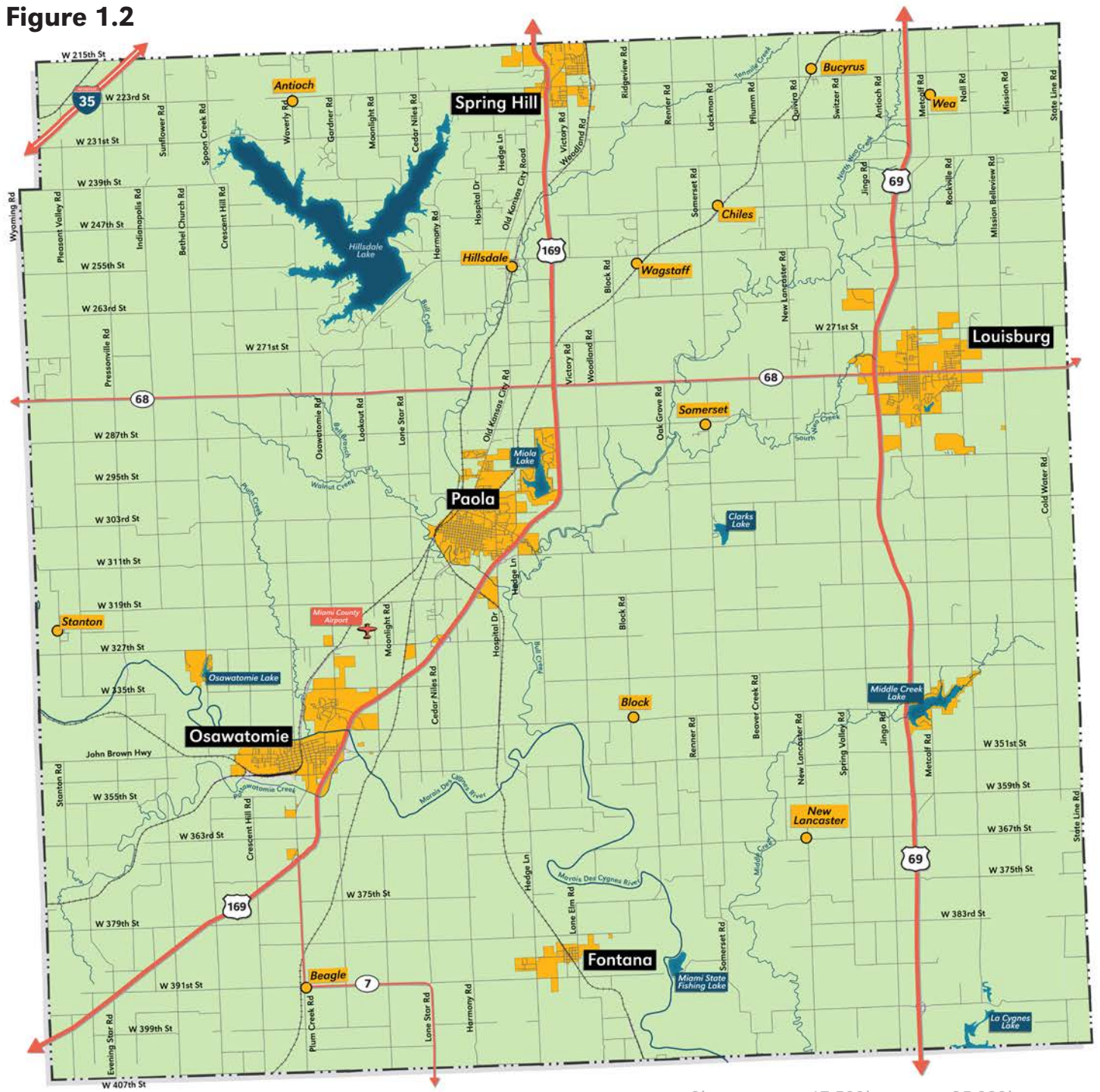


Since the adoption of the 2004 comprehensive plan, concerns were expressed by citizens as it relates to the Interlocal Agreements with the cities, leading to their dissolution. Despite ongoing growth pressures, it is worth noting that the rate of growth has slowed compared to the rapid expansion seen in the 1990s, allowing for more thoughtful and sustainable development strategies to be implemented.

Year by year, planning ideologies, technology, and community desires evolve, making a new Plan necessary. Further, the Plan will solidify the community's vision for the future, answering questions, such as: where should development be directed? How do we preserve natural resources? How can we sustainably grow our population? Ultimately, the planning process seeks to answer some key questions to develop the new vision for Miami County, including:

- 1. Where is Miami County today?** This question defines what is loved about a community, what needs improvement, and what the current realities are.
- 2. Who does Miami County want to be?** By asking the question of who the county wants to be, recommendations for the future can be created.
- 3. What's next, Miami County?** In other words, how do we get there? This is ultimately what the Plan answers. The resulting Plan will offer a roadmap to the future, outlining goals and strategies that keep elected leaders and county staff members on track to achieve **What's Next**.

Figure 1.2



Plan Boundary



- Plan/County Boundary
- Incorporated Area
- Unincorporated Town Site

*Data Sources: Miami County and Olsson
Date of Creation: October 6, 2025*

The Plan provides policy guidance for all unincorporated Miami County, and balances the needs of the various incorporated municipalities. **Figure 1.2** illustrates the study area.

Legal Basis for Planning

The purpose and content of this Plan was prepared in accordance with Kansas Statutes, which authorize county planning commissions to, "...make or cause to be made a comprehensive plan for the coordinated development of the county, including references to planning for cities as deemed appropriate" (K.S.A. 12-747(a)).

Drafting and revising a comprehensive plan is one of the main ways in which county officials promote the health, safety, morals, order, convenience, prosperity, and general welfare of the county. The comprehensive plan constitutes the basis or guide for public action to insure coordinated and harmonious development or redevelopment (K.S.A. 12-747(c)).

"At least once each year, the planning commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions, or additions to the [comprehensive plan]" (K.S.A. 12-747(d)).

This Plan addresses each of the following subjects mentioned in the excerpt of K.S.A. 12.747(b) below. This Plan is the Board of County Commissioners' recommendations regarding:

1. 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;
2. Population and building intensity standards and restrictions and the application of the same;
3. Public facilities including transportation facilities of all types whether publicly or privately owned which relate to the transportation of persons or goods;
4. Public improvement programming based upon a determination of relative urgency;
5. The major sources and expenditure of public revenue including long range financial plans for the financing of public facilities and capital improvements, based upon a projection of the economic and fiscal activity of the community, both public and private;
6. Utilization and conservation of natural resources; and
7. Any other element deemed necessary to the proper development or redevelopment of the area.

Document Organization

Section 1 - Introduction

This section presents an introduction to the Plan, with a description of the Plan's purpose and timeline.

Section 2 - Our Next Chapter

This section paints a picture of Miami County's desired future through the vision narrative and guiding principles.

Section 3 - Our Future Land Use and Economic Development Framework

This section identifies the preferred and appropriate land uses and growth and preservation areas throughout the county, as well as development regulation considerations.

Section 4 - Our Transportation and Infrastructure Framework

This section provides recommendations to ensure all modes of the county's transportation network are high quality and have the ability to safely and efficiently move all user types throughout the county and its regional destinations. This section also provides a framework for coordinating, supporting, and enhancing utility infrastructure and services throughout the county.

Section 5 - Our Natural Environment and Recreational Framework

This section protects, supports, and enhances natural amenities and open spaces within the county. It seeks to preserve the county's scenic, rural setting for future residents, while also providing diverse recreational opportunities that will increase the county's attractiveness to new residents, business, and tourists.

Section 6 - Our Action Plan

This section presents specific strategies and tasks to achieve the recommendations of the previous sections.

(Appendix A) Where are we at, Miami County?

This appendix describes the current state of Miami County, including its history, existing plans and studies, current and projected demographics, and physical, natural, and regulatory conditions.

(Appendix B) What did we hear, Miami County?

This appendix presents a summary of the input received from the community through a variety of engagement tools, both in-person and online.

Development Review

Individual development reviews are one of the most important decisions county leadership makes regarding this Plan's implementation. Every development proposal submitted to the county should be considered based on its own merits and be reviewed for consistency with this Plan in its entirety.

At a minimum, those reviewing development proposals should consider the relationship of the proposed development to the vision narrative, guiding principles, goals, and policies within this Plan, including the Future Land Use Framework Plan.

Consistency between a development proposal and this Plan does not mean that a property must be approved for the use designated on the Future Land Use Framework Plan. Not every use shown on the Future Land Use Framework Plan is appropriate at the time of adoption of this Plan or at any specific time in the future. Development decisions should be based on consideration of other factors beyond this Plan, including incorporated community plans, county ordinances, state statutes, and case law. In many locations, availability of infrastructure and services is required before a property can be approved for development.

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Section 2

Our Next Chapter

Miami County is ready to write its **NEXT** chapter. Development pressures are on the rise, yet peaceful, picturesque, open lands still make up large parts of the county. To write the county's next chapter, a vision for its future was set.

A fundamental part of a community planning process is defining a vision—the county's roadmap for its future. In a county of nearly 35,000 people there is great diversity of opinion, thought, and vision. During the development of the Plan, a remarkable effort to engage and involve the public and stakeholders was undertaken so that their voices could be heard and listened to, and subsequently reflected in this Plan.

Diversity of thought and opinion means not everyone will agree on a singular direction. Further, not any one persons' opinions or ideas may be represented, even in a document as robust as this one. What is important in the development and recommendations of this Plan is that multiple avenues for community input and the development of consensus were provided. This consensus building means agreeing on what is possible or what is the best way forward considering not a singular viewpoint, but many.

This is where the vision narrative and guiding principles are born: from the voices of Miami County.

Vision Narrative

The vision is a narrative written in retrospect that describes Miami County 10 to 15 years after adoption of this Plan. The narrative is designed to touch on a variety of characteristics that impact the quality of life for residents and businesses within the county.

Miami County is a rural community that values its agricultural heritage while planning for the future. With productive farmland, small towns, and open spaces, we prioritize preserving our natural resources and rural way of life.

While maintaining a relaxed, small-town atmosphere, the county remains well-connected to nearby cities through planned infrastructure. Local businesses thrive, and opportunities for home-based businesses and rural industries support a resilient economy. Thoughtful growth planning ensures that new development aligns with our rural character.

Education is a priority, with quality schools providing opportunities for future generations. Families appreciate not only strong academics but also the values instilled through small-town connections. Nearby access to vocational training, agriculture programs, and higher education ensures residents have the skills needed to succeed.

Looking ahead, we are committed to maintaining our rural identity while supporting responsible development. Strategic land use planning, economic opportunity, and investment in community services will ensure Miami County remains a great place to live, work, and grow for generations to come.



Guiding Principles

Achieving this vision is a complex process that requires a multi-layered approach. Multiple interests must be balanced and addressed, but establishing a common ground is one of the first steps to move forward.

The vision narrative is supported by six guiding principles, outlined in **Figure 2.1**, with *Preserving Rural Character* being the central guiding principle that impacts each of the other guiding principles. Rural Character is many times a perspective that is unique to the individual and influenced by personal connections to the land and community. For many, it can be defined as wide-open spaces, farmland, small towns, historic farmsteads, and distinctive architecture related to agricultural uses. It is defined by generations of farmers, ranchers, and residents whose personal, cultural, and generational ties to traditional industries like agriculture and natural resources strengthen their sense of independence, community, and mutual reliance. This way of life—seen in country roads, local traditions, and a relaxed, neighborly pace—creates a distinctive quality of life. As the county evolves, preserving this character—balancing development with the protection of its unique landscapes, values, and community bonds—guides all aspects of the Plan, as outlined in **Figure 2.1**.

As Miami County grows, balancing progress with preservation is essential. Integral to each guiding principle is the notion that Miami County exists to serve its community members. While *Preserving Rural Character* is the overarching guiding principle, the additional five guiding principles are not ranked in any order of priority.



Guiding Principles

Figure 2.1
Miami County's Guiding Principles



PRESERVING RURAL CHARACTER

Recognize, preserve, protect, and enhance the character and quality of Miami County's rural character in a manner that promotes traditional rural lifestyles, farmland and agricultural enterprises, open space, scenic vistas, recreation, and historic resources, while also allowing for compatible residential development and service areas.

ECONOMICALLY VIBRANT

Bolster existing businesses while expanding incentives and opportunities for new ones to enter the market. Capitalize on development opportunities that expand the county's tax base and support existing and emerging business activities in appropriate areas that will not impact the rural nature of the county.

HEALTHY LIFESTYLES

Provide rich opportunities for county residents and visitors to gather and recreate. Recognize the importance of amenities that encourage physical activity, social interaction, and lifelong learning, and embrace the existing outdoor recreation activities of the county.

CONNECTED COUNTY

Increase access to places to live, work, learn, and play that are functional, efficient, safe, and enjoyable. Continue to build a layered transportation network that enhances mobility for residents, supports economic development, and increases Miami County's standing in the Kansas City metropolitan area.

RESPONSIBLE GROWTH

Support new commercial, industrial, and residential growth that balances the need for economic development with the county's historic small town and rural heritage. Preserve and value sensitive natural areas to increase environmental resiliency.

COLLABORATIVE AND TRANSPARENT GOVERNMENT

Ensure that the county's policies, regulations, and practices enhance communication and collaboration with residents, businesses, municipalities, townsites, counties, and others. Prioritize relationship building (resident-to-government; government-to-government; and more).

Goals and Policies

The goals and policies that are provided in **Sections 3** through **5** articulate steps the county will take—either alone, or in partnership with others—to support the advancement of the guiding principles through day-to-day decision-making. The policies are comprehensive in nature, considering existing policies, codes, and ordinances; current planning initiatives; and other adopted plans.

The goals and policies should be used as a reference as questions arise or general guidance is needed about the county's policy position on a particular topic.

What is a Policy?

Comprehensive plan policies are adopted as a representation of community values. Policies articulate a preferred direction for the community in response to specific issues, problems, opportunities, or initiatives. Policies are made on behalf of the public—both what would benefit the community, as well as what the public has indicated is important to them. At the comprehensive plan level, policies may cover a range of topics that influence the built and natural environment, as well as those that influence the quality of life of residents—land use, housing, transportation, connectivity, parks and recreation, economy, conservation, and more.

Policy is ultimately adopted by governments (in this case, Miami County). However, the inspiration for the policies often come from outside of the governing body and/or from the public. Policymaking is therefore an ongoing process without a clear beginning or end since decisions about who will benefit and who will bear any burden resulting from the policy are continually reassessed, revisited, and revised.

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Section 3

Our Future Land Use and Economic Development Framework

Section 3 - Our Future Land Use and Economic Development Framework describes the preferred and appropriate land uses, growth areas, and preservation areas throughout Miami County. It is a guide for county staff members, Planning Commissioners, and the Board of County Commissioners, as well as a commitment to the community of what the future of Miami County holds from a responsible growth perspective.

Future land use patterns for Miami County were carefully considered based upon extensive community input – both in person and online (see **Appendix B**); the Miami County Economic Development Strategic Plan; county staff member and governing body guidance; and professional opinion. No piece of input was considered on its own. Together, these factors resulted in a consensus-built vision for the future of growth, development, and preservation in the county—the Future Land Use Framework Plan (**Figure 3.2**). While this framework focuses on land use patterns, it should be considered in conjunction with the other sections of the Plan.

Goals and Policies

Goal 3.1. Encourage a balanced mix and distribution of land uses that support economic development while preserving the longstanding small town and agricultural heritage.

Policy 3.1.1. Future Land Use Framework Plan

Revise the county's zoning regulations to support the uses, intensities, and design principles set forth in the Future Land Use Framework Plan (see **Figure 3.2**).

Policy 3.1.2. Entertainment and Recreational Destinations

Encourage the attraction and retention of a variety of unique entertainment and recreational destinations throughout the county that draw in both residents and visitors from other counties, with a specific focus on the Kansas City metropolitan area. Ensure such entertainment and recreational destinations are sensitive to and do not negatively impact their surrounding context (e.g., noise, pollution, traffic management, safety, etc.).

Policy 3.1.3. Commercial and Business Services

Encourage the integration of small-scale retail areas that provide basic commercial goods and services to meet the daily needs of residents near Areas of Regional Significance, Village Expansion areas and in areas found to be appropriate and complementary to surrounding land uses.

Policy 3.1.4. Land Use, Development, and Infrastructure Policy Coordination

Coordinate land use, zoning, and infrastructure plans with cities to guide growth to or near incorporated communities with accessible infrastructure. Seek opportunities as they arise to cooperate with cities, promoting higher-density development near city limits that fosters shared, sustainable growth for both city and county.

Policy 3.1.5. Preserve Critical Natural Areas

Collaborate with landowners and key organizations such as the Miami County Conservation District, Hillsdale Watershed Coalition, Kansas Department of Agriculture Division of Conservation, U.S. Fish and Wildlife Service National Wetlands Inventory, and others to preserve critical natural areas when new development occurs, in addition to the use of county development regulations.

Policy 3.1.6. Preserve Agricultural Heritage

Preserve the agricultural heritage of the area by utilizing clustered development to conserve large parcels of agricultural land. Supporting both existing and future agricultural operations, including farm residences, is essential to maintaining the viability and sustainability of farming activities in the county.

Policy 3.1.7. Farmland and Rural Residential Preservation

Preserve and protect farmland and rural residential areas to maintain the rural character and economic viability of the region by utilizing zoning regulations. Encourage land use patterns that prioritize agricultural production while minimizing the fragmentation of farmland. Clustered residential development should continue to be utilized to conserve large tracts of agricultural land and open space.

Policy 3.1.8. Regional Infrastructure Advancement Monitoring and Participation

Continue to assess the likely impacts of proposed regional development and transportation initiatives, including the BNSF-Kansas City Intermodal Facility, Kansas Department of Transportation (KDOT) roadway projects, Mid-America Regional Council (MARC) initiatives, and more on development throughout the county. Align development regulations and capital improvements to maximize the potential benefit of such initiatives and projects. Advocate for Miami County's interest to be considered through KDOT/MARC.

Goal 3.2. Promote a sustainable and efficient pattern of growth.

Policy 3.2.1. Incorporated Community Cooperation Areas

Consider establishing coordinated areas around each incorporated community within the county to ensure that development and infrastructure decisions are mutually beneficial to both the individual community and the county, with the overarching goal that most growth should be focused within the cities. Advocate for coordination between the county and all incorporated communities for ease of implementation of new development adjacent to a city. The county is committed to maintaining an open and collaborative relationship with incorporated cities, taking into consideration their comprehensive plans to ensure decisions align with the long-term goals of all communities within Miami County.

Policy 3.2.2. Transportation- and Existing Infrastructure-Focused Development

Permit new development (residential, industrial, and commercial) near major county transportation corridors to limit growth and development into sensitive natural areas or areas with strong agricultural heritage and culture. Work closely with incorporated communities to understand their individual utility infrastructure extension plans.

Policy 3.2.3. Intergovernmental Coordination

Cooperate with the incorporated communities, surrounding counties, and funding partners on issues and initiatives of mutual interest, such as open space preservation, recreational programs, conservation easements, and infrastructure improvements.

Policy 3.2.4. Jobs/Housing Balance

Support development patterns and update zoning regulations that expand opportunities for people to both live and work in Miami County. Take advantage of the growing work-from-home employment opportunities and market Miami County as a rural lifestyle option near ample outdoor recreational possibilities. For those shifting to a work-from-home position, Miami County's rural nature can offer a serene, retreat-like lifestyle. Capitalize on such a marketing opportunity.



Development near key transportation corridors limits growth into natural resources and conservation areas.



Increased numbers of those working outside the office lends to shifts in development patterns and co-workspace development opportunities.



Single-Family residential can look differently from density, style, and aesthetics.



Aging in place allows individuals to stay in the comfort of their community while providing for their aging needs.

Goal 3.3. Ensure residential development capitalizes on and preserves the county's agricultural character while expanding housing options to meet the needs of current and future generations.

Policy 3.3.1. Mixture of Housing Types, Densities, and Values

New residential growth is encouraged in or adjacent to incorporated cities, within designated Village Expansion Areas and Residential Development Areas, where infrastructure and services exist or can be efficiently extended, offering diversified housing options to meet current and future needs. Development will primarily focus on low-density, single-family homes to preserve Miami County's rural identity, open spaces, and agricultural character, with higher-density exceptions considered where infrastructure supports it.

As shown in **Figure 3.2**, three residential land use categories are defined: "Agricultural Residential" and "Rural Residential" promote large-lot homes, agriculture, and recreation to maintain rural appeal, while "Residential Development Areas" allow fill in residential development in areas that have historically been subdivided. Coordinating development with city partners ensures efficient infrastructure use, minimizes impacts on farmland, and aligns with shared county and municipal goals. All development must preserve farmland, protect open spaces, and reinforce Miami County's unique character through ongoing collaboration with cities.

Policy 3.3.2. Local Municipality Coordination

Work with local municipalities to meet countywide demand for various types of housing by coordinating with cities on the development of areas adjacent to cities, ensuring it aligns with the county's rural character and supports the cities' future growth.

Policy 3.3.3. Age-in-Place Opportunities

Maintain zoning standards allowing Accessory Dwelling Units in residential areas to allow for multigenerational housing.

Policy 3.3.4. Affordable and Attainable Housing Strategy

Work closely with local municipalities to meet countywide demand for various types of housing by accommodating development adjacent to city boundaries, where infrastructure is already available, thus providing housing options for young families, singles, and others an opportunity to establish roots in Miami County. Identify a range of regulatory and financial strategies to help incentivize affordable and attainable housing development.

Policy 3.3.5. Regional Housing Initiatives

Continue to work with regional partners to remove barriers to safe, stable, and attainable housing for all through updates to education and outreach, allocation of resources, targeted updates to codes and regulations, and day-to-day decision-making.

Policy 3.3.6. Residential Buffers

Review county zoning regulations to ensure and require the appropriate size and type of buffer between residences and commercial and industrial uses.

Policy 3.3.7. Residential Cluster Development

Continue to permit and encourage residential cluster development that allows housing to be concentrated on one portion of a site to preserve open space and natural features on another portion of the development site.

Policy 3.3.8. Residential Design Flexibility

Review development regulations and building codes regularly to ensure both quality and flexibility in housing design. Stay in tune with housing market trends.

Goal 3.4. Capitalize on opportunities for commercial development that expand the county's tax base and support existing and emerging industrial and employment activities.**Policy 3.4.1. Incorporated Community Coordination**

Coordinate with incorporated communities to provide infrastructure to priority commercial development areas that may be annexed as growth and development occurs.

Policy 3.4.2. Proper Commercial Site Planning

Ensure and review county zoning regulations to include modern commercial site planning and circulation standards that preserve adequate right-of-way and provide the opportunity for frontage roads and well-connected internal street networks along the US-169, US-69, K-68, and I-35 corridors.

Policy 3.4.3. Active Economic Development

Collaborate with local municipalities and the Miami County Economic Development Department to attract commercial, employment, and industrial uses to the county in accordance with **Figure 3.2 Future Land Use Framework Plan**, which conforms to the overall goal of the citizens to maintain the rural character of the county.

Policy 3.4.4. County Target Industries

Focus economic development efforts on the county's target industries, as identified in the Miami County Economic Development Strategic Plan. Such industries include: (1) Agriculture, Forestry, Fishing, and Hunting; (2) Manufacturing; (3) Transportation and Warehousing; (4) Professional Services and Management of Companies; and (5) Health Care and Social Assistance.

Policy 3.4.5. Miami County Airport Support

Support and plan for the potential long-term benefits of the Miami County Airport as a gateway for professional and corporate air traffic. Market as a competitive advantage and support the implementation of the Miami County Airport Master Plan (2013) by:

- Providing infrastructure to the airport as needs demand.
- Supporting and promoting regional-based, airport related commercial and industrial development if adequate infrastructure is provided.
- Maintaining the airport overlay zones as a way to protect both the airport and the properties surrounding the airport.

Policy 3.4.6. Economic Development Strategic Plan Maintenance

Regularly revisit and update the Miami County Economic Development Strategic Plan as needed to monitor success, consider new economic development best practices and trends, assess new or different growth areas, and evaluate current economic development policies, considering changing employment, manufacturing, and distribution technology and practices.

Goal 3.5. Expand on the county's multimodal infrastructure and locational advantages to expand industry and employment in key areas.**Policy 3.5.1. Infrastructure Provision**

Regularly coordinate with local utility providers and industry to provide high quality, efficient, and reliable infrastructure, including water, energy, telecommunications, and transportation to priority industrial and economic development areas.

Policy 3.5.2. Economic Development Incentives

Continue the use of and explore new county-level economic development incentives to encourage industrial and employment development within the county.

Policy 3.5.3. Focused Areas for Growth

Prioritize the Areas of Regional Significance along US-69, US-169, and K-68 corridors, (largely between Paola and Louisburg) and around the Airport as focal points for industrial and employment growth that capitalizes on existing infrastructure and a high level of access to highways.

Policy 3.5.4. Economic Development Strategic Plan

Support implementation of the three pillars of the Miami County Economic Development Strategic Plan: (1) Alignment/Regionalism; (2) Readiness; and (3) Marketing/Differentiation. Actively promote and support county economic development activities, including partnership building, creating shovel-ready sites, workforce development, quality of place initiatives, small business/start-up support, securing regional and state-level resources and investments, and unified marketing efforts. Utilize the Roles and Responsibilities section within the Miami County Economic Development Strategic Plan as a guide for economic development implementation activities.

Goal 3.6. Address building space, infrastructure needs, and other considerations of target industries.

Policy 3.6.1. Employment Centers

Establish commercial, business, and office centers in appropriate areas where adequate infrastructure is available that follow the Future Land Use Framework Plan (**Figure 3.2**) and Focused Areas for Growth.

Policy 3.6.2. Economic Development Strategic Plan

Use the Miami County Economic Development Strategic Plan to guide development decisions and create incentives for target industries.

Policy 3.6.3. Business Infrastructure

Continue to update the Economic Development Strategic Plan to include information on Infrastructure Development that identifies the county's assets in terms of existing infrastructure, utility rates, and high-speed fiber optic broadband network, as well as opportunities for new infrastructure investments to support the county's employment centers and target industries.

Policy 3.6.4. Proactive Investment and Funding

Proactively invest in infrastructure and amenity projects, using a variety of funding and financing tools that will enhance the appeal of high-priority employment areas in coordination with public and private partners.

Policy 3.6.5. Land Use Compatibility

Recognize industrial and employment areas identified in the Future Land Use Map, encouraging compatible land uses and flexible development approaches that support industrial and commercial growth in Miami County while allowing for adaptive land use decisions as opportunities arise.

Goal 3.7. Provide streamlined, consistent, and transparent development review processes and incentive availabilities

Policy 3.7.1. Intercity Collaboration

Establish open communication lines between the county and all incorporated Miami County communities to determine consistent, streamlined, and transparent development review processes to create a culture of countywide economic development. Discuss potential development review process efficiencies that could be enacted countywide.

Policy 3.7.2. Incentive Policy

Refer to the Economic Development Strategic Plan's county incentive policy, which emphasizes development projects within areas of preferred growth within the county and outlines a specific framework for allocation and project approval based on the type of project and its relative priority. Strive for consistency in incentive implementation to communicate clear messages to residents and the business and development community.



Continued focus on preserving and retaining existing natural resources and open spaces.



Accessible and maintained public infrastructure is key to keeping a community connected and active.

Goal 3.8. Expand the use of development practices that foster a more sustainable county.

Policy 3.8.1. Protection of Natural Features

Promote the integration of natural areas—mature trees, stream corridors, steep slopes, and other features into the layout and design of new development to protect sensitive landscapes and maximize the protection of open spaces in Miami County.

Policy 3.8.2. Low Impact Development

Encourage the use of low impact development (LID), green infrastructure, and other site planning strategies to reduce impermeable surfaces on a site.

Policy 3.8.3. Building Design

Encourage the use of materials, design features, fixtures, appliances, and building systems that will reduce indoor water use, lower energy consumption, and/or reduce construction waste.

Policy 3.8.4. Alternative Energy

Encourage the use of alternative sources of energy in new development and pursue a variety of strategies to reduce energy consumption in existing development. Continue to pursue opportunities to integrate alternative energy or improve efficiency as part of new county facilities or upgrades to existing facilities.

Policy 3.8.5. Native and Xeric Landscaping

Encourage the use of native and xeric plant species that reduce water usage and provide habitat, food, and other resources to wildlife. Increase awareness of the benefits of native and xeric plant species and of other opportunities to conserve water resources in landscaping (e.g., rain barrels).

Policy 3.8.6. Tree Preservation

Encourage the retention of healthy mature trees in both established and developing areas to protect air quality, reduce stormwater flows, promote energy conservation, and enhance the character of the county.

Policy 3.8.7. Public Infrastructure

Invest in and improve existing public infrastructure, such as streets, sidewalks, trails, and transit facilities, as necessary to extend their useful life and meet the changing needs of the county. Budget adequate funds for the maintenance and operation of public improvements consistent with the county's budget priorities and accept responsibility for the maintenance and operation of those improvements.

Goal 3.9. Reinforce Miami County's reputation as a top-ranking regional destination for outdoor recreation and agritourism.

Policy 3.9.1. Appropriate, Complementary, and Diverse Agritourism

Promote the diversification of farm-related activities. Encourage the pursuit of value-added, agriculturally related, accessory commercial uses on working farms. Direct marketing of farm products to consumers are supported, as well as educational or recreational agritourism.

Policy 3.9.2. Agritourism Definition

Clearly define agritourism within the Miami County Code to provide clarity on agritourism uses allowed by right, by conditional use permit, or as an accessory use to primary agricultural uses.

Policy 3.9.3. Water-Based Recreation

Support the growth of water-based recreational activities within the county. Capitalize on the existing county waterbodies and encourage diverse water recreation activities. Promote proper water quality management practices.

Policy 3.9.4. Marketing Support

As a key economic development task, implement outdoor recreation and agritourism activities into a coordinated, visually appealing, and consistent regional marketing effort. Highlight specific activities and attractions on a rolling basis and partner with local, regional, and state agencies (e.g., Kansas Department of Wildlife, Parks, and Tourism; Kansas Department of Agriculture; Kansas Tourism Division; Kansas Small Business Development Center; local chambers of commerce; Miami County Economic Development Department; Tour Kansas; Kansas Agritourism Advisory Council; Kansas Association for Conservation and Environmental Education; Kansas Fruit Growers Association; Kansas Farm Bureau; Kansas Grape Growers and Winemaker's Association; Kansas Viticulture and Winery Association; Kansas Vegetable Growers Association, and others) to increase visibility.



Goal 3.10. Encourage countywide placemaking.

Policy 3.10.1. Rural Placemaking Advocacy

Rural placemaking is different than urban placemaking in several different ways. Simply put, the presence of rural areas with distinct identities surrounding more densely populated areas adds appeal and can be a population and economic development attractor. Miami County should clearly identify, protect, enhance, and promote its unique elements and identities by completing an economic assets/placemaking inventory. Work with existing and new attractions, educational centers, natural resource management groups, and more to uncover placemaking opportunities.

Policy 3.10.2. USDA Rural Development Division Partnership

Establish a learning and resource-focused partnership with USDA's Rural Development Division to encourage rural placemaking efforts by organizations and businesses within Miami County. Placemaking is a collaborative process among public, private, philanthropic, and community partners to strategically improve the social, cultural, and economic structure of a community. Rural communities can benefit from placemaking just like urban communities. Through intentional design, placemaking helps boost the connection between the people in a community and the spaces they share. Community-based collaboration is at the heart of placemaking. The USDA administers a Rural Placemaking Innovation Challenge (RPIC) to help provide planning support, technical assistance, and training to foster rural placemaking activities. Examples of rural placemaking initiatives include broadband access projects, the preservation of cultural and historic structures, and the support and development of transportation, housing, and recreational spaces.

Goal 3.11. Ensure all residents are aware of and have access to a range of health and human services.

Policy 3.11.1. Education and Awareness

Collaborate with local and regional health and wellness organizations, schools, the medical community, and other service providers to increase awareness of the types of services that are available.

Policy 3.11.2. Access to Services

Coordinate with local service providers, faith organizations, volunteers, and others to connect individuals in need of assistance to the services they need, such as emergency management. Place a particular emphasis on the needs of vulnerable populations such as the elderly, people with disabilities, children and youth, low-income, and those with language barriers.

Policy 3.11.3. Community Needs and Partnerships

Seek opportunities to strengthen partnerships with public, private, and nonprofit agencies to ensure efficient and effective delivery of health and human services to county residents. Where applicable, seek to optimize facilities, services, and programs that are provided by the county to address changing needs and demographics.

Goal 3.12. Support a diverse and stable economy that is resilient to economic stress.

Policy 3.12.1. Business Retention and Attraction

Attract and retain business clusters that will create a sustainable business culture by:

- Proactively selecting building sites for future businesses and making them shovel-ready (such sites should be located within the cities and/or where infrastructure and utilities are available);
- Continue to work with the Miami County Economic Development Department and all other economic development partners, organizations and cities within the county to strengthen and expand the business retention strategies; and
- Using economic, technical, and administrative incentives to foster a business-friendly environment that encourages the expansion of existing and establishment of new businesses.

Policy 3.12.2. Access to Funding

Work with regional economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses.

Policy 3.12.3. Existing Business Support

Support and encourage the expansion of existing businesses when not in conflict with the county's efforts to diversify its economy through other policies by coordinating with the Miami County Economic Development Department to promote resources available to small businesses and businesses that are either expanding or relocating within the county.

Policy 3.12.4. Home Businesses

Continue to provide flexibility in county regulations that allow residents to operate limited business operations from their home, while maintaining residential character.

Future Land Use Framework Plan

Defining future land use involves understanding what is desired, acceptable, and necessary in a county, based on community input, market realities, constraints, opportunities, and existing land uses. Other factors include unique characteristics of the land, access to transportation, contextual awareness, and property size. Future land use should be simple to understand to help determine if (1) a development proposal fits and aligns with the vision of the county; (2) a land use is appropriate; and (3) the land use aligns with future projects and investments of the county. While there are many factors to evaluate, the initial ones to consider when determining future land use include the following:

Figure 3.1 Land Use Determining Factors



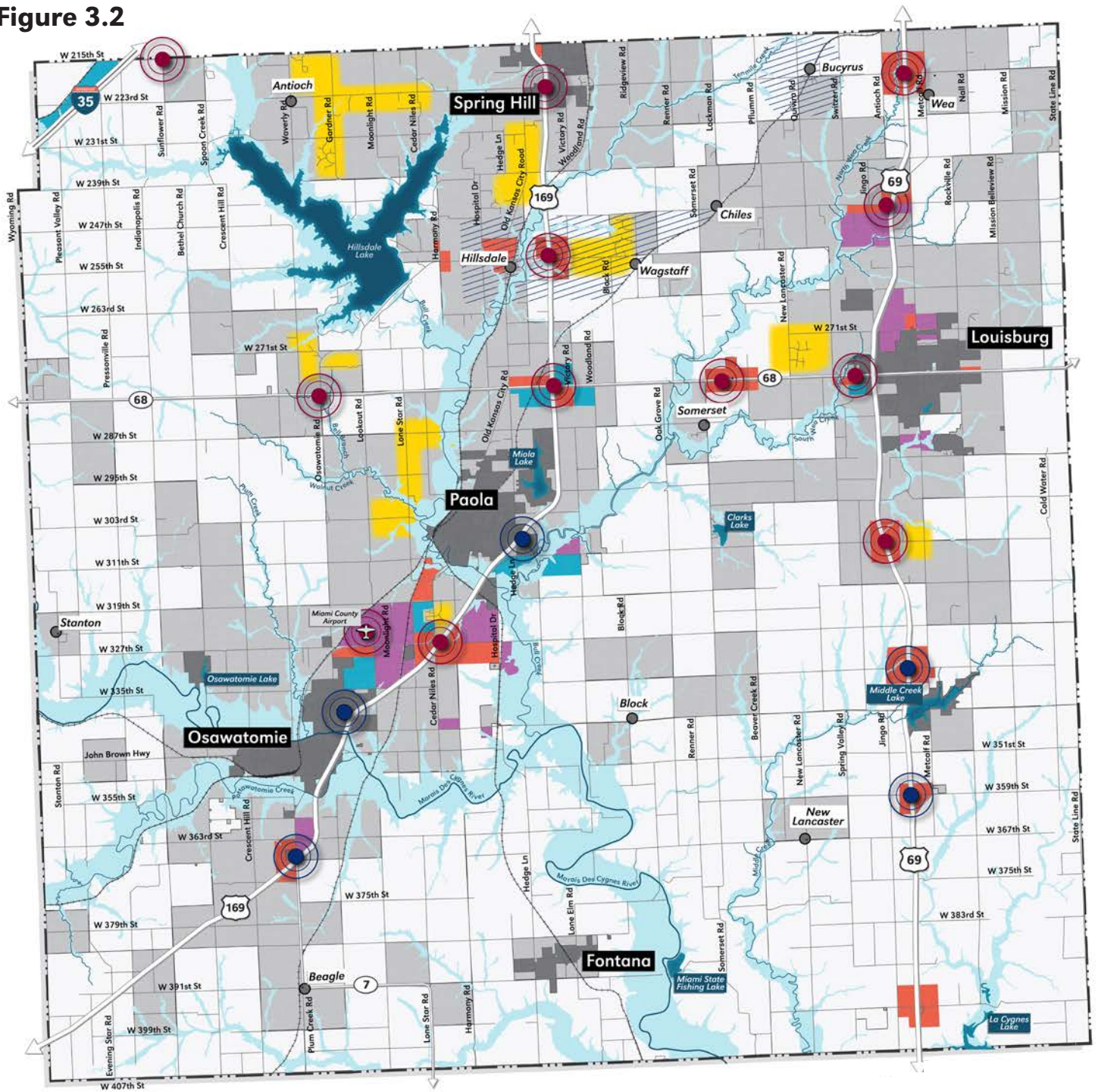
In addition to the information gathered from the community and economic and market analysis, the future land use framework was established on the following factors:

- Supporting the incorporated communities and townsite's propensity for growth.
- Concentration of future land use along higher speed transportation corridors that interconnect the county and further connect the county to the larger region.
- A strong community desire to conserve remaining open, natural, and agricultural spaces.
- Support for future residential areas that preserve the integrity of the county's agricultural heritage.
- Allow for further development of recreational destinations.

The future land uses identified on the following pages inform all other framework sections and play a vital role in guiding public investment, creating a unique county, and ensuring appropriate transitions from lower to higher intensity uses. **Figure 3.2** acknowledges the vast size and diversity of Miami County and proposes a flexible and balanced approach that will help county officials manage new population and employment growth, while also preserving and enhancing the county's agricultural heritage and prime natural environment.

The future land use framework plan is illustrated in **Figure 3.2**. This framework plan illustrates future land uses throughout the county. The following land use descriptions are broken out by category. Each land use category description describes the primary land use and development intensity of parcels under county jurisdiction and provides a foundation for zoning. Zoning regulations are a regulatory tool used to implement land use policies.

Figure 3.2



Future Land Use Framework Plan

- Plan/County Boundary
- Incorporated Community
- Unincorporated Townsite
- 100-Year Floodplain (100% Annual Chance)/Floodway

Future Land Use Categories

- Rural Agricultural
- Rural Residential
- Residential Development Area
- Village Expansion Area
- Commercial
- Business/Employment
- Industrial

Areas of Regional Significance

- Short-term Area of Regional Significance
- Long-term Area of Regional Significance



Data Sources: Miami County and Olsson
Date of Creation: October 30, 2025



Rural Agricultural

The Rural Agricultural land use category protects Miami County's agricultural heritage by safeguarding its fertile farmland from non-agricultural uses and development. This land use category is characterized by high concentrations of "prime farmland," as defined by the United States Department of Agriculture (USDA), as well as the existing scenic rural landscape.

This land use category is primarily intended for the cultivation of land, the production of crops, and the raising of livestock. Scattered and isolated residential properties can coexist alongside the farmland, but should be limited in scale and complementary to the on-site agricultural uses. Development not connected to agriculture, natural resources, or residential uses should not be permitted. Existing residences that fall within this category should not be used as justification for additional residential development; agricultural preservation is the priority in this land use category. All other proposed developments within this land use category should be scrutinized for compatibility with agricultural uses.

New facilities that support agricultural operations should properly preserve open spaces and environmental features (e.g., wooded areas, waterways, wetlands, natural topography, etc.).

The recommended minimum density for this land use category is one dwelling per 20 acres.



Rural Residential

Rural Residential areas are designated for Agriculture and low-density housing, characterized as areas that continue to include Agriculture, large lots, and open spaces. These areas are intended to preserve the rural character of the community while providing residents with a quiet, spacious living environment, and development in these areas should not detract from this intention.

The primary uses in this category include agriculture and low-density (10–15-acre density) residential development.



Residential Development Area

The Residential Development Area land use category includes existing and proposed areas for single-family residential uses. Residential Development Areas are rural areas that have historically been substantially subdivided and/or developed with residential uses, do not generally include intensive agricultural operations, and are located where substantial water and transportation infrastructure are already in place.

These areas do not typically have public sewer service and require the use of private on-site wastewater systems. New residential development proposed in the Residential Development Areas should be designed to be sensitive to the context and character of the surrounding neighborhood. To preserve the rural character of these areas, conservation design is encouraged to cluster lots and maintain common open space areas within such developments. While the Residential Development Areas allow for fill-in type development in locations that can primarily be described as having an existing residential character, existing and/or future agricultural operations are recognized to have priority regarding continued or expanding operations.

The recommended minimum density for this land use category is one dwelling per five acres.



Commercial

The Commercial land use category provides for the daily needs of county residents and visitors, including uses such as restaurants, small-scale retail, convenience stores, fueling stations, and more. Most of the commercial development within the county should occur within the incorporated communities. However, if appropriate infrastructure can be provided, small-scale commercial development may be applicable at key interchanges and intersections in the unincorporated areas of the county to serve more remote surrounding populations and businesses, such as at Areas of Regional Significance and the Village Expansion Areas.

Commercial development within the unincorporated county should reflect the surrounding rural character and minimize impacts on adjacent and surrounding agricultural and residential uses, and be subject to modern site and building design principles that honor existing environmental features and create quality and visually appealing development.



Business/Employment

The Business/Employment land use category provides for a range of future office, business park, and employment-focused uses. Such uses are concentrated mainly around the incorporated communities and in Areas of Regional Significance and Village Expansion Areas, where infrastructure will permit.

This land use category aims to capitalize on existing and future multimodal proximity to Miami County Airport and major county transportation routes. Uses within this category can be varied, and may include logistics, distribution, research and development, light manufacturing, and technology industry applications. Such uses can provide significant opportunities, tax revenue generation, and help create a positive and strong county image (if developed with proper site and building design in mind, and with the correct and necessary utilities and infrastructure in place).

Primary uses in Business Park areas include:

- Office Buildings: Spaces for local businesses, professional services, and administrative functions.
- Commercial Establishments: Retail stores, restaurants, and service businesses that cater to employees and visitors.
- Light Industrial Uses: Facilities for light manufacturing, assembly, and distribution that are compatible with the rural setting, minimizing noise, pollution, and heavy traffic.
- Research and Development: Laboratories and innovation centers focused on agricultural technology, and other industries relevant to the rural economy.
- Business Support Services: Amenities and services such as conference centers, fitness facilities, and childcare centers that support business operations and employee well-being.
- Most activities occur inside and include very limited outside storage or activities.

Industrial

The Industrial land use category permits intense industrial uses capable of generating highly noticeable noise, traffic, odor, and other nuisances. Uses may include larger factories or businesses requiring a significant area for the storage of materials. Such uses should be generally isolated and buffered, as these uses can negatively impact surrounding property values and quality of life for commercial and residential areas. These uses must have the proper and necessary utilities and infrastructure in place.

Village Expansion Areas and Areas of Regional Significance

Village Expansion Areas

Village Expansion Areas are designated in areas directly in and around the townships of Hillsdale, Bucyrus, and Wagstaff. These existing townships contain smaller lot sizes and higher-density housing developments compared to Rural Residential areas and have more access to public sewer. These townships also include a mixture of uses, including Commercial and Industrial. The Village Expansion Areas allow for growth in and around these townships that is consistent with current development.

These Village Expansion Areas are intended to accommodate single-family homes and permit the development of one unit per one acre density. Consider allowing multi-family dwellings (i.e., duplexes, triplexes, or quads) through the Conditional Use Permit process when the necessary infrastructure (i.e., water, sewer, and transportation) is available.

The aim is to minimize dense development encroachment in agricultural and rural residential areas and allow existing housing, commercial, and industrial trends in these areas to continue developing, provided the existing public sewer capacity can accommodate more intense development.

Areas of Regional Significance

These sites are intended for more intensive land use, such as commercial, business, or industrial uses that have regional significance. They were selected due to their proximity to existing and planned infrastructure.

Areas of Regional Significance are depicted as targets on the Future Land Use Plan map rather than being defined by specific parcels. While the land use (Commercial, Business, or Industrial) is anticipated for each Area of Regional Significance, as shown on the Future Land Use Framework Plan, there is no delineated limit on the map to the extent of each area. The geographic boundaries of each Area of Regional Significance will vary depending upon the characteristics of each location. Whether or not a specific parcel is within an Area of Regional Significance is determined by an evaluation conducted as part of the normal planning process for land development applications.

Section 4

Our Transportation and Infrastructure Framework

Section 4 - Our Transportation and Infrastructure Framework identifies transportation and infrastructure-related goals and policies, as well as priority transportation improvements. As the transportation system controls the movement of goods and people throughout the county and beyond, a properly planned and executed transportation framework is essential for providing efficient, convenient, and safe traffic flow. As such, this section outlines recommendations that address these challenges head-on.

This section works to ensure that Miami County's transportation system is safe, efficient, well-balanced, and supports the guiding principles of this Plan. To be a well-balanced transportation system, both motorized and non-motorized modes of travel must be considered as part of the total transportation system. Although implementing both modes of travel is unrealistic for all county roads, this should be taken into consideration along specific corridors.

Transportation goals and policies were carefully considered based upon extensive community input—both in person and online (see **Appendix B**); the K-68 Corridor Management Plan; 1995 Comprehensive Transportation Plan; county staff member and governing body guidance; and professional opinion. No piece of input was considered in isolation. Together, these factors resulted in a consensus-built vision for the future of transportation in the county. While this framework focuses on mobility, it should be considered in conjunction with the other sections of the Plan and with future updates to the Miami County Comprehensive Transportation Plan.

Goals and Policies

Goal 4.1. Develop and maintain an accessible, safe, and efficient multimodal transportation system.

Policy 4.1.1. Transportation Master Plan

Update the 1995 Comprehensive Transportation Plan by evaluating existing conditions, identifying infrastructure needs, developing evaluation criteria to prioritize the greatest needs, and creating an action plan to implement the recommended infrastructure investments or improvements.

Policy 4.1.2. Roadway and Bridge System Maintenance

Continue to prioritize the maintenance and repair needs as well as correction of existing deficiencies to maintain the quality and enhance safety of the county's transportation system. Ensure bridges are replaced or maintained as need arises.

Policy 4.1.3. Roadway Management Program

Maintain the roadway management program and continue effective roadway management countywide. Include regular traffic demand and safety assessment (for passenger cars, trucks, and agricultural equipment) in the program, as well as continuing to adhere to KDOT and/or best practices specifications for design, construction, and maintenance of the roadway system. The program should also: (1) consider base and drainage improvements; (2) determine project costs and road preparation needs; (3) compare surface life and maintenance costs.

Goal 4.2. Set efficient and consistent roadway standards in line with best practices.

Policy 4.2.1. Roadway Standards

Review and update county road standards using current best practices published by ASHTO, as well as national practices and reviews of peer counties in the vicinity. Ensure the roadway standards consider and accommodate the transfer of roadway ownership from the county to the city as growth occurs through communication and coordination with cities.

Policy 4.2.2. Access Consolidation and Alignment

Enhance public safety using shared entrances between compatible properties to minimize conflict points and direct access off public section line roadways. Align driveway locations with existing or proposed driveways on opposite sides of streets.

Policy 4.2.3. Context-Sensitive Design

Tailor the design of individual street segments to localized topography, drainage, natural features, and the surrounding development context.

Policy 4.2.4. Right-of-Way Preservation

Continue to preserve right-of-way for future roadway connections as a component of future development and redevelopment consistent with street classifications, especially those roadways that will likely be turned over to city control.

Goal 4.3. Enhance multimodal access and connectivity within Miami County, as well as to the broader region.

Policy 4.3.1. Network Gaps and Barriers

Continue to improve east-west and north-south vehicular, pedestrian, and bicycle connectivity, and address other network gaps and barriers through the implementation of improvements recommended in an updated transportation master plan, as funds become available.

Policy 4.3.2. Incorporated Community Coordination

Coordinate the development of existing and planned arterial and collector roads with each of the incorporated communities.

Policy 4.3.3. Regional Transportation Plan

Actively participate and advocate for the best interests of Miami County in the implementation and periodic updates to the current Regional Transportation Plan for the Kansas City metropolitan area (connectkc.org). Coordinate with regional planning partners on land use and transportation decisions of mutual importance.

Policy 4.3.4. Complete Streets

Seek opportunities to integrate Complete Streets attributes as part of future county infrastructure projects to reduce traffic congestion, improve air and water quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and driving. Although not suitable or feasible for all county roads, Miami County will consider developing a Complete Streets policy to incorporate safety and access features for non-motorized modes of travel into future roadway design projects where appropriate.

Policy 4.3.5. Capital Improvement Program

Consider the county's priorities for multimodal transportation needs as included in the goals and policies in this Comprehensive Plan in the annual Capital Improvement Program (CIP).



Rural greenway trail (Image credit: Rural Radio)

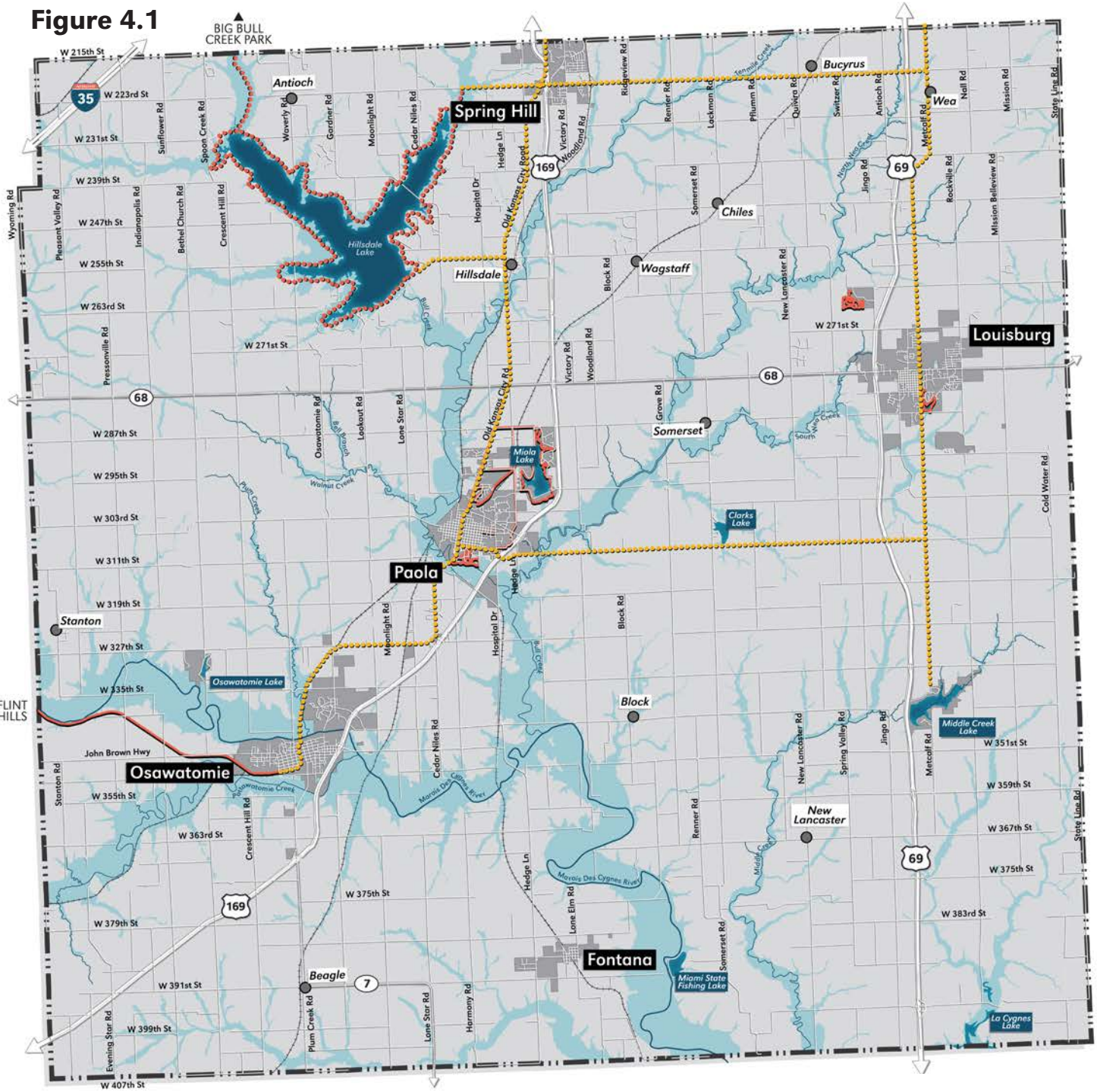
Goal 4.4. Develop and prioritize a countywide bike and trail system to improve connectivity and enhance the county's recreational appeal.**Policy 4.4.1. Connected Regional Bikeway Plan**

Miami County recognizes the potential benefits of expanded active transportation options for residents. The county will work with cities to conduct studies on the feasibility, potential demand, and impacts of participating in a regional bikeway plan. Future planning efforts will consider opportunities to work with Miami County cities to support a regional bikeway network in a manner that aligns with Miami County community interests, local transportation priorities, and available funding.

Policy 4.4.2. Regional Bikeway Infrastructure

Outdoor recreation systems enhance quality of life by connecting communities, preserving natural scenery, and promoting health and well-being. Miami County will work in collaboration with local cities and regional funding partners to explore the feasibility, demand, and impacts of potential trails and bikeways to improve community connectivity, safety, and quality of life. Future planning efforts will evaluate opportunities to create a countywide network of trails along publicly owned land and existing infrastructure, aligning with community priorities and available resources.

Figure 4.1



Proposed Miami County Regional Bikeway Plan



- Plan/County Boundary
- Incorporated Community
- Unincorporated Townsite
- 100-Year Floodplain (100% Annual Chance)/Floodway
- Existing Trail
Wider paths that support multiple recreation and transportation modes, such as walking or bicycling; typically do not run parallel to a roadway and are off-road
- Proposed Trail
Proposed additions of wider paths that support multiple recreation and transportation modes, such as walking or bicycling; typically do not run parallel to a roadway and are off-road
- Proposed Bikeway Corridor
Bikeway, such as a bike lane, on a public road

Data Sources: Miami County, Federal Emergency Management Agency (FEMA), Mid-America Regional Council, and Olsson
Date of Creation: September 25, 2025

Goal 4.5. Actively coordinate with regional, state, and federal entities to garner additional transportation investment in Miami County.

Policy 4.5.1. State and Local Level Transportation Planning

Miami County will actively collaborate with regional and state funding partners, as well as surrounding cities, to coordinate and participate in the planning, design, and implementation of transportation projects, especially those projects as provided in the Miami County Comprehensive Transportation Plan. The county will continue to advocate for transportation solutions that best serve its residents, cities and support long-term growth.

Goal 4.6. Proactively plan for emerging transportation technologies and modes to ensure Miami County maintains its relevancy as an attractive place for commerce.

Policy 4.6.1. Emerging Transportation Technology Education

As technology progresses, integration of new modes, such as connected vehicles (meaning vehicles that communicate with nearby vehicles and infrastructure) and Autonomous Vehicles (meaning vehicles that operate with varying degrees of autonomy and varying degrees of driver dependence) should be considered as connections are facilitated. Although Autonomous Vehicles, including trucks, may seem far off, this emerging technology is already on America's roadways, and the plans to expand this type of transportation are aggressive. Remain up to date on regional trends and implementation projects related to emerging transportation technology to ensure Miami County's place at the table.

Policy 4.6.2. Emerging Transportation Technology Readiness

Integration of Autonomous Vehicle technology into the transportation system could increase productivity, facilitate freight movements more efficiently, and create new employment opportunities. This technology could increase access to transportation for underserved communities, particularly the elderly and people with disabilities. A critical component of the future of Autonomous Vehicle technology is maintaining good infrastructure (i.e., pavement conditions, signing, and pavement markings), such that the connected and Autonomous Vehicles can reliably function alongside traffic.



The K-68 corridor is an area of focus for transportation improvements and development within Miami County. (Image credit: KDOT)



Autonomous vehicles will play an increasingly important role in transportation considerations across the country. (Image credit: IEEE Spectrum)



Microtransit can fill transit needs within rural areas until such a time that more robust service is needed. (Image credit: Mobility Lab)



The Miami County Airport is a valuable economic driver within the county. (Image credit: Google Earth)

Goal 4.7. Support transit services and future needs.

Policy 4.7.1. Transit Coverage

Encourage the continuation of transit services and monitor evolving transit needs to enhance connectivity and accessibility, aligning with Miami County's priorities.

Policy 4.7.2. Transit Service and Accessibility Support

Miami County recognizes the role of transit in fostering community connectivity and inclusivity. The county may collaborate with regional partners, transportation providers, human service agencies, and nonprofit organizations to explore opportunities for enhancing bus service frequency, coverage, and accessibility for older adults, transit-dependent populations, and those with special needs, leveraging partnerships and available funding. The county may also engage major employers to assess employee transit needs in areas of commercial and industrial growth, considering options like park-and-ride facilities, and support efforts to raise resident and employer awareness of alternative transportation modes, such as ridesharing, private services, and taxi options, in alignment with local priorities and resources.

Goal 4.8. Support Miami County Airport as a regional transportation hub and economic center.

Policy 4.8.1. Miami County Airport Master Plan

Regularly revisit and update the Miami County Airport Master Plan to understand space, growth, and infrastructure needs.

Policy 4.8.2. Airport Overlay Zones

Maintain the airport overlay zones to protect both the airport and the properties surrounding the airport.

Goal 4.9. Help improve residents' access to high-speed internet.

Policy 4.9.1. Broadband Access Collaboration

Continue to advocate for and collaborate actively with area internet service providers to expand current networks and capabilities to match what is available in the incorporated areas.

Policy 4.9.2. Community Broadband Engagement

Miami County acknowledges the role of reliable internet access in fostering community well-being and economic growth. The county will engage with incorporated cities, school districts, and local businesses to consider opportunities for improving and extending broadband access across the county, leveraging community-driven partnerships to address local priorities and available resources.

Goal 4.10. Support utility infrastructure development.

Policy 4.10.1. Strategic Utility Expansion

Encourage the strategic expansion and reliability of utility services to meet community needs and support growth in alignment with Miami County's priorities.

Policy 4.10.2. Utility Coordination and Assessment

Miami County recognizes the importance of reliable utility infrastructure, including water, wastewater, power, natural gas, telecommunications, and fire hydrant access, for community well-being and public safety. While Miami County does not have direct control over most utilities, the county will collaborate with cities, utility providers, and other stakeholders to explore opportunities for assessing and enhancing utility services, considering current conditions, reliability, and future demand driven by projected growth. This may include evaluating the need for fire hydrants to support public safety, coordinating rights-of-way for utilities during road projects, and leveraging partnerships to align infrastructure expansion with local priorities and available resources.

Policy 4.10.3. Multiple Entity Utility Coordination

Coordination between the county, municipalities, and utility companies should take place on an ongoing basis to ensure utility infrastructure is properly maintained and residents are receiving quality service. Explore and pursue mutually beneficial utility expansion/improvement projects. Ensure that new commercial, industrial, and subdivision developments and other divisions of land are collaborating with utilities to ensure the sites have proper infrastructure, such as sufficient waterlines.

Goal 4.11. Support community-driven energy options.

Policy 4.11.1. Alternative Energy

Miami County recognizes the evolving landscape of energy production and will remain open to exploring alternative energy solutions as technologies advance and community needs evolve. Future considerations will be guided by local priorities and compatibility with the county's rural character.

Policy 4.11.2. Property-Specific Alternative Energy

The county will continue to support homeowners, business owners, and developers to use alternative energy on their personal properties and projects.

This section will be updated following the completion of the Miami County Comprehensive Transportation Plan.

Section 5

Our Natural Environment and Recreational Framework

Miami County is a hidden gem when it comes to rich, scenic, environmental features. With the expansive agricultural lands, open space areas, and water resources, the county offers many opportunities for residents and visitors to interact with nature. As such, Miami County has grown in popularity as a place to live. As the Kansas City region continues to grow and the county welcomes more families, it is vital to the health of the community that agricultural fields, open spaces, and greenways are preserved. Once land has been developed for other uses, it can be impossible to restore to its original bounty. **Section 5 - Our Natural Environment and Recreational Framework** puts a plan in place to limit the farmland and open space conversion rate to protect the county's natural assets for generations to come.

This section presents the Natural Environment and Recreational Framework Plan (**Figure 5.1**) and describes the features illustrated. Some features shown represent the existing condition—these are shown as a primary strategy discussed is preservation and conservation of what currently exists. The goals and policies discussed in response to **Figure 5.1** provide actionable means for the county to care for its natural environment and increase recreational opportunities for residents and visitors alike.

Included goals and policies were carefully considered based upon extensive community input—both in person and online (see **Appendix B**); county staff member and governing body guidance; local, regional, and natural environmental data sources; and professional opinion. No piece of input was considered on its own. While this framework focuses on the natural environmental and recreation, it should be considered in conjunction with the other sections of the Plan.

Goals and Policies

Goal 5.1. Protect countywide water resources through responsible new residential, industrial, commercial developments, and agricultural practices to ensure water quality is maintained.

Policy 5.1.1. Water Source Protection and Development Standards

Hillsdale Lake is a vital source of drinking water for the northern sections of Miami County. In addition, a significant portion of the county relies on local aquifers, groundwater, the Marais des Cygnes River, and various reservoirs and small bodies of water. Protecting these water sources is essential. Given their importance, it is imperative to prioritize their protection to ensure a sustainable supply of clean water for the entire community.

The county should implement county-wide policies that safeguard all critical water sources. These policies should require new residential subdivision plats, as well as industrial and commercial developments, to be constructed in a manner that prevents soil erosion along creek banks, minimizes sedimentation in creeks, preserves and enhances vegetation along waterways, ensures adequate setbacks for buildings, structures, and septic systems, and supplements the regulations of underlying zoning districts.

Potential tools to be applied across the county include:

- Natural vegetation strips;
- Minimum development setbacks from the Ordinary High-water Mark of blue line streams as well as creeks and tributaries that impact important water bodies (Hillsdale Lake, Marais Des Cygnes River, Miola Lake, and Middle Creek Lake);
- Additional development review application requirements (e.g., stormwater, drainage report for point and non-point pollution sources, etc.);
- Identify a maximum impervious area allowed for new developments;
- Encourage large lot zoning and conservation development; or
- Encourage the continued use of property for agriculture.

Policy 5.1.2. Farming Best Management Practices (BMPs) for Water Pollution Control

Miami County acknowledges the vital role that both agriculture and water resources play in sustaining the local economy, community well-being, and environmental health. The county respects farmers' autonomy in managing their agricultural operations and supports their continued adherence to regulatory guidelines set forth by the Kansas Department of Agriculture (KDA) and the United States Department of Agriculture (USDA).

- Farmers are encouraged to take full advantage of the programs, resources, and expertise available from organizations such as Miami County Conservation District, Kansas State University College of Agriculture, the Kansas Livestock Association (KLA), and others to help preserve water quality.
- The county should support ongoing education for farmers and provide opportunities for learning about new techniques, technologies, and practices that improve both productivity and environmental health.



Stream buffers are an important way to protect natural water sources, utilizing ecological functions. (Image credit: Rowley Gallery)

Table 5.1
KC-APWA Recommended Streamway Buffer Widths

Contributing Drainage Basin Size (acres)	Buffer Width
Less than 40 acres	40 feet
40 acres to 160 acres	60 feet
160 acres to 5,000 acres	100 feet
Greater than 5,000 acres	120 feet

Policy 5.1.3. Construction Best Management Practices (BMPs) for Water Pollution Control

Surface and groundwater can be contaminated by urban activities, particularly during the construction process lifecycle. BMPs for construction sites could include the following:

- **Preservation of Existing Vegetation:** this minimizes the amount of land clearing and exposed soil to protect nearby waterways, wetlands, and other sensitive areas;
- **Construction Phasing:** construction activities can be sequenced to minimize soil exposure for long periods of time to help a site maintain stabilization during construction;
- **Dedicated Construction Entrances/Exits:** this practice reduces the amount of land disturbance by isolating truck and vehicle movements to one area;
- **Silt Fencing:** by burying the bottom of a silt fence into the ground, debris and other large contaminants are trapped by the fence, thus not exiting the construction site;
- **Storm Drain Inlet Protection:** rocks or other large objects can be used to shield storm drains from trash or other construction debris;
- **Vegetative Buffers:** along waterbodies, vegetative buffers can be used to slow and filter site runoff;
- **Equipment Fueling and Containment:** fueling offsite to avoid spills is ideal; however, if fueling must occur on site, it should happen at least 50 feet from downstream facilities; and
- **Waste Management:** trash and recycling receptacles should be covered to contain refuse and should be emptied off-site regularly to avoid overflow outside of containers.

Policy 5.1.4. Streamway Protection Policy

An appropriate setback or buffer should be applied along all streams, rivers, and other watercourses for residential subdivision plats, as well as industrial and commercial developments. Typically, streamway buffer widths do not vary by land use, but rather by the degree of environmental sensitivity of the stream or whether it has already been straightened or armored. Miami County should consult with organizations such as the Miami County Conservation District and consider the Kansas City Chapter of the American Public Works Association's (KC-APWA) guidance regarding recommendations for streamlined buffers for residential subdivision plats and industrial or commercial developments.

Policy 5.1.5. Watershed Management and Protection

Institute watershed management practices for residential subdivision plats and industrial or commercial developments that protect countywide water resources and focus on BMPs that can be more generally applied depending on the watershed type, size, and function. Recommendations are based on the location of the watershed and are described as follows:

- **In the upper portions of the watershed**, frequent storm events (one-year events or less) should be controlled through BMPs and small detention basins for larger areas. This protects the streams from erosion while requiring less land to be set aside by developers.
- **In the middle portions of the watershed**, larger and more infrequent storm events—those occurring every 10 to 100 years—should be captured in a regional detention basin. Typically, this is upstream of the FEMA floodplain limits. BMPs, parks, and recreation trails can be incorporated into these areas of a watershed.
- **In the lower portions of the watershed**, there is no need for detention. However, developments should be set back from future floodplain limits to reduce flood risk.

The caveat to these recommendations for various portions of the watershed is that if there is known downstream flooding or is a concern for downstream flooding, the upstream development should reduce flood flows according to KC-APWA's comprehensive control release rates. Identification of these locations requires further study; however, they could represent viable options for stormwater detention. Consider creating watershed protection overlay districts for other waterbodies within the county.

Policy 5.1.6. Manual of Best Practices for Stormwater Quality

To maintain water quality for new developments, the county should continue the use of the Kansas City Metro Chapter of the American Public Works Association's (KC-APWA) Stormwater Manual for Storm Drainage and Best Management Practices as it applies to Miami County.

Goal 5.2. Protect and conserve Miami County's natural resources and environment.

Policy 5.2.1. Preservation of Open Space and Natural Areas

Preserving open spaces is essential for maintaining Miami County's rural and agricultural character as development occurs. The county should continue to require the inclusion of open space in the design and implementation of clustered residential developments and Agricultural Preservation Subdivisions. These open spaces may take the form of agricultural fields, nature preserves, voluntary conservation easements, and recreational areas, including both active and passive areas, among others. Miami County should also consider pursuing a fiscally responsible park system to benefit all residents of Miami County by encouraging the development and expansion of public and private park, recreation, and open space facilities while avoiding duplication of facilities between the county, cities, and the state.

Permanent open space is not only crucial for preserving the county's unique rural identity but also plays a significant role in stormwater management and the conservation of wildlife habitats and travel corridors. To enhance these benefits, open spaces within new subdivisions should, where feasible, connect with adjacent areas, ultimately forming a continuous network that preserves Miami County's natural attributes. Miami County should collaborate with the Miami County Conservation District and the Kansas Forestry Service to identify trees that are desirable for preservation.

Policy 5.2.2. Noise, Odors, and Light

Minimize exposure to excessive noise, light, and unpleasant odors while recognizing that agricultural activities are considered to be a primary land use in the unincorporated area of Miami County and are legally exempt from nuisance lawsuits and zoning regulations.

Policy 5.2.3. Water Conservation

Promote the most efficient use of water through conservation and related practices, particularly within areas used for residential, business, parks, and open spaces, by encouraging water-efficient irrigation techniques and through educational programs on water conservation.

Policy 5.2.4. Waste Reduction and Recycling

Encourage a variety of programs and strategies that increase waste reduction and recycling among residents, businesses, and county facilities (e.g., bi-annual recycling events, printing policies, composting). Promote the use of recycling receptacles in public spaces and facilities, especially those that are heavily used.

Policy 5.2.5. Stormwater Management

Promote the use of low-impact development practices to manage stormwater runoff and flooding, increase ground infiltration, and reduce the amount of sediment and other pollutants entering surface waters.

Policy 5.2.6. Stream Corridors

Promote the preservation of stream corridors for habitat and flood mitigation. As development occurs, consult with the Miami County Conservation District to determine recommendations for protecting and preserving stream corridors.

Policy 5.2.7. Construction Practices

Encourage construction practices that minimize the potential for erosion, water, and sediment runoff, as well as other impacts on stream corridors.

Policy 5.2.8. Low Impact Development

Incentivize low impact development (LID) to mimic nature in the built environment. LID refers to systems and practices that use or mimic natural processes to result in the infiltration, evapotranspiration, or use of stormwater to protect water quality and associated aquatic habitat. LID is an approach to development and redevelopment that works in concert with nature to manage stormwater as closely as possible to its natural process. Rooted in the preservation of natural landscape features, LID aims to minimize impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product to be flushed off-site.

There are many ways in which stormwater can be naturally managed, primarily through the implementation of green infrastructure, which works in concert with LID practices. Green infrastructure could include bioretention facilities, rain gardens, vegetated rooftops, rain barrels, or permeable pavement. Introducing such techniques onsite manages water in a way that reduces the impact of built areas while promoting the natural movement of water within an ecosystem or watershed. Applied at a broad scale, LID and green infrastructure can maintain or restore a watershed's hydrologic and ecological functions.

Policy 5.2.9. Sensitive Lands

Sensitive lands are vital areas within Miami County that require careful consideration and protection due to their environmental, cultural, and historical significance. These lands include, but are not limited to; wetlands, floodways, floodplains, and slopes exceeding 12%, as well as soil types unsuitable for development. Sensitive lands encompass significant wildlife habitats and travel corridors, such as those found along floodplains, and areas of substantial woodlands and vegetation that contribute to habitat stability and soil integrity.

Additionally, sensitive lands encompass productive farmland, historic and cultural features (including archaeological sites), and scenic vistas that define the county's character. Watersheds, groundwater resources, and their recharge areas are also critical components, ensuring the sustainability of water quality and supply.

New developments in Miami County should strive to create a balance between the natural and manmade environments. By preserving and protecting these natural features while accommodating growth, we can create unique neighborhoods and living environments that respect and enhance the county's natural heritage. This approach is essential for fostering ecological balance, maintaining Miami County's rural and agricultural identity, and ensuring that development complements rather than disrupts these sensitive areas.

To effectively manage sensitive lands, the following principles should guide planning and development:

- **Preserve the Natural Floodplain and Floodway:** Safeguard the natural characteristics of floodplains and floodways to minimize the risk of loss of life and property, while also providing valuable open space.
- **Encourage Preservation and Restoration:** Promote the conservation and restoration of significant tree stands, grasslands, wetlands, stream banks, and other environmentally sensitive areas, integrating them into a passive-use open space system.
- **Avoid Duplication of Services:** Prevent overlap in recreational services and facilities between cities and the County to ensure efficient use of resources.
- **Support Regional Recreation Development:** Foster the development and expansion of public and private parks, recreation areas, and open space facilities that serve the region.
- **Protect Surface Water Resources:** Safeguard surface water from contamination and reduce pollutants entering the water supply lakes.
- **Utilize Clustered Development:** Implement clustered development strategies to preserve open space while allowing for thoughtful growth.
- **Foster Agency Partnerships:** Develop innovative partnerships among agencies to provide a diverse array of facilities and services for the residents of Miami County.

Goal 5.3. Encourage countywide conservation development by promoting site and building practices that are oriented toward nature.

Policy 5.3.1. Topography and Geography

Embrace the county's unique topography and geography as a character-defining feature, encouraging their integration into developments and site designs using conservation design principles.

Policy 5.3.2. Conservation Site Design

Residential subdivision plats and industrial and commercial developments are encouraged in proximity to existing activity centers and municipalities to promote clustered development and preservation of open space and farmland. Where new commercial buildings or homes are constructed, conservation design practices are one way to protect the county's extensive environmental resources. Conservation design aims to maintain the integrity of a landscape's natural features and functions, protect water quality, enhance community character and connectivity, and provide for greater design flexibility and affordability. Using the following tools, conservation site design principles can be accomplished:

- Standards for open space, greenways, and trails;
- Density bonuses, such as allowing smaller acreage density with Conservation Subdivision Development when access to sufficient Rural Water is available and onsite wastewater facilities can serve sites;
- Protection of natural areas, including wetlands, woodlands, and steep slopes;
- Clustering of lots and flexible lot standards;
- Efficient road networks where developments are placed;
- BMPs for infiltrating and filtering stormwater runoff;
- Encourage stewardship of native landscapes identified with the assistance of entities such as Kansas Forest Service and Kansas Department of Wildlife, Parks and Tourism (KDWPT);
- Long-term stewardship of natural areas and open space; and
- Lighting standards that reduce light pollution.

Goal 5.4. Build Miami County's reputation as a regional recreational destination.

Policy 5.4.1. Local Products and Services

Develop strategies to attract businesses that provide goods and services to residents. Create opportunities for local businesses to showcase their products and services during community events, thereby gaining exposure to visitors in Miami County.

Policy 5.4.2. Historic Character

Honor the county's rich history by preserving its historical assets and utilizing them as an economic driver for the county through community events and other public programming.

Policy 5.4.3. Agritourism Destinations

Support opportunities for agritourism in appropriate areas of the county where such uses do not negatively impact surrounding properties, while noting that agricultural uses are exempt. Capitalize on the opportunities created from Miami County's high-quality destinations.

Policy 5.4.4. Recreation Destination Marketing

Promote Miami County as a place where health, connectedness, and a sense of belonging are available in every neighborhood. Rebrand the county and create ways to promote a sense of pride throughout the county.

Miami County has the potential to become a regional recreational destination, attracting visitors from neighboring counties and metropolitan areas. With its natural landscapes, outdoor amenities, and sites like Hillsdale Lake, the county offers unique opportunities for activities and events that appeal to both residents and tourists. By promoting and enhancing these features, Miami County can boost tourism, support the local economy, and establish itself as a regional hub for outdoor recreation, community events, and cultural experiences.

Goal 5.5. Encourage a network of parks, trails, bikeways, and recreational facilities that integrate with existing county infrastructure.

Policy 5.5.1. Open Space

Preserving natural resources remains a key planning objective. Protecting open space and natural features is crucial for maintaining the rural and agricultural character of Miami County. Open space preservation may take the form of agricultural fields, active and passive recreation areas, conservation easements, nature preserves, parks, and recreational areas.

Policy 5.5.2. Trail and Bikeway System

Create continuity of regional connections through trails and on-road bikeways by funding and implementing the trail and bikeway recommendations as shown in **Figure 4.1**.

Policy 5.5.3. Recreational Programs and Facilities Support and Marketing

Support a diversity of recreational programs and facilities that meet the needs of the county and draw visitors to the county. Link parks, recreation facilities, and outdoor gathering spaces with programming to bolster social recreation opportunities. Utilize county communication channels to bolster programming and event marketing.

Policy 5.5.4. Accessibility and Usability

Promote universal design features, such as ramps, restrooms, frequent benches, hard surface paths, and adequate lighting are incorporated into facilities within the county to improve the accessibility and usability of countywide facilities for all residents, regardless of age or ability.



Goal 5.6. Support healthy and active living among residents of all ages, abilities, and lifestyles.

Policy 5.6.1. Programs and Activities

Encourage residents to engage in a variety of recreational and wellness services and programs developed through regular coordination with the recreational agencies, conservation groups, and incorporated communities within the county.

Policy 5.6.2. Land Use and Built Environment

Encourage the construction of built environments that support active lifestyles, walkability, and safety and comfort of all ages, abilities, and lifestyles.

Goal 5.7. Optimize opportunities for parks, open space, and other recreational amenities.

Policy 5.7.1. Development Requirements

Encourage open spaces and access to natural resources in future development, redevelopment, and revitalization projects.

Policy 5.7.2. Public/Private Partnerships

Promote partnerships with public and private entities and organizations, the incorporated communities, surrounding counties, the county school districts, and others to provide public access and connections to existing or planned parks, recreational facilities, or other local and regional facilities.

Policy 5.7.3. Education and Volunteerism

Promote volunteer opportunities (e.g., wildlife habitat restoration) to provide environmental education for residents and foster an environmental stewardship ethic.

Policy 5.7.4. System Maintenance

Promote the health of parks, open spaces, and the growing trail and bikeway system through education, maintenance, and monitoring to address changing community demands and needs over time.

Policy 5.7.5. Funding Mechanisms

Work to identify and apply for a range of funding sources that will enable the implementation of the recommendations for trails, bikeways, and recreational programs.



The preservation of open space provides multiple benefits, including retaining rural culture.



The rural trail system is can take on many shapes and sizes, but connectivity must be emphasized. (Image credit: Bicycle Coalition of Greater Philadelphia)

Goal 5.8. Promote a safe and resilient community.

Policy 5.8.1. Public Safety

Adopt public safety best practices to ensure the county's capacity to provide a high level of public safety and emergency services. Encourage proactive community involvement in resident and business safety through cooperation with law enforcement and emergency personnel, situational awareness, and other volunteer programming. Examples include participation in the Citizen Police and Fire Academies.

Policy 5.8.2. Regional Mitigation Planning

Participate in the implementation of and periodic updates to the most recently adopted FEMA Region 7, Hazard Mitigation Plan, collaborating with regional partners to assess risks and vulnerabilities and identify mitigation strategies. Miami County is currently part of the "Kansas Homeland Security Region J Hazard Mitigation Plan," which can be accessed at the Kansas Adjutant General's Department website: www.kansastag.gov/645/Hazard-Mitigation-Plans.

Policy 5.8.3. Floodplain Management

Enforce floodplain regulations within areas of the community in flood hazard areas as designated by FEMA to maintain and improve Miami County's rating for the National Flood Insurance Program (NFIP). Ensure development within the floodplain is compatible with the natural tendencies of these areas, such as open space and recreation.

Policy 5.8.4. Steep Slopes and Geologic Hazards

Avoid development on slopes with grades steeper than 12 percent to the maximum extent practicable. Utilize slope stabilization, erosion controls, and stormwater management best practices to reduce risks of erosion, landslides, and other geological hazards.

Policy 5.8.5. Emergency Preparedness

Continue to provide public awareness of natural and man-made hazards in general and at specific high-risk locations. Provide information about measures the public can use to protect themselves, their property, and the community, such as safe rooms.

Natural Environment and Recreational Framework Plan

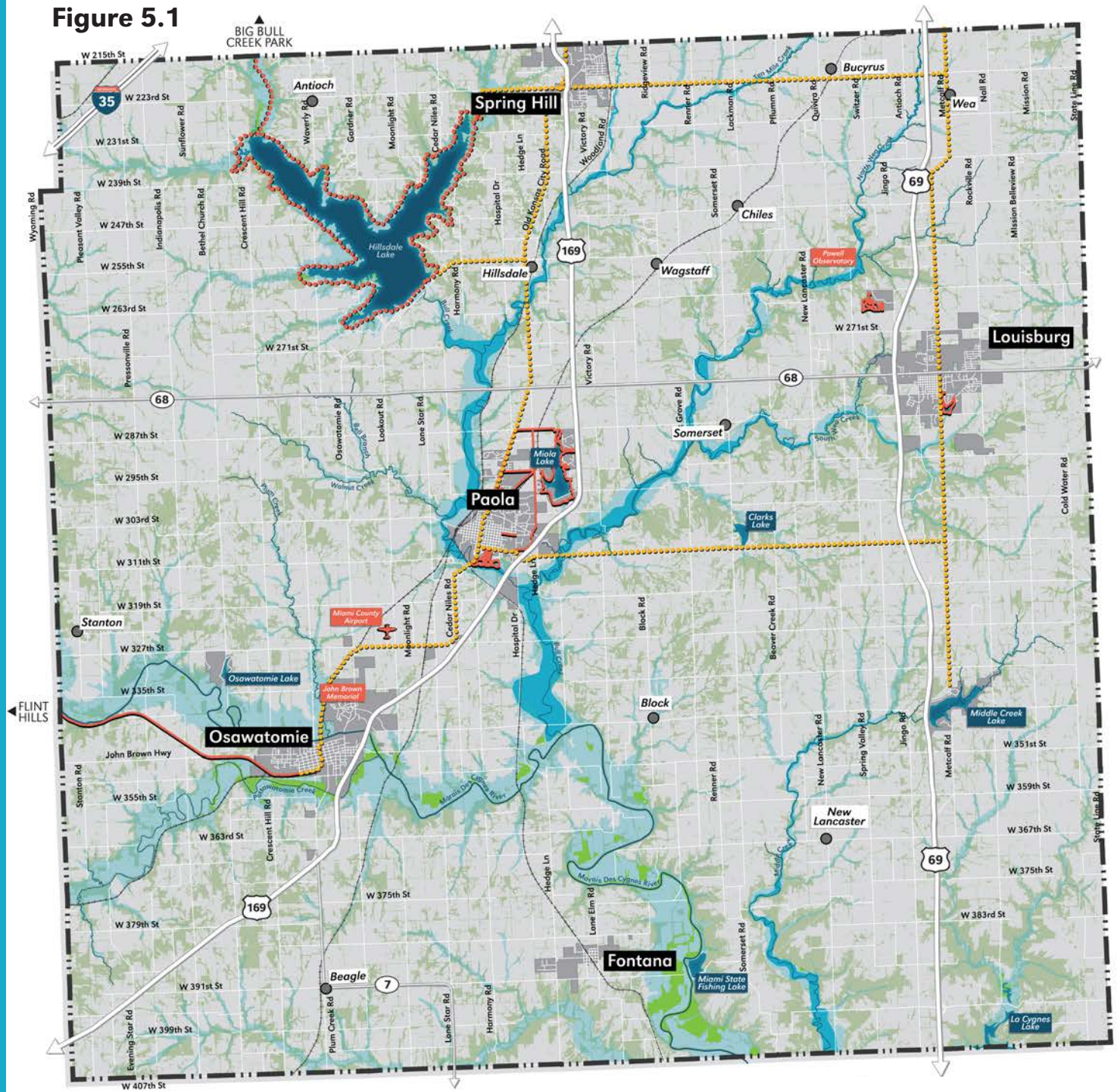
This section promotes farming practices and development patterns that put the land first, promoting land uses that:

- Maintain the integrity of natural systems;
- Preserve environmental features;
- Reduce the impact on land, water, and other biological resources;
- Minimize soil erosion;
- Promote responsible development practices; and,
- Use conservation to elevate quality of life.

As the county experiences population increases, a demand for a more efficient transportation system, and more frequent developments that provide rural settlements with the goods and services they need, it is imperative that the sensitive ecosystems of the county be considered. The built and natural environments can coexist, but special care must be taken in advance of breaking ground to ensure that harmony between the two systems is maintained. **Figure 5.1** presents existing environmental conditions within the county, as well as multimodal connectivity conditions and recommendations.



Figure 5.1



Natural Environment and Recreational Framework Plan



- Plan/County Boundary
- Incorporated Community
- Unincorporated Township
- Wetland
- Forested Area*
- 100-Year Floodplain (1% Annual Chance)**
- Floodway
- Existing Trail
Wider paths that support multiple recreation and transportation modes, such as walking or bicycling; typically do not run parallel to a roadway and are off-road
- Proposed Trail
Proposed additions of wider paths that support multiple recreation and transportation modes, such as walking or bicycling; typically do not run parallel to a roadway and are off-road
- Proposed Bikeway Corridor
Bikeway, such as a bike lane, on a public road

Notes:
 * Forested areas are a combination of upland deciduous forest, lowland deciduous forest, coniferous forest, and mixed forest
 ** Also known as Zone A or Zone AE, which are FEMA-defined Special Flood Hazard Areas

Data Sources: Miami County, Federal Emergency Management Agency (FEMA), Mid-America Regional Council, U.S. Fish and Wildlife Service, and Olsson
Date of Creation: September 25, 2025

Section 6

Our Action Plan

Section 6 succinctly organizes the goals and policies from **Sections 3, 4, and 5**. Various departments, elected officials, county leaders, and organizations are critical to advancing the Plan's recommendations. This section should be used as a decision-making tool for county staff, vested organizations, and bodies, particularly when evaluating and allocating funding for current and future opportunities.

Action Plan Elements

This implementation matrix, which includes **Tables 6.1–6.3**, lists the goals and strategies for each section of the Plan. The following tables further refine these goals and strategies by identifying the responsible party, partners, and completion timeframe for each policy. This matrix should be regularly revisited to ensure successful implementation and alignment with the county’s needs and expectations.

Responsible Parties and Partners

The implementation of the Plan is a collaborative effort that includes county staff, regional and local partners, and others. That said, Miami County leadership must lead these efforts and direct or assist its partnerships in taking the necessary steps to realize this Plan.

Please note that the assigned responsible party and partners may change as the Plan is revisited and updated throughout the Plan’s life cycle. Names of departments, organizations, and local and regional agencies may be reassigned or changed in the event of an amendment.

Although the entire public should feel invested in the Plan’s advancement, elected officials, county staff, and specific organizations have a specific responsibility to implement the Plan. Both the responsible party and partners share accountability to ensure the Plan is actively maintained and carried out.

- **Responsible Party:** Those that are charged with leading implementation of the specific policy; listed as the first party, followed by the partners
- **Partners:** Those who are also involved in the implementation of the policy and provide support to the responsible party

Completion Timeframe

While some items should be started immediately and/or continued over time to sustain the Plan’s momentum, others should be planned and implemented within the next one to 10 years.

- **Immediately:** (0-1 year) Ease of implementation, directly advances other goals/policies, and/or addresses critical issues
- **Continuous:** (Ongoing over Plan lifetime) Necessary items to sustain the Plan
- **Short-Term:** (0-5 years) With quick and appropriate planning, it can be implemented within this timeframe
- **Long-Term:** (0-10 years) With continuous and sustained planning, it can be implemented within this timeframe

First Steps and Plan Maintenance

The following action items are not specific to any one topic of the Plan (e.g., land use, transportation, etc.). Still, there are foundational implementation steps that must be taken to ensure widespread alignment of departments and guiding and/or regulatory documents. Additionally, the Plan must be regularly reviewed and maintained to ensure it continues to meet the county's evolving needs. Before referring to **Tables 6.1–6.3**, ensure completion of the “First Steps” and schedule time annually for Plan maintenance.

First Steps

1. Adopt the updated Comprehensive Plan.

- a. Post the final draft Plan on the county's website for public review.
- b. Advertise public hearings related to Plan adoption.
- c. Conduct related adoption meetings for the Planning Commission and the Board of County Commissioners.

2. Amend relevant regulations and plans.

- a. Conduct a thorough review of the existing zoning and subdivision regulations and compile a comprehensive list of changes (with exact policy text) necessary to align county zoning and subdivision regulations with the intent of the Plan.
- b. Conduct a thorough review of existing plans, such as the Miami County Comprehensive Transportation Plan, and compile a comprehensive list of changes (with exact policy text) necessary to align the plans with the intent of the Plan.
- c. Communicate about and consider public engagement with county residents regarding the resulting regulatory and plan updates.
- d. Present proposed amendments to the Planning Commission and Board of County Commissioners for approval.

3. Advertise and educate about the Plan.

- a. Post the final Plan on the county's website and provide a copy of the Plan to each county department.
- b. Conduct a work session with Planning Commission and Board of County Commissioners (and again as Commissioners change) to educate them on the findings and recommendations of the Plan as leadership changes; prepare a key takeaways document for easy reference after the presentation.
- c. Meet with relevant department heads and local leaders to explain the findings and recommendations of the Plan; prepare a succinct presentation and provide a copy of it to the department heads and local municipal leaders.
- d. Aid the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
- e. Draft a summary document that includes key recommendations from the Plan that can be distributed to residents, developers, businesses, and other interested parties.

Plan Maintenance

- 1. Integrate the use of the Plan into daily decision-making.**
 - a. Evaluate all improvement and development proposals within the county by the Plan's targets and strategies to assess whether the proposal aligns completely, partially aligns, or does not align with the Plan.
 - b. Assist the Planning Commissioners and Board of County Commissioners in the day-to-day administration, interpretation, and application of the Plan.
- 2. Review the Plan periodically and strategically; prepare an annual progress report.**
 - a. Maintain a list of current possible amendments, issues, or needs that may be a subject of change, addition, or deletion from the Plan.
 - b. Prepare an annual progress report and presentation to present to the Planning Commission and Board of County Commissioners that describes the list of successes and possible amendments, issues, or needs that may be subjects of change, addition, or deletion from the Plan.
 - c. Conduct an internal update of the Plan every three to five years; coordinate this review with the preparation of the county budget and capital improvement program.

The Action Plan

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 3.1. Encourage a balanced mix and distribution of land uses that support economic development while preserving the longstanding small town and agricultural heritage.		
Policy 3.1.1. Future Land Use Framework Plan Revise the county's zoning regulations to support the uses, intensities, and design principles set forth in the Future Land Use Framework Plan (see Figure 3.2).	Planning & Zoning; Planning Commission; Board of County Commissioners	Immediately
Policy 3.1.2. Entertainment and Recreational Destinations Encourage the attraction and retention of a variety of unique entertainment and recreational destinations throughout the county that draw in both residents and visitors from other counties, with a specific focus on the Kansas City metropolitan area. Ensure such entertainment and recreational destinations are sensitive to and do not negatively impact their surrounding context (e.g., noise, pollution, traffic management, safety, etc.).	Economic Development; Planning & Zoning; Planning Commission	Continuous
Policy 3.1.3. Commercial and Business Services Encourage the integration of small-scale retail areas that provide basic commercial goods and services to meet the daily needs of residents near Areas of Regional Significance, Village Expansion areas, and in areas found to be appropriate and complementary to surrounding land uses.	Economic Development; Planning & Zoning; Planning Commission	Continuous
Policy 3.1.4. Land Use, Development, and Infrastructure Policy Coordination Coordinate land use, zoning, and infrastructure plans with cities to guide growth to or near incorporated communities with accessible infrastructure. Seek opportunities as they arise to cooperate with cities, promoting higher-density development near city limits that fosters shared, sustainable growth for both city and county.	Planning & Zoning; Road & Bridge; Planning Commission; Board of County Commissioners; Administration; County Cities; County Attorney	Continuous
Policy 3.1.5. Preserve Critical Natural Areas Collaborate with landowners and key organizations such as the Miami County Conservation District, Hillsdale Watershed Coalition, Kansas Department of Agriculture Division of Conservation, U.S. Fish and Wildlife Service National Wetlands Inventory, and others to preserve critical natural areas when new development occurs, in addition to the use of county development regulations.	Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Planning Commission; Board of County Commissioners; County Attorney	Continuous
Policy 3.1.6. Preserve Agricultural Heritage Preserve the agricultural heritage of the area by utilizing clustered development to conserve large parcels of agricultural land. Supporting both existing and future agricultural operations, including farm residences, is essential to maintaining the viability and sustainability of farming activities in the county.	Planning & Zoning; Miami County Conservation District; Planning Commission; Board of County Commissioners	Continuous

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 3.1. Encourage a balanced mix and distribution of land uses that support economic development while preserving the longstanding small town and agricultural heritage.		
<p>Policy 3.1.7. Farmland and Rural Residential Preservation Preserve and protect farmland and rural residential areas to maintain the rural character and economic viability of the region by utilizing zoning regulations. Encourage land use patterns that prioritize agricultural production while minimizing the fragmentation of farmland. Clustered residential development should continue to be utilized to conserve large tracts of agricultural land and open space.</p>	Planning & Zoning; Miami County Conservation District; Planning Commission; Board of County Commissioners	Continuous
<p>Policy 3.1.8. Regional Infrastructure Advancement Monitoring and Participation Continue to assess the likely impacts of proposed regional development and transportation initiatives, including the BNSF-Kansas City Intermodal Facility, Kansas Department of Transportation (KDOT) roadway projects, Mid-America Regional Council (MARC) initiatives, and more on development throughout the county. Align development regulations and capital improvements to maximize the potential benefit of such initiatives and projects. Advocate for Miami County's interest to be considered through KDOT/MARC.</p>	Road & Bridge; Planning & Zoning; Economic Development; Administration	Short-Term; Continuous
Goal 3.2. Promote a sustainable and efficient pattern of growth.		
<p>Policy 3.2.1. Incorporated Community Cooperation Areas Consider establishing coordinated areas around each incorporated community within the county to ensure that development and infrastructure decisions are mutually beneficial to both the individual community and the county, with the overarching goal that most growth should be focused within the cities. Advocate for coordination between the county and all incorporated communities for ease of implementation of new development adjacent to a city. The county is committed to maintaining an open and collaborative relationship with incorporated cities, taking into consideration their comprehensive plans to ensure decisions align with the long-term goals of all communities within Miami County.</p>	Planning & Zoning; Road & Bridge; Planning Commission; Board of County Commissioners; Administration; County Cities; County Attorney	Short-Term
<p>Policy 3.2.2. Transportation- and Existing Infrastructure-Focused Development Permit new development (residential, industrial, and commercial) near major county transportation corridors to limit growth and development into sensitive natural areas or areas with strong agricultural heritage and culture. Work closely with incorporated communities to understand their individual utility infrastructure extension plans.</p>	Planning & Zoning; Road & Bridge; County Cities	Continuous
<p>Policy 3.2.3. Intergovernmental Coordination Cooperate with the incorporated communities, surrounding counties, and funding partners on issues and initiatives of mutual interest, such as open space preservation, recreational programs, conservation easements, and infrastructure improvements.</p>	Planning & Zoning; County Cities; Road & Bridge; Administration; Miami County Conservation District; Hillsdale Watershed Coalition; County Attorney	Continuous

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 3.2.4. Jobs/Housing Balance Support development patterns and update zoning regulations that expand opportunities for people to both live and work in Miami County. Take advantage of the growing work-from-home employment opportunities and market Miami County as a rural lifestyle option near ample outdoor recreational possibilities. For those shifting to a work-from-home position, Miami County's rural nature can offer a serene, retreat-like lifestyle. Capitalize on such a marketing opportunity.</p>	<p>Economic Development; Planning & Zoning; Planning Commission</p>	<p>Short-Term</p>
<p>Goal 3.3. Ensure residential development capitalizes on and preserves the county's agricultural character while expanding housing options to meet the needs of current and future generations.</p>		
<p>Policy 3.3.1. Mixture of Housing Types, Densities, and Values New residential growth is encouraged in or adjacent to incorporated cities, within designated Village Expansion Areas and Residential Development Areas, where infrastructure and services exist or can be efficiently extended, offering diversified housing options to meet current and future needs. Development will primarily focus on low-density, single-family homes to preserve Miami County's rural identity, open spaces, and agricultural character, with higher-density exceptions considered where infrastructure supports it. As shown in Figure 3.2, three residential land use categories are defined: "Agricultural Residential" and "Rural Residential" promote large-lot homes, agriculture, and recreation to maintain rural appeal, while "Residential Development Areas" allow fill in residential development in areas that have historically been subdivided. Coordinating development with city partners ensures efficient infrastructure use, minimizes impacts on farmland, and aligns with shared county and municipal goals. All development must preserve farmland, protect open spaces, and reinforce Miami County's unique character through ongoing collaboration with cities.</p>	<p>Planning & Zoning; Road & Bridge; Planning Commission; Board of County Commissioners; Administration; County Cities</p>	<p>Continuous</p>
<p>Policy 3.3.2. Local Municipality Coordination Work with local municipalities to meet countywide demand for various types of housing by coordinating with cities on the development of areas adjacent to cities, ensuring it aligns with the county's rural character and supports the cities' future growth.</p>	<p>Planning & Zoning; County Cities; Road & Bridge; County Attorney</p>	<p>Short-Term</p>
<p>Policy 3.3.3. Age-in-Place Opportunities Maintain zoning standards allowing Accessory Dwelling Units in residential areas to allow for multigenerational housing.</p>	<p>Planning & Zoning; Council on Aging; Planning Commission; Board of County Commissioners</p>	<p>Short-Term</p>
<p>Policy 3.3.4. Affordable and Attainable Housing Strategy Work closely with local municipalities to meet countywide demand for various types of housing by accommodating development adjacent to city boundaries, where infrastructure is already available, thus providing housing options for young families, singles, and others an opportunity to establish roots in Miami County. Identify a range of regulatory and financial strategies to help incentivize affordable and attainable housing development.</p>	<p>Economic Development; Planning & Zoning; Administration; Planning Commission; Board of County Commissioners</p>	<p>Short-Term</p>

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 3.3.5. Regional Housing Initiatives Continue to work with regional partners to remove barriers to safe, stable, and attainable housing for all through updates to education and outreach, allocation of resources, targeted updates to codes and regulations, and day-to-day decision-making.</p>	Economic Development; Planning & Zoning; Administration; Planning Commission; Board of County Commissioners	Continuous
<p>Policy 3.3.6. Residential Buffers Review county zoning regulations to ensure and require the appropriate size and type of buffer between residences and commercial and industrial uses.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners	Short-Term
<p>Policy 3.3.7. Residential Cluster Development Continue to permit and encourage residential cluster development that allows housing to be concentrated on one portion of a site to preserve open space and natural features on another portion of the development site.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners	Continuous
<p>Policy 3.3.8. Residential Design Flexibility Review development regulations and building codes regularly to ensure both quality and flexibility in housing design. Stay in tune with housing market trends.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners; Code Services	Short-Term
<p>Goal 3.4. Capitalize on opportunities for commercial development that expand the county's tax base and support existing and emerging industrial and employment activities.</p>		
<p>Policy 3.4.1. Incorporated Community Coordination Coordinate with incorporated communities to provide infrastructure to priority commercial development areas that may be annexed as growth and development occurs.</p>	Planning & Zoning; County Cities; Road & Bridge; Administration	Continuous
<p>Policy 3.4.2. Proper Commercial Site Planning Ensure and review county zoning regulations to include modern commercial site planning and circulation standards that preserve adequate right-of-way and provide the opportunity for frontage roads and well-connected internal street networks along the US-169, US-69, K-68, and I-35 corridors.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners	Short-Term
<p>Policy 3.4.3. Active Economic Development Collaborate with local municipalities and the Miami County Economic Development Department to attract commercial, employment, and industrial uses to the county in accordance with Figure 3.2 Future Land Use Framework Plan, which conforms to the overall goal of the citizens to maintain the rural character of the county.</p>	Economic Development; Planning & Zoning; County Cities	Continuous
<p>Policy 3.4.4. County Target Industries Focus economic development efforts on the county's target industries, as identified in the Miami County Economic Development Strategic Plan. Such industries include: (1) Agriculture, Forestry, Fishing, and Hunting; (2) Manufacturing; (3) Transportation and Warehousing; (4) Professional Services and Management of Companies; and (5) Health Care and Social Assistance.</p>	Economic Development; Planning & Zoning; County Cities	Continuous

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 3.4.5. Miami County Airport Support Support and plan for the potential long-term benefits of the Miami County Airport as a gateway for professional and corporate air traffic. Market as a competitive advantage and support the implementation of the Miami County Airport Master Plan (2013) by: (1) providing infrastructure to the airport as needs demand; (2) supporting and promoting regional-based, airport related commercial and industrial development if adequate infrastructure is provided; and (3) maintaining the airport overlay zones as a way to protect both the airport and the properties surrounding the airport.</p>	Miami County Airport Board; Airport; Road & Bridge; Economic Development; Planning & Zoning	Short-Term
<p>Policy 3.4.6. Economic Development Strategic Plan Maintenance Regularly revisit and update the Miami County Economic Development Strategic Plan as needed to monitor success, consider new economic development best practices and trends, assess new or different growth areas, and evaluate current economic development policies, considering changing employment, manufacturing, and distribution technology and practices.</p>	Economic Development; Planning & Zoning	Short-Term
<p>Goal 3.5. Expand on the county's multimodal infrastructure and locational advantages to expand industry and employment in key areas.</p>		
<p>Policy 3.5.1. Infrastructure Provision Regularly coordinate with local utility providers and industry to provide high quality, efficient, and reliable infrastructure, including water, energy, telecommunications, and transportation to priority industrial and economic development areas.</p>	Road & Bridge; Rural Water Districts; Lake Region Solid Waste Authority; Planning & Zoning	Continuous
<p>Policy 3.5.2. Economic Development Incentives Continue the use of and explore new county-level economic development incentives to encourage industrial and employment development within the county.</p>	Economic Development; Planning & Zoning; Administration; County Attorney	Short-Term
<p>Policy 3.5.3. Focused Areas for Growth Prioritize the Areas of Regional Significance along US-69, US-169, and K-68 corridors, (largely between Paola and Louisburg) and around the Airport as focal points for industrial and employment growth that capitalizes on existing infrastructure and a high level of access to highways.</p>	Economic Development; Planning & Zoning; County Cities; Miami County Airport Board; Airport	Continuous
<p>Policy 3.5.4. Economic Development Strategic Plan Support implementation of the three pillars of the Miami County Economic Development Strategic Plan: (1) Alignment/Regionalism; (2) Readiness; and (3) Marketing/Differentiation. Actively promote and support county economic development activities, including partnership building, creating shovel-ready sites, workforce development, quality of place initiatives, small business/start-up support, securing regional and state-level resources and investments, and unified marketing efforts. Utilize the Roles and Responsibilities section within the Miami County Economic Development Strategic Plan as a guide for economic development implementation activities.</p>	Economic Development; Planning & Zoning	Continuous

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 3.6. Address building space, infrastructure needs, and other considerations of target industries.		
<p>Policy 3.6.1. Employment Centers Establish commercial, business, and office centers in appropriate areas where adequate infrastructure is available that follow the Future Land Use Framework Plan (Figure 3.2) and Focused Areas for Growth.</p>	Planning & Zoning; Economic Development; Road & Bridge	Continuous
<p>Policy 3.6.2. Economic Development Strategic Plan Use the Miami County Economic Development Strategic Plan to guide development decisions and create incentives for target industries.</p>	Economic Development; Planning & Zoning	Continuous
<p>Policy 3.6.3. Business Infrastructure Continue to update the Economic Development Strategic Plan to include information on Infrastructure Development that identifies the county's assets in terms of existing infrastructure, utility rates, and high-speed fiber optic broadband network, as well as opportunities for new infrastructure investments to support the county's employment centers and target industries.</p>	Economic Development; Planning & Zoning	Short-Term
<p>Policy 3.6.4. Proactive Investment and Funding Proactively invest in infrastructure and amenity projects, using a variety of funding and financing tools that will enhance the appeal of high-priority employment areas in coordination with public and private partners.</p>	Economic Development; Planning & Zoning; Road & Bridge; Board of County Commissioners	Continuous
<p>Policy 3.6.5. Land Use Compatibility Recognize industrial and employment areas identified in the Future Land Use Map, encouraging compatible land uses and flexible development approaches that support industrial and commercial growth in Miami County while allowing for adaptive land use decisions as opportunities arise.</p>	Planning & Zoning; Economic Development	Continuous
Goal 3.7. Provide streamlined, consistent, and transparent development review processes and incentive availabilities.		
<p>Policy 3.7.1. Intercity Collaboration Establish open communication lines between the county and all incorporated Miami County communities to determine consistent, streamlined, and transparent development review processes to create a culture of countywide economic development. Discuss potential development review process efficiencies that could be enacted countywide.</p>	Planning & Zoning; County Cities; Administration	Short-Term
<p>Policy 3.7.2. Incentive Policy Refer to the Economic Development Strategic Plan's county incentive policy, which emphasizes development projects within areas of preferred growth within the county and outlines a specific framework for allocation and project approval based on the type of project and its relative priority. Strive for consistency in incentive implementation to communicate clear messages to residents and the business and development community.</p>	Economic Development; Planning & Zoning; Administration; County Attorney	Short-Term

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 3.8. Expand the use of development practices that foster a more sustainable county.		
Policy 3.8.1. Protection of Natural Features Promote the integration of natural areas—mature trees, stream corridors, steep slopes, and other features into the layout and design of new development to protect sensitive landscapes and maximize the protection of open spaces in Miami County.	Planning & Zoning; Miami County Conservation District; Miami County Extension Council; Planning Commission; Board of County Commissioners	Continuous
Policy 3.8.2. Low Impact Development Encourage the use of low impact development (LID), green infrastructure, and other site planning strategies to reduce impermeable surfaces on a site.	Planning & Zoning; Miami County Conservation District; Miami County Extension Council; Planning Commission; Board of County Commissioners	Continuous
Policy 3.8.3. Building Design Encourage the use of materials, design features, fixtures, appliances, and building systems that will reduce indoor water use, lower energy consumption, and/or reduce construction waste.	Planning & Zoning; Planning Commission; Board of County Commissioners; Code Services	Continuous
Policy 3.8.4. Alternative Energy Encourage the use of alternative sources of energy in new development and pursue a variety of strategies to reduce energy consumption in existing development. Continue to pursue opportunities to integrate alternative energy or improve efficiency as part of new county facilities or upgrades to existing facilities.	Planning & Zoning; Miami County Extension Council; Planning Commission; Board of County Commissioners	Continuous
Policy 3.8.5. Native and Xeric Landscaping Encourage the use of native and xeric plant species that reduce water usage and provide habitat, food, and other resources to wildlife. Increase awareness of the benefits of native and xeric plant species and of other opportunities to conserve water resources in landscaping (e.g., rain barrels).	Planning & Zoning; Miami County Conservation District; Miami County Extension Council; Planning Commission; Board of County Commissioners	Continuous
Policy 3.8.6. Tree Preservation Encourage the retention of healthy mature trees in both established and developing areas to protect air quality, reduce stormwater flows, promote energy conservation, and enhance the character of the county.	Planning & Zoning; Miami County Conservation District; Miami County Extension Council; Planning Commission; Board of County Commissioners	Continuous
Policy 3.8.7. Public Infrastructure Invest in and improve existing public infrastructure, such as streets, sidewalks, trails, and transit facilities, as necessary to extend their useful life and meet the changing needs of the county. Budget adequate funds for the maintenance and operation of public improvements consistent with the county's budget priorities and accept responsibility for the maintenance and operation of those improvements.	Road & Bridge; Planning & Zoning; Board of County Commissioners	Continuous

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 3.9. Reinforce Miami County's reputation as a top-ranking regional destination for outdoor recreation and agritourism.		
<p>Policy 3.9.1. Appropriate, Complementary, and Diverse Agritourism Promote the diversification of farm-related activities. Encourage the pursuit of value-added, agriculturally related, accessory commercial uses on working farms. Direct marketing of farm products to consumers are supported, as well as educational or recreational agritourism.</p>	Economic Development; Planning & Zoning; Planning Commission; County Attorney; Miami County Extension Council; Lake Region Resource Conservation and Development	Continuous
<p>Policy 3.9.2. Agritourism Definition Clearly define agritourism within the Miami County Code to provide clarity on agritourism uses allowed by right, by conditional use permit, or as an accessory use to primary agricultural uses.</p>	Planning & Zoning; County Attorney; Administration; Board of County Commissioners	Immediately
<p>Policy 3.9.3. Water-Based Recreation Support the growth of water-based recreational activities within the county. Capitalize on the existing county waterbodies and encourage diverse water recreation activities. Promote proper water quality management practices.</p>	Economic Development; Hillsdale Lake Watershed Coalition; Lake Region Resource Conservation and Development	Continuous
<p>Policy 3.9.4. Marketing Support As a key economic development task, implement outdoor recreation and agritourism activities into a coordinated, visually appealing, and consistent regional marketing effort. Highlight specific activities and attractions on a rolling basis and partner with local, regional, and state agencies (e.g., Kansas Department of Wildlife, Parks, and Tourism; Kansas Department of Agriculture; Kansas Tourism Division; Kansas Small Business Development Center; local chambers of commerce; Miami County Economic Development Department; Tour Kansas; Kansas Agritourism Advisory Council; Kansas Association for Conservation and Environmental Education; Kansas Fruit Growers Association; Kansas Farm Bureau; Kansas Grape Growers and Winemaker's Association; Kansas Viticulture and Winery Association; Kansas Vegetable Growers Association, and others) to increase visibility.</p>	Economic Development	Short-Term

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 3.10. Encourage countywide placemaking.		
<p>Policy 3.10.1. Rural Placemaking Advocacy Rural placemaking is different than urban placemaking in several different ways. Simply put, the presence of rural areas with distinct identities surrounding more densely populated areas adds appeal and can be a population and economic development attractor. Miami County should clearly identify, protect, enhance, and promote its unique elements and identities by completing an economic assets/placemaking inventory. Work with existing and new attractions, educational centers, natural resource management groups, and more to uncover placemaking opportunities.</p>	Economic Development; Planning & Zoning; Lake Region Resource Conservation and Development	Short-Term
<p>Policy 3.10.2. USDA Rural Development Division Partnership Establish a learning and resource-focused partnership with USDA's Rural Development Division to encourage rural placemaking efforts by organizations and businesses within Miami County. Placemaking is a collaborative process among public, private, philanthropic, and community partners to strategically improve the social, cultural, and economic structure of a community. Rural communities can benefit from placemaking just like urban communities. Through intentional design, placemaking helps boost the connection between the people in a community and the spaces they share. Community-based collaboration is at the heart of placemaking. The USDA administers a Rural Placemaking Innovation Challenge (RPIC) to help provide planning support, technical assistance, and training to foster rural placemaking activities. Examples of rural placemaking initiatives include broadband access projects, the preservation of cultural and historic structures, and the support and development of transportation, housing, and recreational spaces.</p>	Economic Development; Planning & Zoning; Lake Region Resource Conservation and Development	Short-Term
Goal 3.11. Ensure all residents are aware of and have access to a range of health and human services.		
<p>Policy 3.11.1. Education and Awareness Collaborate with local and regional health and wellness organizations, schools, the medical community, and other service providers to increase awareness of the types of services that are available.</p>	Administration; Council on Aging; Area School Districts; Tri-Ko; Emergency Medical Services; Health	Continuous
<p>Policy 3.11.2. Access to Services Coordinate with local service providers, faith organizations, volunteers, and others to connect individuals in need of assistance to the services they need, such as emergency management. Place a particular emphasis on the needs of vulnerable populations such as the elderly, people with disabilities, children and youth, low-income, and those with language barriers.</p>	Administration; Council on Aging; Area School Districts; Tri-Ko; Emergency Medical Services; Health	Continuous
<p>Policy 3.11.3. Community Needs and Partnerships Seek opportunities to strengthen partnerships with public, private, and nonprofit agencies to ensure efficient and effective delivery of health and human services to county residents. Where applicable, seek to optimize facilities, services, and programs that are provided by the county to address changing needs and demographics.</p>	Administration; Council on Aging; Area School Districts; Tri-Ko; Emergency Medical Services; Health	Continuous

TABLE 6.1 LAND USE AND ECONOMIC DEVELOPMENT MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 3.12. Support a diverse and stable economy that is resilient to economic stress.		
<p>Policy 3.12.1. Business Retention and Attraction Attract and retain business clusters that will create a sustainable business culture by: (1) proactively selecting building sites for future businesses and making them shovel-ready (such sites should be located within the cities and/or where infrastructure and utilities are available; (2) continuing to work with the Miami County Economic Development Department and all other economic development partners, organizations, and cities within the county to strengthen and expand the business retention strategies; and (3) using economic, technical, and administrative incentives to foster a business-friendly environment that encourages the expansion of existing and establishment of new businesses.</p>	Economic Development	Continuous
<p>Policy 3.12.2. Access to Funding Work with regional economic partners and the private sector to identify ways to increase funds available to support the growth of local businesses and the creation and growth of new businesses.</p>	Economic Development	Continuous
<p>Policy 3.12.3. Existing Business Support Support and encourage the expansion of existing businesses when not in conflict with the county's efforts to diversify its economy through other policies by coordinating with the Miami County Economic Development Department to promote resources available to small businesses and businesses that are either expanding or relocating within the county.</p>	Economic Development	Continuous
<p>Policy 3.12.4. Home Businesses Continue to provide flexibility in county regulations that allow residents to operate limited business operations from their home, while maintaining residential character.</p>	Planning & Zoning; County Attorney; Code Services	Continuous

TABLE 6.2 TRANSPORTATION AND INFRASTRUCTURE MATRIX

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 4.1. Develop and maintain an accessible, safe, and efficient multimodal transportation system.		
<p>Policy 4.1.1. Transportation Master Plan Update the 1995 Comprehensive Transportation Plan by evaluating existing conditions, identifying infrastructure needs, developing evaluation criteria to prioritize the greatest needs, and creating an action plan to implement the recommended infrastructure investments or improvements.</p>	Road & Bridge; Planning & Zoning; Planning Commission; Board of County Commissioners	Immediately
<p>Policy 4.1.2. Roadway and Bridge System Maintenance Continue to prioritize the maintenance and repair needs as well as correction of existing deficiencies to maintain the quality and enhance safety of the county's transportation system. Ensure bridges are replaced or maintained as need arises.</p>	Road & Bridge; Planning & Zoning; Administration; Board of County Commissioners; Finance	Continuous
<p>Policy 4.1.3. Roadway Management Program Maintain the roadway management program and continue effective roadway management countywide. Include regular traffic demand and safety assessment (for passenger cars, trucks, and agricultural equipment) in the program, as well as continuing to adhere to KDOT and/or best practices specifications for design, construction, and maintenance of the roadway system. The program should also: (1) consider base and drainage improvements; (2) determine project costs and road preparation needs; (3) compare surface life and maintenance costs.</p>	Road & Bridge; Planning & Zoning; Administration; Board of County Commissioners	Continuous
Goal 4.2. Set efficient and consistent roadway standards in line with best practices.		
<p>Policy 4.2.1. Roadway Standards Review and update county road standards using current best practices published by ASHTO, as well as national practices and reviews of peer counties in the vicinity. Ensure the roadway standards consider and accommodate the transfer of roadway ownership from the county to the city as growth occurs through communication and coordination with cities.</p>	Road & Bridge; Administration; Planning & Zoning; Board of County Commissioners; County Cities	Immediately
<p>Policy 4.2.2. Access Consolidation and Alignment Enhance public safety using shared entrances between compatible properties to minimize conflict points and direct access off public section line roadways. Align driveway locations with existing or proposed driveways on opposite sides of streets.</p>	Road & Bridge; Planning & Zoning; Planning Commission	Long-Term
<p>Policy 4.2.3. Context-Sensitive Design Tailor the design of individual street segments to localized topography, drainage, natural features, and the surrounding development context.</p>	Road & Bridge; Planning & Zoning; Planning Commission	Continuous
<p>Policy 4.2.4. Right-of-Way Preservation Continue to preserve right-of-way for future roadway connections as a component of future development and redevelopment consistent with street classifications, especially those roadways that will likely be turned over to city control.</p>	Road & Bridge; Planning & Zoning; Planning Commission; Board of County Commissioners	Continuous

TABLE 6.2 TRANSPORTATION AND INFRASTRUCTURE MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 4.3. Enhance multimodal access and connectivity within Miami County, as well as to the broader region.		
<p>Policy 4.3.1. Network Gaps and Barriers Continue to improve east-west and north-south vehicular, pedestrian, and bicycle connectivity, and address other network gaps and barriers through the implementation of improvements recommended in an updated transportation master plan, as funds become available.</p>	Road & Bridge; Planning & Zoning; Administration; Board of County Commissioners; Finance	Continuous
<p>Policy 4.3.2. Incorporated Community Coordination Coordinate the development of existing and planned arterial and collector roads with each of the incorporated communities.</p>	Road & Bridge; Administration; Planning & Zoning; County Cities	Continuous
<p>Policy 4.3.3. Regional Transportation Plan Actively participate and advocate for the best interests of Miami County in the implementation and periodic updates to the current Regional Transportation Plan for the Kansas City metropolitan area (connectkc.org). Coordinate with regional planning partners on land use and transportation decisions of mutual importance.</p>	Road & Bridge; Administration; Planning & Zoning	Continuous
<p>Policy 4.3.4. Complete Streets Seek opportunities to integrate Complete Streets attributes as part of future county infrastructure projects to reduce traffic congestion, improve air and water quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and driving. Although not suitable or feasible for all county roads, Miami County will consider developing a Complete Streets policy to incorporate safety and access features for non-motorized modes of travel into future roadway design projects where appropriate.</p>	Road & Bridge; Administration; Planning & Zoning; Planning Commission; Board of County Commissioners	Short-Term
<p>Policy 4.3.5. Capital Improvement Program Consider the county's priorities for multimodal transportation needs as included in the goals and policies in this Comprehensive Plan in the annual Capital Improvement Program (CIP).</p>	Road & Bridge; Administration; Planning & Zoning; Finance; Board of County Commissioners	Continuous
Goal 4.4. Develop and prioritize a countywide bike and trail system to improve connectivity and enhance the county's recreational appeal.		
<p>Policy 4.4.1. Connected Regional Bikeway Plan Miami County recognizes the potential benefits of expanded active transportation options for residents. The county will work with cities to conduct studies on the feasibility, potential demand, and impacts of participating in a regional bikeway plan. Future planning efforts will consider opportunities to work with Miami County cities to support a regional bikeway network in a manner that aligns with Miami County community interests, local transportation priorities, and available funding.</p>	Road & Bridge; Administration; Planning & Zoning; Health; County Cities	Long-Term
<p>Policy 4.4.2. Regional Bikeway Infrastructure Outdoor recreation systems enhance quality of life by connecting communities, preserving natural scenery, and promoting health and well-being. Miami County will work in collaboration with local cities and regional funding partners to explore the feasibility, demand, and impacts of potential trails and bikeways to improve community connectivity, safety, and quality of life. Future planning efforts will evaluate opportunities to create a countywide network of trails along publicly owned land and existing infrastructure, aligning with community priorities and available resources.</p>	Road & Bridge; Administration; Planning & Zoning; Health; County Cities	Long-Term

TABLE 6.2 TRANSPORTATION AND INFRASTRUCTURE MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 4.5. Actively coordinate with regional, state, and federal entities to garner additional transportation investment in Miami County.		
<p>Policy 4.5.1. State and Local Level Transportation Planning Miami County will actively collaborate with regional and state funding partners, as well as surrounding cities, to coordinate and participate in the planning, design, and implementation of transportation projects, especially those projects as provided in the Miami County Comprehensive Transportation Plan. The county will continue to advocate for transportation solutions that best serve its residents, cities and support long-term growth.</p>	Road & Bridge; Administration; Planning & Zoning	Continuous
Goal 4.6. Proactively plan for emerging transportation technologies and modes to ensure Miami County maintains its relevancy as an attractive place for commerce.		
<p>Policy 4.6.1. Emerging Transportation Technology Education As technology progresses, integration of new modes, such as connected vehicles (meaning vehicles that communicate with nearby vehicles and infrastructure) and Autonomous Vehicles (meaning vehicles that operate with varying degrees of autonomy and varying degrees of driver dependence) should be considered as connections are facilitated. Although Autonomous Vehicles, including trucks, may seem far off, this emerging technology is already on America's roadways, and the plans to expand this type of transportation are aggressive. Remain up to date on regional trends and implementation projects related to emerging transportation technology to ensure Miami County's place at the table.</p>	Road & Bridge; Planning & Zoning	Continuous
<p>Policy 4.6.2. Emerging Transportation Technology Readiness Integration of Autonomous Vehicle technology into the transportation system could increase productivity, facilitate freight movements more efficiently, and create new employment opportunities. This technology could increase access to transportation for underserved communities, particularly the elderly and people with disabilities. A critical component of the future of Autonomous Vehicle technology is maintaining good infrastructure (i.e., pavement conditions, signing, and pavement markings), such that the connected and Autonomous Vehicles can reliably function alongside traffic.</p>	Road & Bridge; Planning & Zoning	Continuous

TABLE 6.2 TRANSPORTATION AND INFRASTRUCTURE MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 4.7. Support transit services and future needs.		
<p>Policy 4.7.1. Transit Coverage Encourage the continuation of transit services and monitor evolving transit needs to enhance connectivity and accessibility, aligning with Miami County's priorities.</p>	Planning & Zoning; Administration	Continuous
<p>Policy 4.7.2. Transit Service and Accessibility Support Miami County recognizes the role of transit in fostering community connectivity and inclusivity. The county may collaborate with regional partners, transportation providers, human service agencies, and nonprofit organizations to explore opportunities for enhancing bus service frequency, coverage, and accessibility for older adults, transit-dependent populations, and those with special needs, leveraging partnerships and available funding. The county may also engage major employers to assess employee transit needs in areas of commercial and industrial growth, considering options like park-and-ride facilities, and support efforts to raise resident and employer awareness of alternative transportation modes, such as ridesharing, private services, and taxi options, in alignment with local priorities and resources.</p>	Planning & Zoning; Administration; Economic Development	Continuous
Goal 4.8. Support Miami County Airport as a regional transportation hub and economic center.		
<p>Policy 4.8.1. Miami County Airport Master Plan Regularly revisit and update the Miami County Airport Master Plan to understand space, growth, and infrastructure needs.</p>	Airport; Miami County Airport Board; Planning & Zoning	Short-Term
<p>Policy 4.8.2. Airport Overlay Zones Maintain the airport overlay zones to protect both the airport and the properties surrounding the airport.</p>	Planning & Zoning; Airport; Miami County Airport Board	Continuous
Goal 4.9. Help improve residents' access to high-speed internet.		
<p>Policy 4.9.1. Broadband Access Collaboration Continue to advocate for and collaborate actively with area internet service providers to expand current networks and capabilities to match what is available in the incorporated areas.</p>	Economic Development; Planning & Zoning	Continuous
<p>Policy 4.9.2. Community Broadband Engagement Miami County acknowledges the role of reliable internet access in fostering community well-being and economic growth. The county will engage with incorporated cities, school districts, and local businesses to consider opportunities for improving and extending broadband access across the county, leveraging community-driven partnerships to address local priorities and available resources.</p>	Economic Development; Planning & Zoning; County Cities; Administration	Short-Term

TABLE 6.2 TRANSPORTATION AND INFRASTRUCTURE MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 4.10. Support utility infrastructure development.		
<p>Policy 4.10.1. Strategic Utility Expansion Encourage the strategic expansion and reliability of utility services to meet community needs and support growth in alignment with Miami County's priorities.</p>	Planning & Zoning; Rural Water Districts; Road & Bridge	Continuous
<p>Policy 4.10.2. Utility Coordination and Assessment Miami County recognizes the importance of reliable utility infrastructure, including water, wastewater, power, natural gas, telecommunications, and fire hydrant access, for community well-being and public safety. While Miami County does not have direct control over most utilities, the county will collaborate with cities, utility providers, and other stakeholders to explore opportunities for assessing and enhancing utility services, considering current conditions, reliability, and future demand driven by projected growth. This may include evaluating the need for fire hydrants to support public safety, coordinating rights-of-way for utilities during road projects, and leveraging partnerships to align infrastructure expansion with local priorities and available resources.</p>	Planning & Zoning; Rural Water Districts; Road & Bridge; County Cities; Administration	Continuous
<p>Policy 4.10.3. Multiple Entity Utility Coordination Coordination between the county, municipalities, and utility companies should take place on an ongoing basis to ensure utility infrastructure is properly maintained and residents are receiving quality service. Explore and pursue mutually beneficial utility expansion/improvement projects. Ensure that new commercial, industrial, and subdivision developments and other divisions of land are collaborating with utilities to ensure the sites have proper infrastructure, such as sufficient waterlines.</p>	Planning & Zoning; Rural Water Districts; Road & Bridge; County Cities; Administration	Continuous
Goal 4.11. Support community-driven energy options.		
<p>Policy 4.11.1. Alternative Energy Miami County recognizes the evolving landscape of energy production and will remain open to exploring alternative energy solutions as technologies advance and community needs evolve. Future considerations will be guided by local priorities and compatibility with the county's rural character.</p>	Planning & Zoning; Administration; Economic Development; Board of County Commissioners	Continuous
<p>Policy 4.11.2. Property-Specific Alternative Energy The county will continue to support homeowners, business owners, and developers to use alternative energy on their personal properties and projects.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners	Continuous

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 5.1. Protect countywide water resources through responsible new residential, industrial, commercial developments, and agricultural practices to ensure water quality is maintained.		
<p>Policy 5.1.1. Water Source Protection and Development Standards</p> <p>Hillsdale Lake is a vital source of drinking water for the northern sections of Miami County. In addition, a significant portion of the county relies on local aquifers, groundwater, the Marais des Cygnes River, and various reservoirs and small bodies of water. Protecting these water sources is essential. Given their importance, it is imperative to prioritize their protection to ensure a sustainable supply of clean water for the entire community. The county should implement county-wide policies that safeguard all critical water sources. These policies should require new residential subdivision plats, as well as industrial and commercial developments, to be constructed in a manner that prevents soil erosion along creek banks, minimizes sedimentation in creeks, preserves and enhances vegetation along waterways, ensures adequate setbacks for buildings, structures, and septic systems, and supplements the regulations of underlying zoning districts. Potential tools to be applied across the county include natural vegetation strips; minimum development setbacks from the Ordinary High-water Mark of blue line streams as well as creeks and tributaries that impact important water bodies (Hillsdale Lake, Marais Des Cynes River, Miola Lake, and Middle Creek Lake); additional development review application requirements (e.g., stormwater, drainage report for point and non-point pollution sources, etc.); identify a maximum impervious area allowed for new developments; and encourage large lot zoning and conservation development; or encourage the continued use of property for agriculture.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Planning Commission; County Attorney; Board of County Commissioners</p>	<p>Short-Term</p>
<p>Policy 5.1.2. Farming Best Management Practices (BMPs) for Water Pollution Control</p> <p>Miami County acknowledges the vital role that both agriculture and water resources play in sustaining the local economy, community well-being, and environmental health. The county respects farmers' autonomy in managing their agricultural operations and supports their continued adherence to regulatory guidelines set forth by the Kansas Department of Agriculture (KDA) and the United States Department of Agriculture (USDA). Farmers are encouraged to take full advantage of the programs, resources, and expertise available from organizations such as Miami County Conservation District, Kansas State University College of Agriculture, the Kansas Livestock Association (KLA), and others to help preserve water quality. The county should support ongoing education for farmers and provide opportunities for learning about new techniques, technologies, and practices that improve both productivity and environmental health.</p>	<p>Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Planning & Zoning</p>	<p>Continuous</p>

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 5.1.3. Construction Best Management Practices (BMPs) for Water Pollution Control</p> <p>Surface and groundwater can be contaminated by urban activities, particularly during the construction process lifecycle. BMPs for construction sites could include the following: (1) Preservation of Existing Vegetation: this minimizes the amount of land clearing and exposed soil to protect nearby waterways, wetlands, and other sensitive areas; (2) Construction Phasing: construction activities can be sequenced to minimize soil exposure for long periods of time to help a site maintain stabilization during construction; (3) Dedicated Construction Entrances/Exits: this practice reduces the amount of land disturbance by isolating truck and vehicle movements to one area; (4) Silt Fencing: by burying the bottom of a silt fence into the ground, debris and other large contaminants are trapped by the fence, thus not exiting the construction site; (5) Storm Drain Inlet Protection: rocks or other large objects can be used to shield storm drains from trash or other construction debris; (6) Vegetative Buffers: along waterbodies, vegetative buffers can be used to slow and filter site runoff; (7) Equipment Fueling and Containment: fueling offsite to avoid spills is ideal; however, if fueling must occur on site, it should happen at least 50 feet from downstream facilities; and (8) Waste Management: trash and recycling receptacles should be covered to contain refuse and should be emptied off-site regularly to avoid overflow outside of containers.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Planning Commission; County Attorney; Board of County Commissioners</p>	<p>Continuous</p>
<p>Policy 5.1.4. Streamway Protection Policy</p> <p>An appropriate setback or buffer should be applied along all streams, rivers, and other watercourses for residential subdivision plats, as well as industrial and commercial developments. Typically, streamway buffer widths do not vary by land use, but rather by the degree of environmental sensitivity of the stream or whether it has already been straightened or armored. Miami County should consult with organizations such as the Miami County Conservation District and consider the Kansas City Chapter of the American Public Works Association's (KC-APWA) guidance regarding recommendations for streamlined buffers for residential subdivision plats and industrial or commercial developments.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Planning Commission; County Attorney; Board of County Commissioners</p>	<p>Immediately</p>

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 5.1.5. Watershed Management and Protection Institute watershed management practices for residential subdivision plats and industrial or commercial developments that protect countywide water resources and focus on BMPs that can be more generally applied depending on the watershed type, size, and function. Recommendations are based on the location of the watershed and are described as follows: (1) in the upper portions of the watershed, frequent storm events (one-year events or less) should be controlled through BMPs and small detention basins for larger areas. This protects the streams from erosion while requiring less land to be set aside by developers; (2) in the middle portions of the watershed, larger and more infrequent storm events—those occurring every 10 to 100 years—should be captured in a regional detention basin. Typically, this is upstream of the FEMA floodplain limits. BMPs, parks, and recreation trails can be incorporated into these areas of a watershed; and (3) in the lower portions of the watershed, there is no need for detention. However, developments should be set back from future floodplain limits to reduce flood risk. The caveat to these recommendations for various portions of the watershed is that if there is known downstream flooding or is a concern for downstream flooding, the upstream development should reduce flood flows according to KC-APWA's comprehensive control release rates. Identification of these locations requires further study; however, they could represent viable options for stormwater detention. Consider creating watershed protection overlay districts for other waterbodies within the county.</p>	Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Planning Commission; County Attorney; Board of County Commissioners	Short-Term
<p>Policy 5.1.6. Manual of Best Practices for Stormwater Quality To maintain water quality for new developments, the county should continue the use of the Kansas City Metro Chapter of the American Public Works Association's (KC-APWA) Stormwater Manual for Storm Drainage and Best Management Practices as it applies to Miami County.</p>	Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Planning Commission; County Attorney; Board of County Commissioners	Continuous

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 5.2. Protect and conserve Miami County's natural resources and environment.		
<p>Policy 5.2.1. Preservation of Open Space and Natural Areas Preserving open spaces is essential for maintaining Miami County's rural and agricultural character as development occurs. The county should continue to require the inclusion of open space in the design and implementation of clustered residential developments and Agricultural Preservation Subdivisions. These open spaces may take the form of agricultural fields, nature preserves, voluntary conservation easements, and recreational areas, including both active and passive areas, among others. Miami County should also consider pursuing a fiscally responsible park system to benefit all residents of Miami County by encouraging the development and expansion of public and private park, recreation, and open space facilities while avoiding duplication of facilities between the county, cities, and the state. Permanent open space is not only crucial for preserving the county's unique rural identity but also plays a significant role in stormwater management and the conservation of wildlife habitats and travel corridors. To enhance these benefits, open spaces within new subdivisions should, where feasible, connect with adjacent areas, ultimately forming a continuous network that preserves Miami County's natural attributes. Miami County should collaborate with the Miami County Conservation District and the Kansas Forestry Service to identify trees that are desirable for preservation.</p>	<p>Planning & Zoning; Planning Commission; Board of County Commissioners</p>	<p>Continuous</p>
<p>Policy 5.2.2. Noise, Odors, and Light Minimize exposure to excessive noise, light, and unpleasant odors while recognizing that agricultural activities are considered to be a primary land use in the unincorporated area of Miami County and are legally exempt from nuisance lawsuits and zoning regulations.</p>	<p>Planning & Zoning; Planning Commission; Board of County Commissioners</p>	<p>Continuous</p>
<p>Policy 5.2.3. Water Conservation Promote the most efficient use of water through conservation and related practices, particularly within areas used for residential, business, parks, and open spaces, by encouraging water-efficient irrigation techniques and through educational programs on water conservation.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Miami County Extension Council; Rural Water Districts</p>	<p>Continuous</p>
<p>Policy 5.2.4. Waste Reduction and Recycling Encourage a variety of programs and strategies that increase waste reduction and recycling among residents, businesses, and county facilities (e.g., bi-annual recycling events, printing policies, composting). Promote the use of recycling receptacles in public spaces and facilities, especially those that are heavily used.</p>	<p>Miami County Conservation District; Lake Region Resource Conservation and Development; Planning & Zoning</p>	<p>Continuous</p>
<p>Policy 5.2.5. Stormwater Management Promote the use of low-impact development practices to manage stormwater runoff and flooding, increase ground infiltration, and reduce the amount of sediment and other pollutants entering surface waters.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Miami County Extension Council</p>	<p>Continuous</p>

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 5.2.6. Stream Corridors Promote the preservation of stream corridors for habitat and flood mitigation. As development occurs, consult with the Miami County Conservation District to determine recommendations for protecting and preserving stream corridors.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Miami County Extension Council; Board of County Commissioners; County Attorney</p>	<p>Continuous</p>
<p>Policy 5.2.7. Construction Practices Encourage construction practices that minimize the potential for erosion, water, and sediment runoff, as well as other impacts on stream corridors.</p>	<p>Planning & Zoning; Planning Commission; Board of County Commissioners; Miami County Conservation District; Lake Region Resource Conservation and Development</p>	<p>Continuous</p>
<p>Policy 5.2.8. Low Impact Development Incentivize low impact development (LID) to mimic nature in the built environment. LID refers to systems and practices that use or mimic natural processes to result in the infiltration, evapotranspiration, or use of stormwater to protect water quality and associated aquatic habitat. LID is an approach to development and redevelopment that works in concert with nature to manage stormwater as closely as possible to its natural process. Rooted in the preservation of natural landscape features, LID aims to minimize impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product to be flushed off-site. There are many ways in which stormwater can be naturally managed, primarily through the implementation of green infrastructure, which works in concert with LID practices. Green infrastructure could include bioretention facilities, rain gardens, vegetated rooftops, rain barrels, or permeable pavement. Introducing such techniques onsite manages water in a way that reduces the impact of built areas while promoting the natural movement of water within an ecosystem or watershed. Applied at a broad scale, LID and green infrastructure can maintain or restore a watershed's hydrologic and ecological functions.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Miami County Extension Council</p>	<p>Continuous</p>

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 5.2.9. Sensitive Lands</p> <p>Sensitive lands are vital areas within Miami County that require careful consideration and protection due to their environmental, cultural, and historical significance. These lands include, but are not limited to; wetlands, floodways, floodplains, and slopes exceeding 12%, as well as soil types unsuitable for development. Sensitive lands encompass significant wildlife habitats and travel corridors, such as those found along floodplains, and areas of substantial woodlands and vegetation that contribute to habitat stability and soil integrity. Additionally, sensitive lands encompass productive farmland, historic and cultural features (including archaeological sites), and scenic vistas that define the county's character.</p> <p>Watersheds, groundwater resources, and their recharge areas are also critical components, ensuring the sustainability of water quality and supply. New developments in Miami County should strive to create a balance between the natural and manmade environments. By preserving and protecting these natural features while accommodating growth, we can create unique neighborhoods and living environments that respect and enhance the county's natural heritage. This approach is essential for fostering ecological balance, maintaining Miami County's rural and agricultural identity, and ensuring that development complements rather than disrupts these sensitive areas. To effectively manage sensitive lands, the following principles should guide planning and development: (1) Preserve the Natural Floodplain and Floodway: Safeguard the natural characteristics of floodplains and floodways to minimize the risk of loss of life and property, while also providing valuable open space; (2) Encourage Preservation and Restoration: Promote the conservation and restoration of significant tree stands, grasslands, wetlands, stream banks, and other environmentally sensitive areas, integrating them into a passive-use open space system; (3) Avoid Duplication of Services: Prevent overlap in recreational services and facilities between cities and the County to ensure efficient use of resources; (4) Support Regional Recreation Development: Foster the development and expansion of public and private parks, recreation areas, and open space facilities that serve the region; (5) Protect Surface Water Resources: Safeguard surface water from contamination and reduce pollutants entering the water supply lakes; (6) Utilize Clustered Development: Implement clustered development strategies to preserve open space while allowing for thoughtful growth; and (7) Foster Agency Partnerships: Develop innovative partnerships among agencies to provide a diverse array of facilities and services for the residents of Miami County.</p>	<p>Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Miami County Extension Council; Board of County Commissioners; County Attorney</p>	<p>Continuous</p>

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 5.3. Encourage countywide conservation development by promoting site and building practices that are oriented toward nature.		
<p>Policy 5.3.1. Topography and Geography Embrace the county's unique topography and geography as a character-defining feature, encouraging their integration into developments and site designs using conservation design principles.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners	Continuous
<p>Policy 5.3.2. Conservation Site Design Residential subdivision plats and industrial and commercial developments are encouraged in proximity to existing activity centers and municipalities to promote clustered development and preservation of open space and farmland. Where new commercial buildings or homes are constructed, conservation design practices are one way to protect the county's extensive environmental resources. Conservation design aims to maintain the integrity of a landscape's natural features and functions, protect water quality, enhance community character and connectivity, and provide for greater design flexibility and affordability. Using the following tools, conservation site design principles can be accomplished: (1) standards for open space, greenways, and trails; (2) density bonuses, such as allowing smaller acreage density with Conservation Subdivision Development when access to sufficient Rural Water is available and onsite wastewater facilities can serve sites; (3) protection of natural areas, including wetlands, woodlands, and steep slopes; (4) clustering of lots and flexible lot standards; (5) efficient road networks where developments are placed; (6) BMPs for infiltrating and filtering stormwater runoff; (7) encourage stewardship of native landscapes identified with the assistance of entities such as Kansas Forest Service and Kansas Department of Wildlife, Parks and Tourism (KDWPT); (8) long-term stewardship of natural areas and open space; and (9) lighting standards that reduce light pollution.</p>	Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition; Miami County Extension Council; Planning Commission; Board of County Commissioners	Continuous
Goal 5.4. Build Miami County's reputation as a regional recreational destination.		
<p>Policy 5.4.1. Local Products and Services Develop strategies to attract businesses that provide goods and services to residents. Create opportunities for local businesses to showcase their products and services during community events, thereby gaining exposure to visitors in Miami County.</p>	Economic Development	Long-Term
<p>Policy 5.4.2. Historic Character Honor the county's rich history by preserving its historical assets and utilizing them as an economic driver for the county through community events and other public programming.</p>	Economic Development	Continuous
<p>Policy 5.4.3. Agritourism Destinations Support opportunities for agritourism in appropriate areas of the county where such uses do not negatively impact surrounding properties, while noting that agricultural uses are exempt. Capitalize on the opportunities created from Miami County's high-quality destinations.</p>	Economic Development; Planning & Zoning	Continuous

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
<p>Policy 5.4.4. Recreation Destination Marketing Promote Miami County as a place where health, connectedness, and a sense of belonging are available in every neighborhood. Rebrand the county and create ways to promote a sense of pride throughout the county.</p>	Economic Development; Health; Administration	Continuous
Goal 5.5. Encourage a network of parks, trails, bikeways, and recreational facilities that integrate with existing county infrastructure.		
<p>Policy 5.5.1. Open Space Preserving natural resources remains a key planning objective. Protecting open space and natural features is crucial for maintaining the rural and agricultural character of Miami County. Open space preservation may take the form of agricultural fields, active and passive recreation areas, conservation easements, nature preserves, parks, and recreational areas.</p>	Planning & Zoning; Miami County Conservation District; Lake Region Resource Conservation and Development; Planning Commission; Board of County Commissioners, Hillsdale Watershed Coalition	Continuous
<p>Policy 5.5.2. Trail and Bikeway System Create continuity of regional connections through trails and on-road bikeways by funding and implementing the trail and bikeway recommendations as shown in <i>Figure 4.1</i>.</p>	Road & Bridge; Planning & Zoning; Planning Commission; Board of County Commissioners	Long-Term
<p>Policy 5.5.3. Recreational Programs and Facilities Support and Marketing Support a diversity of recreational programs and facilities that meet the needs of the county and draw visitors to the county. Link parks, recreation facilities, and outdoor gathering spaces with programming to bolster social recreation opportunities. Utilize county communication channels to bolster programming and event marketing.</p>	Economic Development	Continuous
<p>Policy 5.5.4. Accessibility and Usability Promote universal design features, such as ramps, restrooms, frequent benches, hard surface paths, and adequate lighting are incorporated into facilities within the county to improve the accessibility and usability of countywide facilities for all residents, regardless of age or ability.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners; Council on Aging; Code Services	Continuous
Goal 5.6. Support healthy and active living among residents of all ages, abilities, and lifestyles.		
<p>Policy 5.6.1. Programs and Activities Encourage residents to engage in a variety of recreational and wellness services and programs developed through regular coordination with the recreational agencies, conservation groups, and incorporated communities within the county.</p>	Health; County Cities; Miami County Extension Council	Short-Term
<p>Policy 5.6.2. Land Use and Built Environment Encourage the construction of built environments that support active lifestyles, walkability, and safety and comfort of all ages, abilities, and lifestyles.</p>	Planning & Zoning; Health; Council on Aging; Planning Commission	Continuous

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 5.7. Optimize opportunities for parks, open space, and other recreational amenities.		
Policy 5.7.1. Development Requirements Encourage open spaces and access to natural resources in future development, redevelopment, and revitalization projects.	Planning & Zoning; Planning Commission; Board of County Commissioners	Continuous
Policy 5.7.2. Public/Private Partnerships Promote partnerships with public and private entities and organizations, the incorporated communities, surrounding counties, the county school districts, and others to provide public access and connections to existing or planned parks, recreational facilities, or other local and regional facilities.	Health; County Cities; Miami County Extension Council	Continuous
Policy 5.7.3. Education and Volunteerism Promote volunteer opportunities (e.g., wildlife habitat restoration) to provide environmental education for residents and foster an environmental stewardship ethic.	Miami County Extension Council; Miami County Conservation District; Lake Region Resource Conservation and Development; Hillsdale Watershed Coalition	Continuous
Policy 5.7.4. System Maintenance Promote the health of parks, open spaces, and the growing trail and bikeway system through education, maintenance, and monitoring to address changing community demands and needs over time.	Health; Miami County Extension Council; Road & Bridge	Continuous
Policy 5.7.5. Funding Mechanisms Work to identify and apply for a range of funding sources that will enable the implementation of the recommendations for trails, bikeways, and recreational programs.	Road & Bridge; Planning & Zoning; Administration; Finance	Short-Term

TABLE 6.3 NATURAL ENVIRONMENT AND RECREATIONAL MATRIX (CONTINUED)

GOAL AND POLICY	RESPONSIBLE PARTY AND PARTNERS	COMPLETION TIMEFRAME
Goal 5.8. Promote a safe and resilient community.		
<p>Policy 5.8.1. Public Safety Adopt public safety best practices to ensure the county's capacity to provide a high level of public safety and emergency services. Encourage proactive community involvement in resident and business safety through cooperation with law enforcement and emergency personnel, situational awareness, and other volunteer programming. Examples include participation in the Citizen Police and Fire Academies.</p>	Emergency Medical Services	Short-Term
<p>Policy 5.8.2. Regional Mitigation Planning Participate in the implementation of and periodic updates to the most recently adopted FEMA Region 7, Hazard Mitigation Plan, collaborating with regional partners to assess risks and vulnerabilities and identify mitigation strategies. Miami County is currently part of the "Kansas Homeland Security Region J Hazard Mitigation Plan," which can be accessed at the Kansas Adjutant General's Department website: www.kansastag.gov/645/Hazard-Mitigation-Plans.</p>	Planning & Zoning; Administration; Planning Commission	Continuous
<p>Policy 5.8.3. Floodplain Management Enforce floodplain regulations within areas of the community in flood hazard areas as designated by FEMA to maintain and improve Miami County's rating for the National Flood Insurance Program (NFIP). Ensure development within the floodplain is compatible with the natural tendencies of these areas, such as open space and recreation.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners	Continuous
<p>Policy 5.8.4. Steep Slopes and Geologic Hazards Avoid development on slopes with grades steeper than 12 percent to the maximum extent practicable. Utilize slope stabilization, erosion controls, and stormwater management best practices to reduce risks of erosion, landslides, and other geological hazards.</p>	Planning & Zoning; Planning Commission; Board of County Commissioners	Continuous
<p>Policy 5.8.5. Emergency Preparedness Continue to provide public awareness of natural and man-made hazards in general and at specific high-risk locations. Provide information about measures the public can use to protect themselves, their property, and the community, such as safe rooms.</p>	Miami County Extension Council; Planning & Zoning	Continuous

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Appendix A

Where are we at, Miami County?

Long-range planning must be founded on an understanding of a community's past and present. **Appendix A** presents a summary of the analysis of the current state of the county, including a look into its history. This section acknowledges the importance of well-informed recommendations and strategies that properly respond to existing realities.

This appendix provides an overview of the county's place and role within the region, its history, other regulating and guiding plans, demographic and economic trends, and its physical and natural environment.

History and Regional Setting

Miami County is bordered by Johnson County to the north, Franklin County to the west, Linn County to the south, and Cass and Bates Counties in Missouri to the east. Miami County is approximately 576 square miles.

The Miami County area was initially settled by the Miami, Shawnee, Pottawatomie, and other Native American tribes. The original Miami reservation was approximately 500,000 acres. As more settlers arrived and built homes on the reservation, the U.S. government purchased all but 72,000 acres of land from the Miami Tribe.

In 1838, the Potawatomie Tribe in Indiana were relocated as part of a removal treaty from the U.S. government. Nearly 900 Potawatomi traveled across Indiana, Illinois, Missouri, and Kansas, ultimately arriving at their destination in the eastern part of the state. The 42 lives lost during the passage were buried along the route now known as the Trail of Death, which passes through Paola and is commemorated at the nearby Miami County Historical Museum.

The Kansas-Nebraska Act incorporated the Kansas Territory in 1854. With the tension between Union and Confederate forces building, and the slave state of Missouri directly to the east, many border wars that earned Kansas the nickname “Bleeding Kansas” took place in the current-day Miami County. Famous abolitionist John Brown lived in Osawatomie and made it a headquarters for himself and his anti-slavery forces. The John Brown Museum is now situated on the site of the 1856 Battle of Osawatomie. It features the historic Adair cabin, as well as several artifacts from the Brown Family and the Civil War.

Kansas entered the Union as a free state in 1861. The county was initially established in 1855 as Lykins County, after Dr. David Lykins, a pro-slavery Baptist missionary. Upon Kansas’s entrance to the Union, the county was renamed to Miami County to honor the tribe that had originally settled the area.

In 1882, natural gas was discovered near Paola. Five years later, the city experienced exponential growth and became a major supplier of natural gas to the West. The same year, Paola hosted its first Natural Gas Jubilee, where nearly 2,000 people came to visit the Boon gas wells, purchase town lots, and witness the illumination of gas streetlights and home displays. Although the “natural gas fever” calmed before the 1900s, natural gas and mining remained a part of Miami County’s heritage.

Today, Miami County is home to over 35,737 people and includes five established cities: Spring Hill, Paola, Louisburg, Osawatomie, and Fontana. The county is well-connected to the Kansas City metropolitan area and, as such, is primed and often targeted for growth. The City of Spring Hill is in both Miami County and Johnson County; both the City of Overland Park and the City of Gardner are within one-and-one-half miles of the county line; and the City of Edgerton has annexed to the county line in the northwest. Growing industries in and around the county are increasing commerce and catalyzing development. The Logistics Park Kansas City The Intermodal Facility in Edgerton is generating significant regional impacts on rail and truck traffic, while also boosting commerce, industry, and housing needs in the northwest part of the county.

Attractions

In addition to the connectivity offered by the county, many unique attractions make it a destination. The following provides a list of these local and tourist attractions:

- **Hillsdale State Lake** is one of the largest lakes in the Kansas City metropolitan area. Besides offering water recreation, the lake also provides the Jayhawk Marina, camping areas, and access to trails.
- **KC Watersports**, near Hillsdale, is a Midwestern wakeboarding destination, offering a facility for beginners and professionals alike.
- The **Louisburg Cider Mill** has been making its famous apple cider and apple cider donuts on-site since 1977 and has become a favorite fall destination throughout the region.
- The **Cedar Cove Feline Conservation & Education Center**, located outside Louisburg, is dedicated to the rehabilitation of big cats and wolves. Volunteers run the nonprofit and offer guided tours for visitors.
- The **Powell Observatory** in Louisburg is one of two observatories run by the Astronomical Society of Kansas City. It is home to the Ruisinger Telescope, one of the largest telescopes open to the public in the Midwest.
- The wine industry that had been active in Miami County before Prohibition continues today with **Isinglass Estate Vineyard & Winery**, **Nighthawk Winery**, **Somerset Ridge Vineyard & Winery**, and **Middle Creek Winery**. The Miami County Trolley offers wine tours between these locations, including the Louisburg Cider Mill, as well as local hotels and bed and breakfasts.



Hillsdale State Lake Picnic Area



Image courtesy of kcwatersports.com

KC Watersports



Image courtesy of ashleybrunell.com

Louisburg Cider Mill



Image courtesy of onlyinyourstate.com

Cedar Cove Feline Conservation & Education Center



Image courtesy of Kansas Sierra Club

Powell Observatory



Image courtesy of Somerset Ridge Vineyard & Winery

Somerset Ridge Vineyard & Winery

Miami County Cities

Spring Hill

Spring Hill was founded by J.B. Hovey in 1898. The founder was drawn to the site for its natural resources and proximity to Kansas City, allowing for the enjoyment of small-town living without being too far from a large metropolis. As part of both Johnson County and Miami County, the city enjoys easy access to the Kansas City metropolitan area via U.S. Route 169 (US-169) and Interstate 35 (I-35). The population of Spring Hill has more than tripled since its 2000 census, with an estimated current population of 10,070 people as of 2024. According to the 2020 Census, the portion of Spring Hill located in Miami County includes approximately 3,020 people. For several years, it was the fastest-growing city in Johnson and Miami counties.

Paola

Paola was formally established in 1855, but the area was settled long before by Native American tribes, followed by Spanish explorers in the 1500s, French Jesuit missionaries in the 1600s, and settlers from the Santa Fe, Oregon, and Mormon Trails. The Historic Downtown Park Square dates to the 1800s, when it served as a gathering place for local Native American tribes, a racetrack for horse racing, and a venue for parades and celebrations. The Victorian gazebo at the center of the square was designed by architect George Washburn and completed in 1913.

The rich history lives on in Paola, particularly in its downtown area, which is renowned for its historic architecture, diverse array of local businesses, and vibrant community. Furthermore, Paola serves as the county seat of Miami County and therefore houses all county offices. The current population, estimated at just over 5,835 people (2024 estimate), enjoys connectivity to the region as US-169 runs through the city.

Louisburg

Louisburg was founded in 1868. Originally called St. Louis, the name was changed to Louisburg in 1870 to avoid confusion with St. Louis, Missouri. By 1872, Louisburg was officially incorporated as a city along the Missouri, Kansas, and Texas Railroad, supporting a rich agricultural district. Located at the intersection of the U.S. Route 69 (US-69) Scenic Byway and Kansas Highway 68 (K-68), Louisburg is well-connected to the Kansas City metropolitan area and has several tourist attractions located nearby, including the Louisburg Cider Mill. Louisburg is home to an estimated 5,266 people (2024 estimate).

Osawatomie

Osawatomie was named for the two Native American tribes who originally settled the area: the Osage and the Pottawatomie. The city was founded in 1854 and gained fame with the arrival of John Brown in 1855, when it became the headquarters for himself and his company of patriots known as the "Free Sons of Liberty," or, perhaps more famously, the "Jayhawkers." Osawatomie contributed these important identifiers to the State of Kansas and to the legacy of the abolitionist movement. The John Brown Museum showcases this history to visitors from around the region and beyond. Osawatomie's population is estimated at 4,255 people (2020 census).

Fontana

Fontana has been a small coalition of families and churches since its founding in the mid-1800s. It was surveyed in 1869, one-half mile east of "Old Fontana," which had been an establishment of common land between four cornering farm sites. Fontana is home to approximately 210 people (2020 census).

Miami County Townsites

The county also includes the following townsites:

Antioch	Hillsdale	Block
Bucyrus	Wagstaff	New Lancaster
Wea	Somerset	Beagle
Chiles	Stanton	

Existing Plans and Studies

County-Focused Plans

Miami County Comprehensive Plan (originally adopted in 2004 and last updated in 2018)

Miami County's current comprehensive plan was adopted in 2004, with nearly annual amendments through 2018. This comprehensive plan guided future development in unincorporated areas while serving as a policy guide for the physical and economic development of the county. Comprehensive planning has always been a priority in Miami County, as evidenced by their planning history, which dates to their first plan in 1967. Although some of the issues to be addressed have changed over time, one challenge has remained consistent – the need to direct development in the most appropriate places to preserve the county's rural nature.

The 2004 comprehensive plan took a more holistic approach to infrastructure, transportation, business development, growth, and natural resource management, as opposed to the more segmented management style of the past. With the rapid growth of adjacent counties and the transportation access afforded by US-169, US-69, I-35, and K-68, Miami County prioritized managing the intensive growth pressure. To responsibly prepare for and manage this anticipated growth, the county focused on the following development factors:

- Adequate sanitary sewer facilities;
- Adequate site access with roads and/or streets to serve the general public and the specific development;
- Water for domestic, business, and fire protection needs;
- Impacts on Hillsdale Lake and its watershed;
- Open spaces and agricultural lands;
- Villages served by a public sewer system;
- Suitable land that is available for development; and
- The desire of the cities to attract development to pay for their own infrastructure.

To respond to the forecasted challenges, the county aspired to:

- Coordinate with cities on development issues;
- Revise zoning and subdivision regulations to support the goals of the comprehensive plan;
- Develop an annexation policy to address county "islands;"
- Revise the Comprehensive Transportation Plan (1995);
- Monitor and update the comprehensive plan annually; and
- Develop strategies for potential commercial and/or residential impacts from the BNSF Intermodal Facility.

Additionally, this planning effort updated the county's future land use plan, which is a visual display of the goals, objectives, and policies of this plan. The land use designations include: rural agricultural, rural residential, village expansion areas, village, areas of regional significance, parks, and floodplain. These land uses guided the county's growth, and are a tool used by developers, the public, and elected officials to determine compatible land use patterns throughout the county.

This comprehensive plan also identified short-term and long-term areas of regional significance for commercial and industrial development.

Miami County Comprehensive Transportation Plan (1995)

Adopted in 1995, Miami County's transportation plan was created in response to the development pressures and subsequent increased traffic volumes. What was once a reliable, easy to maintain gravel road system with the low traffic volumes turned into a weekly or biweekly maintenance routine to provide adequate service. The transportation plan thus identified and evaluated existing needs to determine measures to ensure adequate service in the future. The plan was comprehensive in nature, evaluating the existing arterial system, traffic volumes, traffic accidents, existing maintenance practices, and growth trends.

The inventory process found that half of the county's bridges and culverts required replacement or major repair. Development and growth trends indicated that more than 70 percent of development was occurring in the northern six township areas, generating a need for more paved roads. Lastly, major inconsistencies in the county's road network were identified, with collector routes varying in width from 14 to 70 feet, serving average daily traffic (ADT) volumes from 35 to 6,140 vehicles per day (VPD).

Based on the projected future conditions, and the inability of the county's current transportation system to meet these projected trends, several improvement needs for the roadway network were identified. These needs related to the provision of adequate traffic capacity, access and circulation, and cost-effective allocation of maintenance resources. Priority improvements included upgrading highly traveled roads from gravel to pavement and critical bridge replacements.

To sustainably manage the transportation system, this plan also identified proposed revenue streams that would increase the county's budget to adequately manage the existing road network, while preparing for the future. Further, development was discouraged in remote areas where road improvement costs were greater as compared to development along highways and urbanizing areas.

Miami County Airport System Summary Report (2015)

The Mid-America Regional Council (MARC) conducted a regional aviation system plan to study airports in a nine-county area surrounding the Kansas City region. The study included counties on both sides of the state line that considered 13 general aviation airports, including the Miami County Airport. This report provides findings and recommendations specific to the Miami County Airport and outlines the benefits it provides for the region. Although this report was part of a regional study effort, the recommendations that follow are the responsibility of the Miami County Airport to implement.

Given the role it serves for the greater Kansas City area, the Miami County Airport was designated as a Community Airport, which means it primarily supports personal and recreational flying while also accommodating various types of business activities. To maintain its designation as a Community Airport, the Miami County facilities require some improvements, including:

- Runway improvements;
- Taxiway improvements; and
- Additional hangar spaces.

In addition to physical improvements, to make the airport fully compliant with the sustainability objectives of the regional aviation system plan, the airport must do the following:

- Work with surrounding municipalities to enact height zoning following 14 CFR Part 77;
- Work with surrounding municipalities to adopt land use controls to prevent airport encroachment; and
- Establish a program to promote recycling.

Miami County Economic Development Strategic Plan (Final Draft 2020)

Adopted in April 2020, this planning effort evaluated the county's local demographics and economic forces and compared them to what is going on in the region.

Given the importance of a plan of this nature, especially concerning this comprehensive plan, a deep dive into what this report uncovered is provided in *Demographic and Market Profile* later in this appendix.

Miami County Airport (K81) Master Plan Update (2013)

This planning effort was conducted in 2013 to better understand the existing airport facilities and services, the current and projected demand, and how to equip the Miami County Airport to meet future needs. As the owner of the airport, Miami County is responsible for operating the airport in agreement with Federal Aviation Administration (FAA) grant assurances to ensure it receives federal funding for approved projects. In addition to its state classification as a Community Airport (as designated by the Kansas State Airport System Plan [KASP]), the Miami County Airport is classified in the FAA's National Plan of Integrated Airport Systems (NPIAS) as a general aviation (GA) airport facility. This classification means that the airport does not provide scheduled passenger service, but rather serves private aircraft and small aircraft charter operations.

The Miami County Airport has one paved runway and one turf runway. The terminal building includes a restaurant – We Be Smokin' BBQ – and a pilot lounge. There are hangars at the airport to store aircraft, as well as an airport parking apron and tie downs.

The plan considered socioeconomic trends at the local and regional level. It is anticipated that by the year 2033, the number of based aircraft would increase from 20 (2013) to 28 (2033). Annual operations are projected to grow from 10,000 flights (2013) to 14,000 flights (2033). Airport planning must plan for peak time – those moments when the airport facilities are used to their maximum capacity, while maintaining safety standards. As such, the report recommendations are as follows:

- Improve Runway 3-21, including an increase in the length and width and increase in the pavement design strength;
- Increase the performance of crosswind Runway 15-33 by paving it, making it all-weather capable, and increasing the length and width;
- Improve the taxiway system, including a new parallel taxiway for Runway 3-21 and ultimate Runway 15-33 and southwest hangar taxilanes rehabilitation;
- Expand the terminal building or construct a new building to meet aviation and restaurant demand;
- Increase T-hangar and box hangar capacity;
- Acquire five acres to secure area necessary for the increased length of Runway 3-21; and
- Relocation of powerlines/obstruction removal.

Region-Focused Plans

Kansas Statewide Freight Plan (2017)

Through a collaborative effort of key stakeholders and the Kansas Freight Advisory Committee (KFAC), the Kansas Department of Transportation (KDOT) put a plan together for statewide freight transportation. This plan evaluates how to adequately assess the best ways for Kansas businesses to get their products to domestic and global markets. Improving the freight system has additional benefits: lower overall transportation costs, economic development facilitation, and job creation.

The freight transportation system considers highways (trucks), rail, intermodal facilities, ports and waterways, pipelines, and air cargo. In addition to addressing national freight goals, this plan identifies goals specific to the State of Kansas, which include the following:

- Improve the mobility of the freight system;
- Improve the safety of the freight system;
- Support economic development, trade, and commerce in Kansas; and
- Minimize the environmental impacts of the freight system.

Several measures of success are outlined to track the plan's progress. These performance measures consider safety, mobility, economic vitality, and the environment. The following strategic recommendations that relate to statewide freight were established:

- Incorporate freight into the regular KDOT project evaluation and selection process;
- Evaluate the use of public-private partnerships to fund major projects;
- Make targeted improvements to assure key freight design guidelines are met;
- Continue identifying and mitigating truck congestion hot spots and freight bottlenecks;
- Strategically prioritize short line rail segments that do not meet the 286,000-pound standard;
- Develop a methodology to continuously review and identify freight-focused improvement projects;
- Identify and mitigate locations with high truck crashes;
- Consider developing and testing freight-focused intelligent transportation systems (ITS) solutions;
- Implement high-tech weigh stations; and
- Consider developing a regional truck oversize and overweight policy.

Kansas Statewide Rail Plan (2017)

KDOT developed the Kansas Statewide Rail Plan to not only meet federal requirements, but also to formulate a statewide vision for railroad transportation. In response to the Passenger Rail Investment and Improvement Act of 2008, each state is required to have an updated rail plan to receive federal assistance for passenger or freight railroad improvements. Although the 2011 rail plan met federal requirements, an update was necessary to reflect current trends and forecasts. The 2017 plan serves as a statewide long-range multimodal freight planning document that is fully aligned with other state and national freight planning goals and initiatives. This plan assesses the extent and performance of the state's multimodal freight system, the commodities moving across it, and the existing and emerging freight transportation, industry, and logistics trends impacting goods movement into, out of, through, and within Kansas.

Kansas' current rail system consists of Class I and III railroads, intercity passenger rail, passenger stations, Amtrak, and tourist train/excursion networks. Trends that impact both passenger and freight rail were assessed, including demographic and economic growth, freight and passenger transportation changes, congestion to all transportation modes, and the future land use outlook. These metrics are evaluated in concert to project demand for passenger and freight to determine future rail service needs in Kansas.

Investments are anticipated to continue for Class I railroads to improve and expand infrastructure, including intermodal centers. Improvements for Class I railroads are typically privately-funded, and therefore do not impact public budgets. Further, due to the extent to which Class I railroads are demanded for the local, regional, and national economy, maintenance and improvements are well-funded and ongoing. Conversely, Class III railroads are consistently challenged to acquire funding for modernizing infrastructure and to make improvements to operational efficiencies. To address anticipated short comings of Class III railroads, suggested project improvements focus on increasing capacity, replacing select bridges, and incorporating bulk shuttle loaders into the system.

In addition to these physical improvements, the following recommendations for additional planning and analysis are proposed:

- Communicate and coordinate with the Class I railroads to better understand their needs and priorities;
- Communicate and coordinate with the Class III railroads to better understand and prioritize critical rail infrastructure needs, including: the state of repair of rail bridges, tracks, and structures;
- Develop a funding strategy and program to assist with identified Class III railroad improvements to ensure Kansas industries remain competitive; and
- Seek opportunities to assure all freight transportation modes are made available to industries and businesses to enhance economic growth.

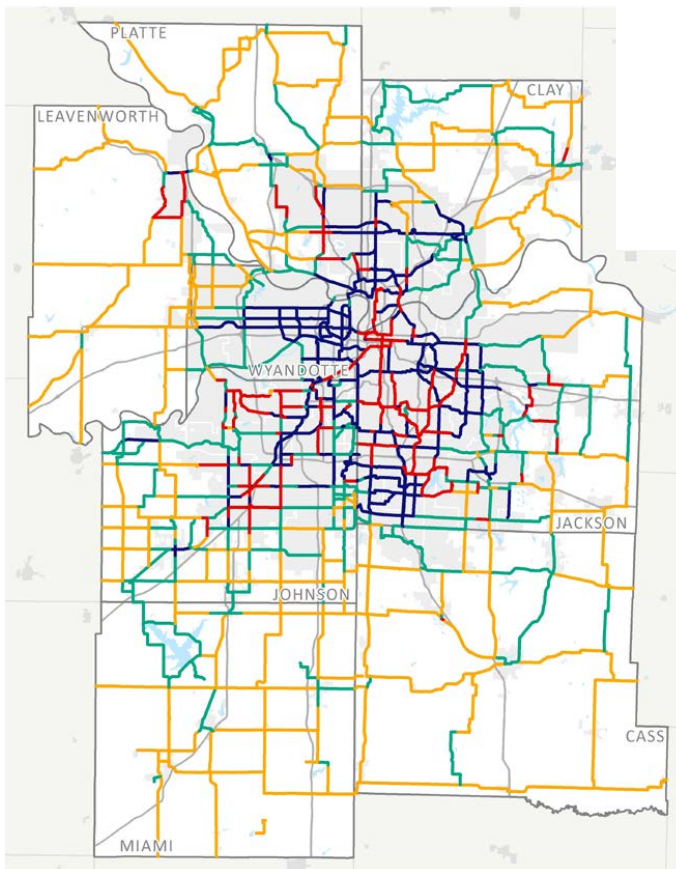
Greater Kansas City Regional Bikeway Plan (2015)

MARC developed the Greater Kansas City Regional Bikeway Plan, which envisions a cohesive regional network of bikeways, connected across city, county, and state boundaries, that promotes active transportation. When fully implemented, the plan will expand transportation choices by providing an approximate 2,000-mile network of on-road and off-road facilities that spans eight counties.

The plan provides a conceptual vision for the regional network of bikeways. Cities and counties should use the plan as a guide during all stages of bicycle infrastructure implementation and incorporate included recommendations into local plans. The Regional Bikeway Demand Model is used in the plan to identify segments of the Regional Bikeway Network that could provide the greatest regional impact by connecting activity centers, providing links to key destinations beyond the Kansas City metropolitan area. Additionally, the model can help communities identify their own priorities and assist local governments to move from planning and design to construction of bikeways. The plan proposes a three-step process to guide implementation:

1. Adopt the vision for a Regional Bikeway Network (the plan);
2. Identify the best opportunities in the region for further study; and
3. Identify corridors that provide the greatest opportunity at the city and county level.

Three-hundred and sixteen miles of designated bikeways are proposed for Miami County, including cycle tracks, bicycle lanes/paved shoulders, bicycle boulevards/neighborhood greenways, and shared roadways with or without bicycle route signs. Priorities for regional bikeways proposed for Miami County are designated as medium to low priority. High priority areas exist nearer to Downtown Kansas City and other areas where existing bikeways need connectivity.



Regional Bikeway Priorities for the Kansas City MSA



5-County Regional Transportation Study (2013)

KDOT, MARC, and the Lawrence-Douglas County Metropolitan Planning Organization (LDCMPO) completed a two-phase study in 2013 to assess the changing transportation needs in Douglas, Johnson, Leavenworth, Miami, and Wyandotte counties. The five-county region is the fastest growing region in the State of Kansas. Safe, effective movement of people and goods is an important component to growth and capacity of the region. The study was developed to support additional growth through transportation infrastructure and prioritize areas of need, as funding for transportation projects on state and county levels is limited.

Phase 1 provided a complete assessment of multimodal transportation needs through stakeholder outreach. Phase 2 used a Stakeholder Advisory Panel, Corridor Strategies Working Group, and Travel Demand Model Technical Committee to develop a list of desired outcomes to use when making transportation investment decisions:

- **Mobility:** Move people and goods in an efficient manner;
- **Safety:** Reduce crash rates, severity, and reduce conflict points;
- **Regional Prosperity:** Improve economic competitiveness through reliable and timely transportation and expanded market access;
- **Efficient Use of Financial Resources:** Evaluate the affordability of transportation investments by considering the initial investment, operation/maintenance, and economic benefit;
- **Choice:** Invest in a multimodal transportation system that maintains our existing roadways, but also allows individuals the choice of using other modes;
- **Environment:** Rather than mitigate the impacts on the environment, transportation investments should seek to enhance air and water quality as well as protect natural resources;
- **Public Health:** Improve traffic safety and air quality, and promote physical activity and fitness; and
- **Livability:** Align the transportation system with community desires.

Seventeen key corridors were identified for improvements in Phase 2. The following projects are located near or adjacent to Miami County:

- **K-68:** Construct Park & Ride facilities near I-35 and K-68;
- **175th Street / 199th Street / 223rd Street Corridor:** Widen 199th Street from a two-lane to a four-lane arterial street from US-56 to I-49 / US-71;
- **Interstate 635 (I-635) / Interstate 35 (I-35) / US-69:** Construct Park & Ride facilities near the US-69 interchanges with 135th Street and with K-68; and
- **Kansas Highway 7 (K-7) / US-73 / US-169:** Upgrade K-7 to a four-lane freeway from 215th Street to north of 175th Street, arterial street improvements on Lone Elm Road to I-35, arterial street enhancements to existing K-7 in Olathe, construct Park & Ride facilities near Spring Hill.

In addition, a potential outer loop was studied as a possible strategy to address the needs of one or more of the corridor studies, which could extend down into Miami County.

Overall recommendations for the five-county region include creating a more robust transit system, providing multiple transportation options, resource protection, implementation of Complete Streets programs, congestion reduction, and increasing vehicle inspection stations to accommodate the forecasted growth in freight traffic. Recommended improvements for Miami County include road upgrades and expansions to facilitate a higher traffic volume and accessibility improvements to public transit by increasing park-and-ride facilities.

K-68 Corridor Management Plan (2009)

This plan was created for KDOT, Franklin County, Miami County, and the cities of Ottawa, Paola, and Louisburg in 2009 to determine the type of roadway K-68 will be in the future, and to effectively coordinate and manage orderly growth along the K-68 corridor. The K-68 corridor between U.S. Route 75 (US-75) and the Kansas/Missouri state line is an important east-west arterial roadway that links the communities of Ottawa, Paola, and Louisburg, and provides access to Missouri Highway 2 (MO-2) and Missouri Highway D (MO-D). It also intersects the major north-south roadways of I-35 on the west at Ottawa, US-169 in the middle of the corridor at Paola, and US-69 at Louisburg on the east. Just north of the corridor are the rapidly growing communities of Olathe, Overland Park, and Gardner in Johnson County and Spring Hill in both Miami and Johnson counties.

The limits of the K-68 Corridor Plan cross the boundaries of two communities within Miami County: Louisburg and Paola. The K-68 corridor is also the main east-west corridor within the county. Main objectives from the plan for Miami County are (1) to develop an understanding of how growth is and should be occurring along the K-68 corridor and (2) to preserve the integrity of the corridor.

Market analyses were completed for Louisburg and Paola to develop future land use projections for the K-68 corridor. The analyses included a review and projections of each city's primary market sectors (residential, retail, industrial, and office) from 2000 to 2030. According to the plan, Louisburg is projected to experience development of the South Suburban Business Park at the intersection of US-69 with 247th Street to the north, mixed use development at the intersection of K-68 with US-69, and residential growth along the corridor and east of US-69. Development along the corridor near Paola is expected to extend north and south from Hillsdale. Residential uses will likely occur along both sides of Old Kansas City road northward with development at the intersection of K-68 with US-169 and west along K-68. A mixture of residential and commercial development is anticipated around Hillsdale.

The study found that service along the K-68 corridor is adequate, but localized deficiencies should be addressed as time and budgets allow. Where possible, the plan recommends many improvements as a part of development or redevelopment along the corridor that are applicable to Miami County.

Short-term improvements include:

- Construct left and right-turn lanes along existing two-lane K-68 pavement;
- Implement pedestrian and bicycle infrastructure enhancements; and
- Upgrade the road classification from a D Route to a C Route on the Kansas State Transportation System rating scale.

Long-term improvements include:

- General widening from two-lane to four-lane;
- Add an interchange on US-69 at the existing 287th street overpass;
- Improve intersections as needed based on site specific traffic impact analyses;
- Control traffic at major intersections along the corridor; and
- Improve access management such as frontage roads and raised medians.

The plan provides a summary of existing and future improvement recommendations, along with alternatives that should be considered to address capacity and/or safety concerns.

City-Focused Plans

The Bright Future Plan: Louisburg's Comprehensive Plan (2017)

The City of Louisburg began the nine month-long process of preparing a new comprehensive plan in 2016, twenty years after the adoption of the previous plan. Stakeholders recognized that new strategies and tools were needed to promote and manage growth while maintaining the central qualities that make Louisburg unique, such as the small-town feel, traditional downtown and adjacent neighborhoods, strong school systems, and quality parks and recreation areas. The Bright Future Plan builds on Louisburg's assets and strengths while looking forward to an enhanced quality of life, new job opportunities, a revitalized downtown, and vibrant neighborhoods and shopping districts. The resulting plan sets forth policies over the next 20 years and provides a framework to ensure that the city supports the growth of existing and future businesses, residents live in a safe and sustainable community, and decision-makers have justifiable and community-supported information to guide the future growth of the city.

The three main themes of the plan and its goals and recommendations are Livable Community, which is defined by its built environment and contributing a high quality of life; Vibrant Community, defined by a lively Downtown district and economic vitality throughout the city; and Connected Community, defined by adequate transportation and mobility options, engagement opportunities in civic affairs, and collaboration among different groups in community-initiated programs and activities. The three-part Louisburg Vision Statement describes a future for the city that includes a vital downtown and desirable shopping areas, livable neighborhoods, and an enviable quality of life.

The following overarching goals are highlighted in the plan:

- Foster a diverse mix of land uses that support and grows Louisburg's tax base;
- Establish downtown Louisburg as a vibrant and vital mixed use center;
- Establish thriving neighborhood retail and destination commercial centers along Amity Street and Metcalf Road;
- Strengthen Louisburg's stable, vibrant neighborhoods that provide varied housing and living opportunities;
- Strengthen and expand Louisburg's enhanced and well-maintained parks and open space system;
- Ensure Louisburg has a well-connected, maintained and comprehensive transportation system;
- Ensure Louisburg has an orderly approach to maintaining its city form and addressing growth management; and
- Maintain a high quality-of-life with quality community services, amenities, and year-round activities.

Immediate goals following formal approval of the plan by the Planning Commission and the Louisburg City Council include the following:

- Prepare a five-year capital improvement plan;
- Create infrastructure improvement designs and engineering documents;
- Secure funding sources for downtown building improvement and business development;
- Undertake the maintenance, enhancement and management of Louisburg parks and open spaces;
- Update zoning and subdivision regulations to support plan recommendations; and
- Leverage existing and future incentive programs to catalyze investment.

Louisburg Master Trail Plan (2017)

This plan and planning process provided an assessment of Louisburg's sidewalks, trails, and bike routes, identified gaps in the network, gathered public input on community priorities, and developed a final plan to determine sidewalk and trail prioritized gaps.

Existing conditions of every sidewalk and trail was inventoried and categorized from a zero to five rating, with zero indicating an absence of sidewalk or walkway and five indicating pavement that meets all current accessibility guidelines. The highest concentration of well-connected and maintained walkways are found in the Downtown Core and in newer subdivisions in Peripheral Developments. However, these networks lack connectivity to each other. A significant percentage of corridors in Louisburg received a zero rating.

Future project recommendations were prioritized based on proximity of community hubs, community demand, and connectivity based on half-mile and one-mile walking buffers. Short-term projects identified in the plan should be implemented within one to three years due to importance, mid-term projects should be implemented within four to six years, and long-term projects within seven to ten years. After 10 years, the plan recommends a reevaluation and possible update based on a new set of project and priority ratings.

Four types of improvements are proposed in the plan: bicycle and pedestrian, sidewalks, greenway trails, and intersection improvements. Short-term bicycle and pedestrian improvements include Metcalf Road and Amity Street. Immediate sidewalk improvements are focused within the Downtown and Educational cores. Priority intersection improvements are located along Metcalf Road and Amity Street. Greenways are proposed for the mid- to long-term and include the North 3rd Street Greenway to link City Park and Lewis-Young Park; the Summerfield Greenway to be situated on the rail bed between Metcalf Road and Rockville Road; and the Rockville Road Greenway to be situated in the rail bed of Old Rockville Road.

Louisburg Stormwater Master Plan (2019)

This plan was created in response to the 5x5 Vision Plan (City of Louisburg 2013), which established five initiatives for the community. Three of the five initiatives directly correspond to the establishment of a stormwater master plan: update infrastructure and improve utility services; increase city government accountability; and create a long-term vision for the community. The city has been collecting a stormwater utility fee since 2007 to build a reserve for future planning and construction. Momentum has increased over the past several years to establish a proactive stormwater program.

Capital improvement project locations were developed based on public outreach and city staff internal records of historical flooding and drainage problems. A total of 16 projects were identified to address current flooding, erosion, and deteriorating stormwater infrastructure problems. Conceptual solutions and construction cost estimates were prepared for six of the projects. The remaining ten can be completed as the city progresses through the initial six priority projects, which include:

- North Third Street and North Broadway Street;
- Shoreline Drive and Broadmoor Drive;
- North Ninth Street and North Metcalf Road;
- South First Street and South Vine Street;
- South Fifth Street and South Broadway Street; and
- South Ninth Street and South Rogers Street.

The plan made the following recommendations:

- Review and revise city ordinances regarding public infrastructure as necessary;
- Develop a city ordinance to address volume and quality control for stormwater discharges from developed sites;
- Designate land adjacent to streams as buffers or erosion hazard zones; and
- Prioritize clearing obstructions, pipe lining, pipe replacement, and structure replacement as a city maintenance program priority.

Spring Hill Comprehensive Park Master Plan (2008)

The City of Spring Hill adopted this plan to intensify its commitment to a strong park and trail system, recreation facilities, and recreation program. Spring Hill has experienced a rapid growth and estimates an increase of approximately 10,000-15,000 residents in the next 20 years. The city prioritizes parks as part of a high quality of life and an important community resource.

The plan's development was largely dependent on an existing conditions inventory and public input. Based upon findings, nine goals with individualized action strategies were recommended for the city:

1. Formally (City Council, U.S.D. #230, and Recreation Commission) embrace the spirit of the goals and action strategies in the Comprehensive Park Master Plan;
2. Identify a dedicated funding source that consistently elevates the standard of care for the existing park system and its future needs;
3. Change the organizational structure of the Park Department in a way that emphasizes its importance;
4. Seek voter support for the funding necessary to upgrade the existing park system, construct a new aquatic center, acquire land for a large regional park, and develop phase one of a trail system;
5. Provide a recreation program that is in alignment with the Spring Hill Recreation Commission's resources and capabilities;
6. Develop management policies that guide pricing, cost recovery targets, and partnership management;
7. Provide access and develop passive uses of the City Lake;
8. Upgrade Melvin Murray Park; and
9. Upgrade Blackhawk Park.

Spring Hill Comprehensive Plan (2010)

The update to the Spring Hill Comprehensive Plan was adopted in 2010 following the original 2002 plan and 2006 update. The plan provides guidelines for an ever-evolving and vibrant community, helps define how the community's vision for revitalization can be extended citywide, and how action plans can be focused on more than discrete districts of Spring Hill.

The existing land use pattern of the unincorporated area around the city is primarily agricultural, but several urban uses have spread outward from city limits. The plan recommends high-density development directly adjacent to city limits should be annexed into the city rather than allowing it to occur in the unincorporated area. The city should develop an annexation study/policy to determine costs and benefits of future growth.

The Vision Plan designates Euclidean zoning districts as a form-based development code that separates land uses and density requirements. The zones start at least developed (T1: Natural Zone) to most densely developed (T6: Town Core) and includes additional zone nonconforming districts (SD: Special Districts). The plan proposes using T1 as a Streamway Buffer Zone and T2 (T2: Rural Zone) as a protected Rural Zone. The densest development (T5: Urban Center Zone and T6: Urban Core Zone) is situated along Webster Street. Special Districts indicated are Industrial and Schools.

The Future Land Use Plan uses the Vision Plan as a guide but reflects more technical detail related to appropriate land use patterns.

- **Rural and Conservation Areas** are used as development buffers to preserve farmland and open space that surrounds the city.
- **Rural Areas** should not be considered appropriate for annexation to Spring Hill and should be reserved for possible future redevelopment after 2030.
- **Parks and Open Space** recommendations include preserving green spaces to maintain existing rural visual qualities, preserving existing vegetation and waterways, and protecting the city's watersheds.
- **Commercial Development** recommendations urge to restrict the development of "sprawl" (pad-site) suburban commercial areas.

Community growth recommendations include preparing an annexation plan and limiting future annexations of land to areas that can be served by the northern and southern sewer districts and/or surrounded by the city limits.

Near-term action items (completed in the next one to three years) include:

- Prepare an annexation plan;
- Complete a citywide stormwater study;
- Prepare a parks and open space master plan;
- Explore standards for transitions between urban residential developments adjacent to rural properties;
- Prepare a comprehensive Town Core plan;
- Implement financial incentives to promote development in Town Core area;
- Develop a long-term economic development strategy;
- Consider funding alternatives for development of the parkway/linear green space system; and
- Implement a sidewalk rehabilitation plan and a pedestrian/bicycle system plan

Paola Comprehensive Plan (2006)

The primary purpose of the Paola Comprehensive Plan is to provide a basis for zoning decisions and patterns of land use, coordinate publicly-financed capital improvements with private development activities, and to identify and articulate the needs of the citizens. Goals established in the plan include promoting economic growth and land use development and doing so in a manner that protects and enhances the character of Paola.

The plan is divided by Action Plans for Housing, Economic Development, Recreation and Natural and Historic Resources, Infrastructure and Transportation, and Future Land Use. Housing and economic development goals focus on ensuring Paola has diverse opportunities for housing and business. Actions to promote existing business and attract new businesses must be mindful of preserving the existing character of the city. Development should maintain the downtown as the core business area and allow for limited commercial development. Connectivity is also encouraged in the plan. More parks, trails, and open spaces that serve all age groups in the community are encouraged, along with improved maintenance of city streets and sidewalks.

Future land use recommendations are established in accordance with the vision of preserving existing character while promoting economic development, growth, and prosperity. Paola should expect to see population growth as several studies predict a sharp increase in population. Sufficient land must be identified to serve the housing needs, not only zoned for housing but also for development that will attain housing goals. Designated land uses have more generic land use classifications (e.g., agricultural, industrial, low- and medium-density residential, etc.) as it is believed that they will be clearer for citizens, property owners, and the Planning Commission to understand as rezoning cases are considered.

Osawatomie Comprehensive Plan (1998)

The Osawatomie Comprehensive Plan was adopted in 1998 as a guiding document for the future development of the city. Osawatomie is a rural community surrounded by agricultural uses. The plan addresses future land use patterns and preservation of the city's rural character.

The following goals are included in the plan:

- Encourage the preservation of large-scale farming and agriculture in Miami County to the extent possible;
- Urge farms and agricultural services to remain a primary land use throughout the county;
- Promote a system of community facilities that provides efficient and effective delivery of high-quality public services to Osawatomie residents and businesses;
- Strengthen a system of businesses and industrial development that maintains a diversified economic base and complements other types of local development;
- Strike a balance between the natural and man-made environments that preserves and protects natural features while promoting quality growth and development;
- Develop a housing inventory and living environment that supports the local population, accommodates anticipated future growth, and maintains the overall quality and character of the city;
- Create a balanced transportation system that provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding land development patterns, and enhances regional transportation facilities;
- Provide a system of retail and commercial development that gives local residents needed goods and services, enhances the city's tax base, and capitalizes on the city's strategic regional location; and
- Grow a park and open space system that satisfies the recreational and leisure time needs of local residents, preserves the natural environment, and enhances the unique quality and character of the city.

Land use patterns in the city are largely residential. The plan recognizes that the land area within corporate limits is mostly developed and surrounded by rivers, creeks, and floodplains. Expanding development will have to jump the barrier in every direction but west. Three policies are proposed when approaching future development:

1. Keep residential development near schools to the west, plan future industrial uses to the south between 6th Street and US-169, and use the large expanses of permanent open spaces located on floodplains for parks and trails;
2. Orient all future development around accessibility to highways and street systems; or
3. Allow organic residential growth limited by physical factors such as sanitary sewers, streets, water, and fire protection.

Other plan recommendations include:

- Cooperate with Paola and Miami County in expanding the airport site property;
- Plan wastewater facilities consistent with future expansion in the plan;
- Strengthen and protect city identity;
- Revise the zoning map;
- Develop a mapping system; and
- Establish a Capital Improvement Program.

Existing Land Use and Zoning

Land Use

Land use plays a large part in defining the character of the county. Compared to other counties in the Kansas City metropolitan area, Miami County is unique; the county has a largely agricultural-based economy, which is evident in its land use patterns. In fact, nearly 300,000 acres of land in Miami County is used for agricultural purposes. Eighty-two percent of the land in Miami County is designated for agricultural use within the agricultural classification (A) or rural residential use on farm homesites (F).

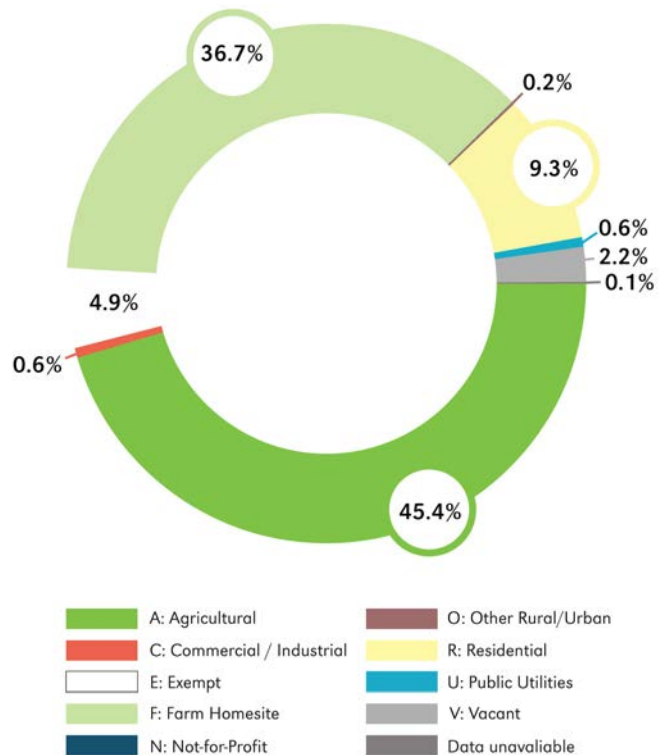
Figure A.1 shows the percentage of acreage breakdown for land uses within the county.

Figure A.2 on the following page shows the distribution of land uses within the county.

The definition of each land use is provided below:

- **Agricultural (A):** Land devoted to agricultural use or improvements on land devoted to agricultural use.
- **Commercial/Industrial (C):** Real property used for commercial and industrial purposes.
- **Exempt (E):** Tax exempt property.
- **Farm Homesite (F):** Residences on farm homesites.
- **Not-for-Profit (N):** Real property owned and operated by not-for-profit.
- **Other Rural/Urban (O):** All other rural and urban real property.
- **Residential (R):** Real property used for residential purposes including apartments and condominiums.
- **Public Utilities (U):** Property used for public utilities.
- **Vacant Lots (V):** Vacant property.

Figure A.1
Miami County's Existing Land Use Breakdown

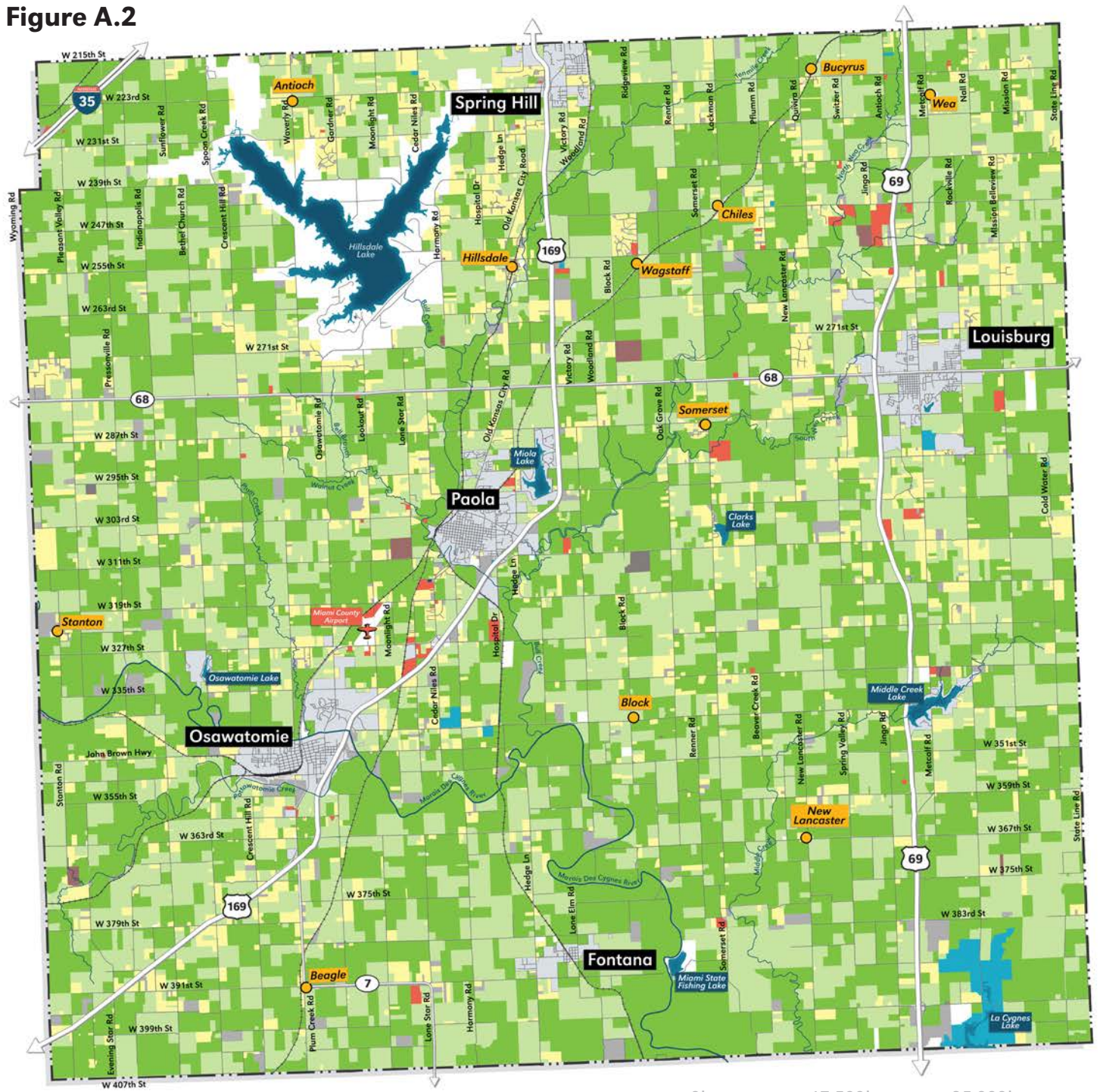


Zoning

Miami County uses an official zoning map and subdivision regulations to regulate land usage, the intensity of those uses, and the interactions between various land uses. These zoning regulations exist to protect the health, safety, prosperity, and general welfare of Miami County residents. The county is zoned primarily to protect the use and conservation of agricultural land and open spaces. Residential, commercial, and industrial zones are carefully placed in areas of low agricultural production while specific districts for agriculturally-based development and low-density housing support and protect agricultural production.

Figure A.3 shows the distribution of zoning districts within the county. A definition for each zoning district – as provided in the Miami County Zoning Code (Code) follows.

Figure A.2



Existing Land Use

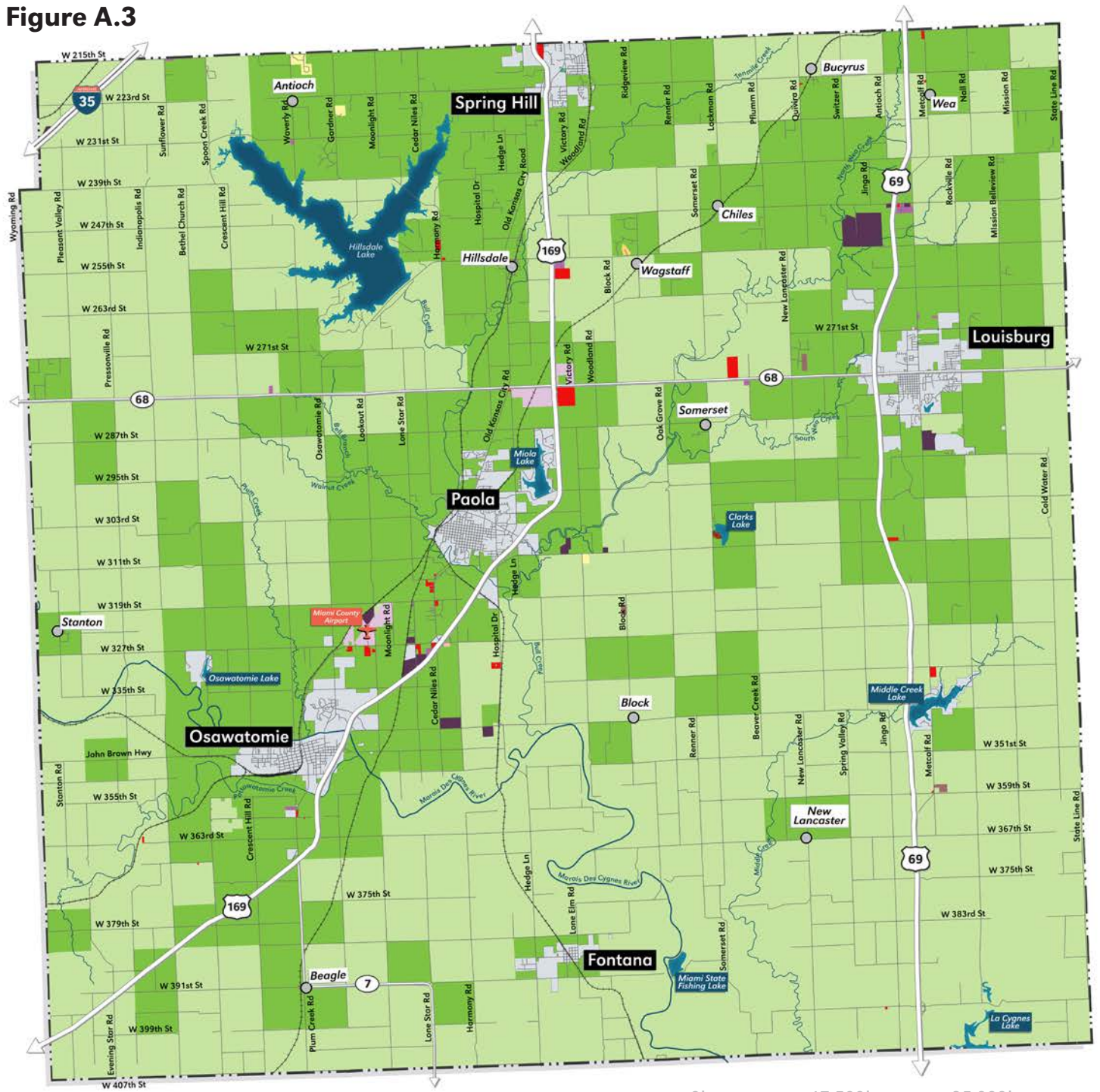
- Plan/County Boundary
- Incorporated Area
- Unincorporated Town Site

Land Use Classifications

- | | |
|--|--|
| A: Agricultural | O: Other Rural/Urban |
| C: Commercial / Industrial | R: Residential |
| E: Exempt | U: Public Utilities |
| F: Farm Homesite | V: Vacant |
| N: Not-for-Profit | Data unavailable |

Data Sources: Miami County and Olsson
Date of Creation: September 25, 2025

Figure A.3



Existing Zoning



- Plan/County Boundary
- No County Zoning / Incorporated Area
- Unincorporated Town Site

Zoning Districts

- | | |
|---|--|
| <ul style="list-style-type: none"> AG Agricultural CS Countryside R-1 Rural Residential R-1A Single Family Residential R-2 Two-Family Residential R-3 Garden Apartment C-0 Office | <ul style="list-style-type: none"> C-1 Low Intensity Commercial C-2 Commercial BP Business Park I-1 Light Industrial I-2 Heavy Industrial PD Planned Development |
|---|--|

Data Sources: Miami County and Olsson
Date of Creation: September 25, 2025

Existing Zoning Districts

Agricultural (AG)

The purpose of the AG district is to provide for a full range of agricultural activities and offer protection to land used for agricultural purposes from incompatible uses.

Countryside (CS)

The CS district is primarily intended to provide for the development of a rural residential lifestyle with adequate open space that may include equestrian use, but also encourages the clustering of dwellings through conservation subdivisions through increased density. This district is also intended to provide for agricultural uses on larger parcels and encourages the preservation of agricultural lands by allowing agricultural preservation subdivisions.

Business Park (BP)

The intent of the BP district is to provide for development of aesthetically attractive locations for research and development institutions, specialized manufacturing establishments, offices, and related facilities.

Office (C-0)*

The C-0 district is specifically intended for the development of office spaces outside business parks or planned developments.

Low-Intensity Commercial (C-1)

The purpose of the C-1 district is to provide for retail shopping and personal service uses to be developed either as a unit or on individual parcels to serve the needs of nearby neighborhoods.

Commercial (C-2)

The purpose of the C-2 district is to provide sufficient space in appropriate locations for all types of business, commercial, and miscellaneous service activities, particularly along certain existing major streets where a general mixture of commercial and service activity now exists or is planned to exist, whose uses are not characterized by extreme warehousing, frequent heavy trucking activity, open storage of materials, or nuisance factors associated with manufacturing.

Light Industrial (I-1)

The I-1 district is intended primarily for production, processing, and assembly plants. The intent is for noise, odor, dust, and glare of such operations to be completely confined within an enclosed building. The I-1 district is also intended for the development of offices and warehouse uses.

Heavy Industrial (I-2)

The I-2 district is intended to allow industrial uses that are more intensive than allowed in I-1, such as those generating a high volume of traffic, requiring rail access, or the presence of noxious or offensive emissions.

Planned Development (PD)

PD is intended to protect sensitive land and agricultural uses through conservation design and extensive open space. It provides for single- and multi-family residential developments with low overall density, commercial developments, light industrial developments, and mixed use developments. The overall density is set at one dwelling per acre, with a minimum lot size of 10,000 square feet.

Rural Residential (R-1)

R-1 is intended to provide for low density residential development that retains the character of the mostly rural area, but also requires the clustering of dwellings through conservation subdivisions in order to protect sensitive land and preserve open space.

Single Family Residential (R-1A)*

The R-1A district allows for single family residential units in traditional neighborhood style.

Two-Family Residential (R-2)*

The R-2 district allows for duplex or two-family residential units at a higher density than R-1.

Garden Apartment (R-3)*

The R-3 district allows for the development of multi-family residences and apartments.

***NOTE:** The Office (C-0), Single Family Residential (R-1A), Two-Family Residential (R-2), and Garden Apartment (R-3) District are considered obsolete zoning districts. While a few properties still have these zoning designations, no new properties are allowed to be added to these districts.

Transportation

The transportation network for Miami County consists of a range of roadways that span from controlled access interstates to low-volume unpaved roads and major railroads. The transportation network within the county is provided by the county, as well as by KDOT, local municipalities, the Union Pacific Railroad (UPRR), and BNSF Railroad (BNSF).

Interstates

I-35 crosses the far northwest corner of the county. While there are no direct interchanges in Miami County with I-35, the Kansas Highway 33 (K-33) interchange serving Wellsville, as well as the Sunflower Road interchange, are both near the county. Although I-35 barely crosses the corner of the county, it serves as an important transportation route as it offers an additional connection point with BNSF and UPRR.

Highways

KDOT maintains several U.S. and state highways throughout Miami County. Many of these facilities share multiple designations of both U.S., state, and even city streets. KDOT facilities are briefly described as follows.

- **US-169:** A four-lane freeway north of its interchange with K-7 (located just south of Osawatomie), at which point it transitions to a two-lane rural highway. The freeway component has interchanges at:
 - 223rd Street
 - 255th Street
 - K-68
 - Baptiste Drive
 - 327th Street / Old KC Road
 - 339th / 343rd Street
 - 347th Street
 - K-7
- **K-7:** Shares its alignment with US-169 through much of the county until it departs south of Osawatomie as a two-lane rural highway, eventually jogging approximately three miles to the east before heading south again.
- **US-69:** A limited access freeway and designated Scenic Byway that extends north and south through the entire county with interchanges at:
 - 223rd Street
 - 247th Street
 - K-68
 - 311th Street
 - 335th Street
 - 359th Street
 - 399th Street
- **K-68:** A primary east/west route, extending to Ottawa to the west and Harrisonville to the east. KDOT plans some widening of this corridor in preparation for an eventual four-lane facility.



County Road Classifications

Currently, the county maintains 714 miles of gravel roads, 246 miles of paved roads, and 72 miles of chip seal roads. These roads are primarily two-lane facilities classified as:

- **Arterials:** These roadways are often higher-capacity roadways whose primary focus is to, 1) provide connection between communities, and 2) to higher classified state facilities (interstates and major highways/expressways). Arterials are typically paved.
- **Collectors:** These roadways are often lower-capacity facilities that provide access from local roadways and properties to arterials. Collectors can be either paved or unpaved.
- **Local:** These facilities primarily serve adjacent land and development only with the highest amount of access and generally represent the lowest volume roadways in the county. Local roadways can be paved or unpaved.

Across the different county road classifications, surface treatments can be paved or unpaved. The paved or unpaved status of roadways in Miami County is illustrated on **Figure A.4**. As visible on **Figure A.4**, much of the county's roads are unpaved, even on key corridors connecting to municipalities and major transportation routes.

Rail

Miami County has access to three Class I rail lines: BNSF, CSX, and UPRR. All three run north-south through the county and intersect directly through Kansas City, connecting outwards to major metro markets across the country. This intersection with Kansas City is significant as it is the second-largest rail hub in the U.S.

North of Paola, Kansas, trackage rights are extended to both UPRR and BNSF on their respective lines to facilitate connectivity and market share. BNSF has a significant intermodal yard just north of Miami County in Edgerton, Kansas; and, UPRR has a small freight yard in Osawatomie, Kansas.

Airports

The Miami County Airport (Airport) – owned and operated by Miami County – provides regional air service. Located between Paola and Osawatomie off of Old Kansas City Road, the Miami County Airport provides several services to those using the facility, including: self-serve 24-hour fueling, major airframe and power plant repairs, and hangar and tie-down rental. The terminal building is primarily unattended, but service is available upon request. Currently, the Miami County Airport has 20 based aircraft and experiences approximately 10,000 annual operations total. There are two runways available: Runway 3-21 (paved) and Runway 15-33 (turf).

In addition to the Miami County Airport, there are a handful of small private landing strips spread throughout the county (e.g., Chiles Airpark).

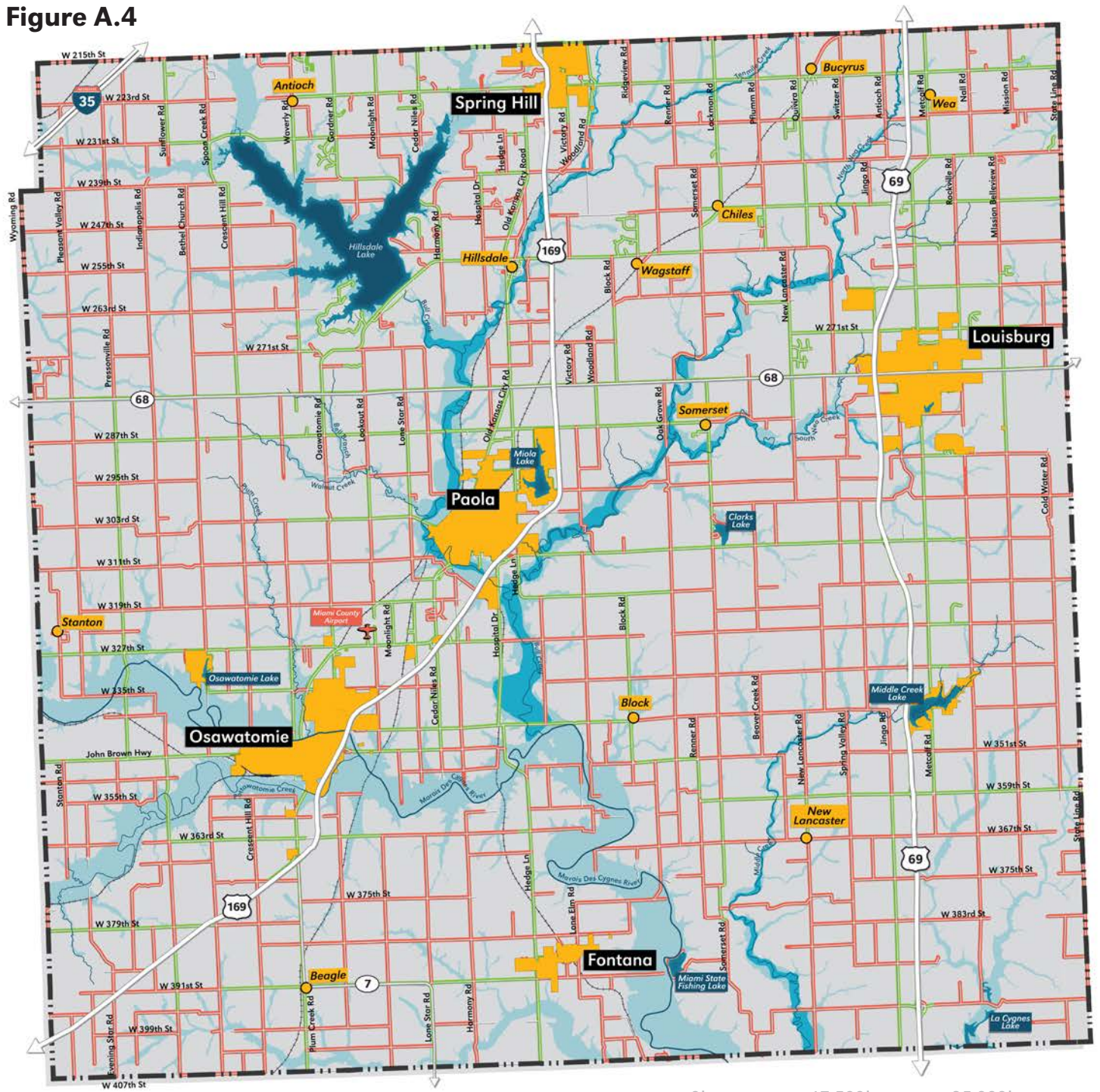
Transit

Miami County is a part of the East Central Kansas Coordinated Transit Council (CTD #5). The following are existing options to move around Miami County. Several options are available, with special offers for seniors and individuals with disabilities. These services are available to all county residents, and the programs do not discriminate based on any factor.

Local transportation options available include:

- **Rideshare:** This commuter matching service is free to Miami County residents. MARC organizes it to pair residents who have similar origins and destinations.
- **Private Services:** Two private for-hire services provide service in Miami County, including King Limousine and the Miami County Trolley.
- **On-Demand:** Louisburg, Osawatomie, and Paola offer on-demand transportation services that operate on weekdays.

Figure A.4



Roadway Surfacing Material



- Plan/County Boundary
- Incorporated Area
- Unincorporated Town Site
- 100-Year Floodplain (1% Annual Chance)*
- Floodway
- Paved Road (includes chip and seal)
- Gravel Road/Minimum Maintenance

Data Sources: Miami County, Federal Emergency Management Agency (FEMA), and Olsson

Date of Creation: September 25, 2025

Notes: * Also known as Zone A or Zone AE, which are FEMA-defined Special Flood Hazard Areas

Trails / Bicycle Accommodations

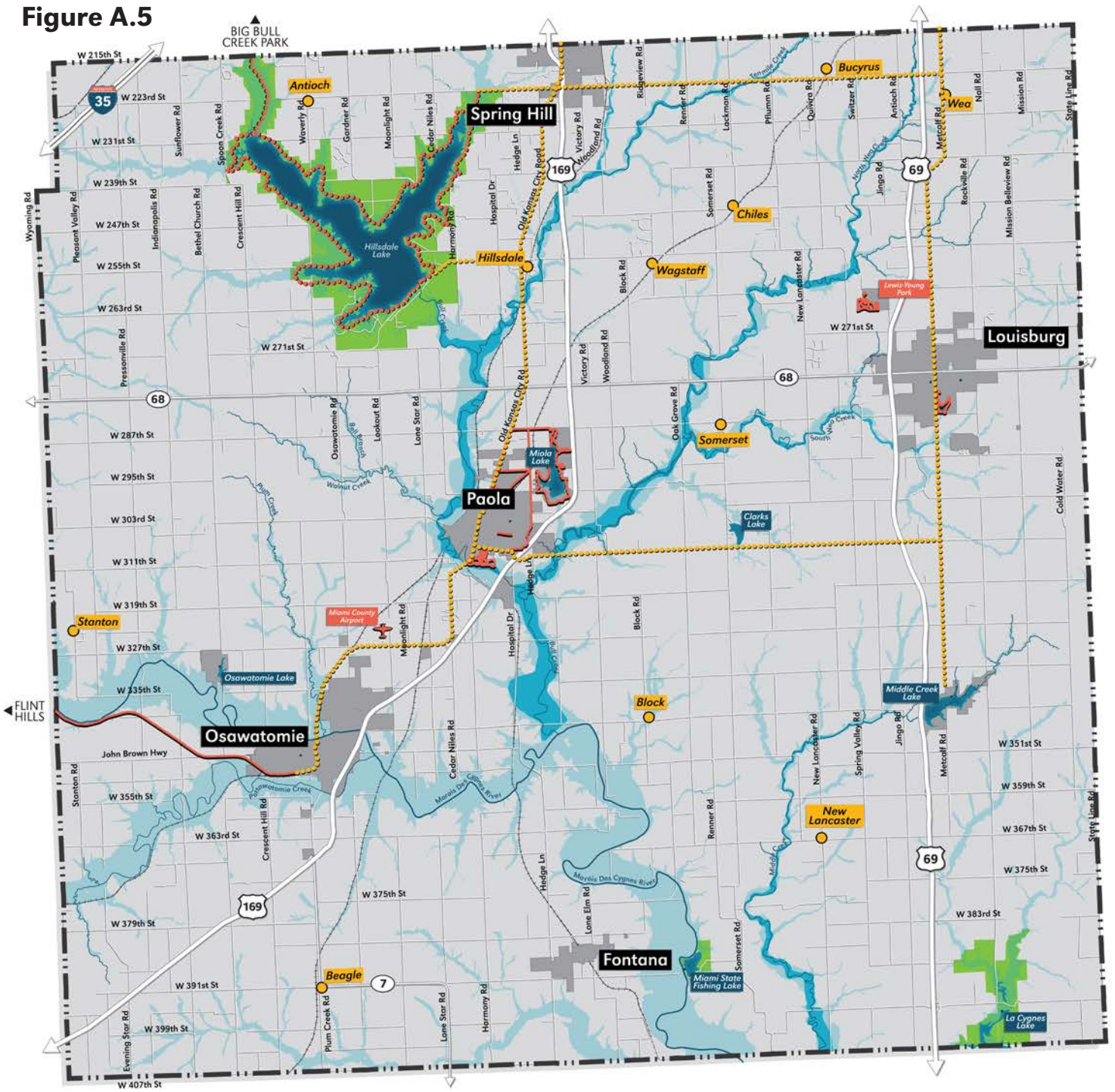
Miami County has a series of dedicated bikeways spread throughout the county, with a significant emphasis in parks. Exclusive shared use paths (accommodating both bicycles and pedestrians), as well as shared roadway facilities are also utilized by non-motorists, albeit without significant long-range routes providing cross-county or intercity travel.

Figure A.5 illustrates opportunities to recreate within the following parks and recreation areas:

- **Hillsdale Lake:** This lake draws an enormous fishing, boating, and camping population. Approximately 4,500 acres of water and 51 miles of shoreline are open to fishing. Although this State Park is perhaps most popular among horseback riders as it offers pens for overnight stays, the area known as Saddle Back Ridge is also open to hikers and bicyclists. Further, the Hidden Spring Nature Trail (1.5-miles) and State Park Trail (3-miles) are open to hikers and bicyclists.
- **Flint Hills Trail State Park:** This park features a 117-mile-long trail that begins in Osawatomie and ends in Council Grove (outside of Miami County). Within the county, this trail starts west of the intersection of 12th Street and South Street in Osawatomie then heads west to 347th Street before jogging north to run along the banks of the Marais des Cygnes River, which it follows west as it leaves Miami County.
- **Lake Miola:** This 200-acre lake offers a variety of watersports, including boating, skiing, swimming, and fishing. Additionally, visitors can camp, picnic, and use the playground and hiking trails.
- **Louisburg City Lake:** This 23-acre lake has an 1.33-mile trail that loops around the lake. Fishing is encouraged here, as the lake is regularly stocked by the Kansas Department of Wildlife, Parks, and Tourism. Ron Weers Park, featuring a shelter house and playground, is also located at City Lake.
- **Middle Creek Lake:** This lake draws campers and fishers alike, offering a pleasant retreat. The 281-acre lake offers a high quality sport fish population, accessible by a double boat ramp.
- **Lewis-Young Park:** This park includes 200+ acre expansive parkland with soccer, baseball, softball and flag football fields with wooded trails, shelters, BBQ grills, a fishing lake, playground, restrooms, and open field areas.



Figure A.5



Recreation and Active Transportation

- Plan/County Boundary
- Incorporated Community
- Unincorporated Townsite
- 100-Year Floodplain (1% Annual Chance)*
- Floodway
- "Parks and Recreation" Area
- Existing Trail**
Wider paths that support multiple recreation and transportation modes, such as walking or bicycling; typically do not run parallel to a roadway and are off-road
- Proposed Trail**
Proposed additions of wider paths that support multiple recreation and transportation modes, such as walking or bicycling; typically do not run parallel to a roadway and are off-road
- Proposed Bikeway Corridor**
Bikeway, such as a bike lane, on a public road



Data Sources: Miami County, Federal Emergency Management Agency (FEMA), Mid-America Regional Council (MARC), and Olsson

Date of Creation: September 25, 2025

Notes: * Also known as Zone A or Zone AE, which are FEMA-defined Special Flood Hazard Areas

Environmental Features

The natural features present within Miami County are illustrated on **Figure A.6**. The following subsections detail the current state of each environmental feature present and how they interact with and influence Miami County.

Floodplain

A 100-year floodplain is present along all the major waterways of the county, including: the Marais des Cygnes River; Pottawatomie Creek; Bull Creek; North and South Wea Creeks; Middle Creek; Plum Creek; Ten Mile Creek; and Walnut Creek. The tributaries of each of these primary waterways also have associated floodplains. Floodways run within Bull Creek, North and South Wea Creeks, Middle Creek, and portions of Marais des Cygnes River and Pottawatomie Creek, aiding during flood events to mitigate water damage.

Most of the county's watersheds have had flood risks mapped through the Federal Emergency Management Agency (FEMA) National Flood Insurance Program. FEMA typically identifies flood-prone areas through detailed hydrologic and hydraulic modeling and occasionally through approximate methods to assist with planning, management, and risk assessment within watersheds. Modeling and mapping typically starts downstream of any point in the watershed having a drainage area greater than one square mile. Areas above the floodplain mapping limits, as well as areas that have not been recently updated by FEMA, do not accurately reflect flood risk or potential impacts with future development. Most of the county area has been mapped through detailed modeling efforts which produces floodplain elevations and a floodway to estimate flood risk; however, several portions of the county have not been studied in detail.

The Miami County Zoning Code includes a Floodplain Overlay District, applying to all lands within the county in floodplains and floodways. This designation prevents development without the issuance of a floodplain development permit, granted by the Miami County Planning and Zoning Department, and full compliance of the regulations set forth in the Code.

Floodplain vs. Floodway

The 100-year floodplain is the land area covered by the floodwaters of the 100-year flood. The 100-year flood has a one percent chance of annual occurrence and is the standard for requiring the purchase of flood insurance and regulating development in flood prone areas.

The floodway is the channel of the waterbody and adjacent land that cannot be developed and must be free of obstructions to ensure the 100-year floodwaters can be conveyed downstream.

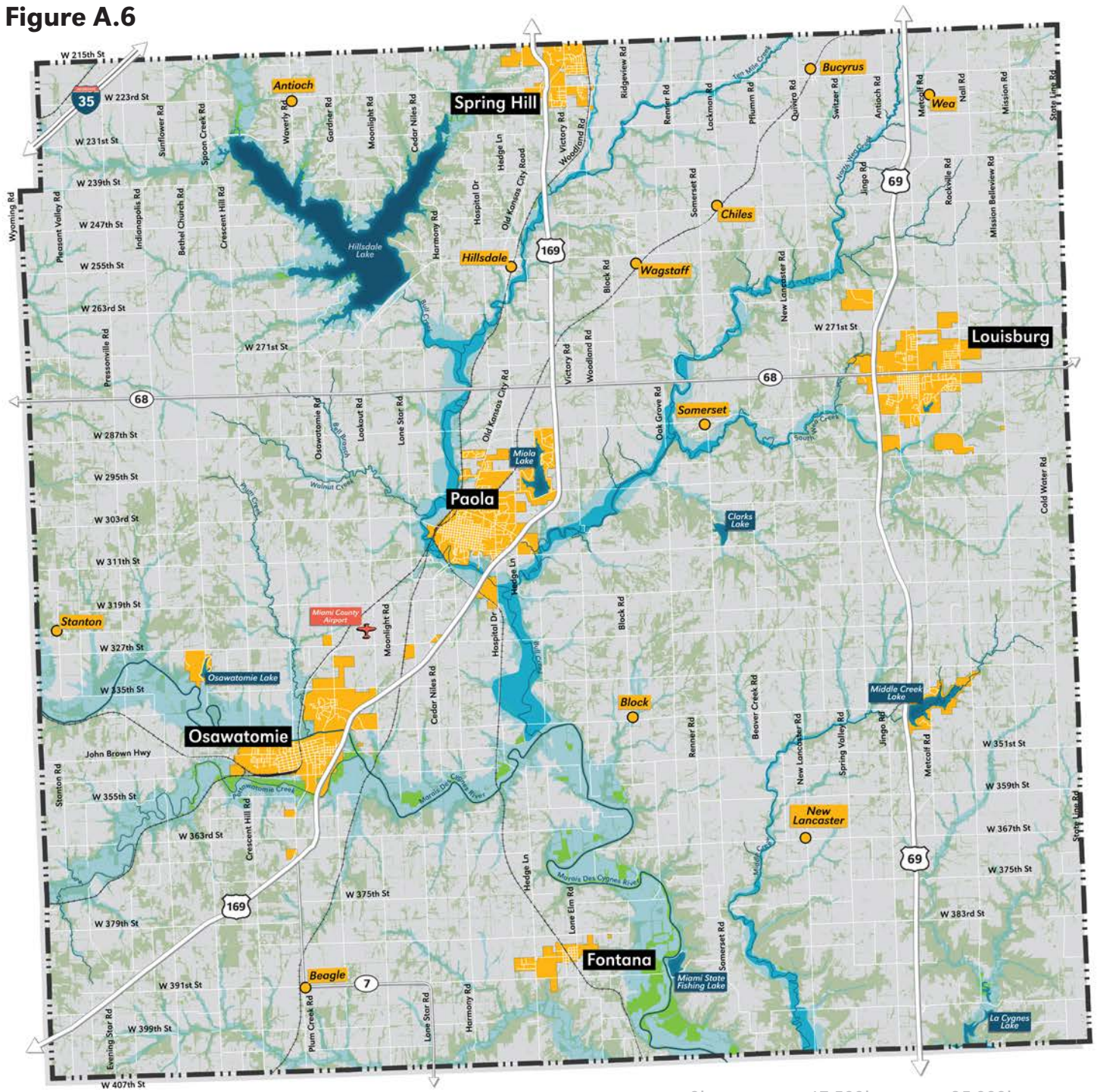
Miami County has historically been subject to severe floods. One of the most well-known flooding events took place in 1951 when heavy rainfall caused the Marais des Cygnes River to crest just over 50 feet.

Watersheds

A watershed is an area of land that drains to a common body of water, including nearby creeks, streams, rivers, or lakes. Watersheds are sometimes referred to as drainage basins or catchments and are determined by topography. Watersheds impact the water quality in the water body(ies) that it surrounds because the water picks up debris and other contaminants from urban areas as it drains into the water system.

Miami County is primarily located in the Lower Marais des Cygnes watershed, except for the western edge which is located in the Upper Marais des Cygnes watershed and the northeast corner, which is in the Lower Missouri Crooked watershed. The Upper and Lower Marais des Cygnes can be further subdivided into smaller watersheds: Plum Creek; Walnut Creek – Bull Creek; Lake Miola – South Wea Creek; South Wea Creek; Upper Middle Creek; Upper North Sugar Creek; Elm Branch – Marais des Cygnes River; Jordan Branch – Marais des Cygnes River; Mosquito Creek – Pottawatomie Creek; and Hushpuckney Creek – Middle Creek.

Figure A.6



Environmental Features



- Plan/County Boundary
- Incorporated Community
- Unincorporated Townsite
- Wetland
- Forested Area*
- 100-Year Floodplain (1% Annual Chance)**
- Floodway

Data Sources: Miami County, Federal Emergency Management Agency (FEMA), Mid-America Regional Council (MARC), U.S. Fish and Wildlife Service, and Olsson

Date of Creation: September 25, 2025

Notes:
 * Also known as Zone A or Zone AE, which are FEMA-defined Special Flood Hazard Areas
 ** Forested areas are a combination of upland deciduous forest, lowland deciduous forest, coniferous forest, and mixed forest

Water Bodies and Wetlands

As mentioned previously, there are several prominent water features in Miami County. A brief description of each waterbody and where they flow (if applicable) is provided as follows:

- **Hillsdale Lake:** Hillsdale Lake is located southwest of Spring Hill. It is the largest water body in Miami County and has its own watershed.
- **Clarks Lake:** Clarks Lake is located south of South Wea Creek between Paola and Louisburg city limits.
- **La Cygne Lake:** The north tip of La Cygne Lake falls in the southeastern limit of Miami County.
- **Middle Creek Lake:** Middle Creek Lake is located along US-69, south of Louisburg city limits.
- **Miami State Fishing Lake:** This lake is located within the Marais des Cygnes River floodplain, just east of the Fontana city limits.
- **Lake Miola:** Lake Miola is located within the city limits of Paola.
- **Osawatomie Lake:** This lake is located just north of the Marais des Cygnes River floodplain, northwest of Osawatomie.
- **Marais des Cygnes River:** The Marais des Cygnes River flows east through Osawatomie and bends south just after the Bull Creek confluence before reaching the unincorporated Block townsite.
- **Pottawatomie Creek:** Pottawatomie Creek starts in Franklin County and flows east/northeast along the south boundary of Osawatomie where it joins Marais de Cygnes River east of Osawatomie.
- **Bull Creek:** Bull Creek enters Miami County from southwest Johnson County and flows southeast to Hillsdale Lake, which was constructed by USACE as a flood control reservoir. From Hillsdale Lake, Bull Creek continues south until it joins the Marais des Cygnes River.
- **Little Bull Creek:** Little Bull Creek feeds into Hillsdale Lake from the northeast.
- **North and South Wea Creeks:** North Wea Creek flows southwest from the Johnson County line at US-69 and meets South Wea Creek just outside of the unincorporated Somerset townsite. South Wea Creek begins just northwest of Louisburg city limits.
- **Middle Creek:** Middle Creek starts south of 319th Street between Rockville Road and Mission Belleview Road and flows south into Middle Creek Lake. It then exits Middle Creek Lake and flows south/southwest into Linn County near the City of Linn Valley.
- **Plum Creek:** Plum Creek begins northeast of 295th Street and Bethal Church Road and flows southeast until it joins the Marais des Cygnes River along the northern boundary of Osawatomie.
- **Ten Mile Creek:** Ten Mile Creek flows south from Johnson County near the unincorporated Bucyrus townsite until its confluence with Bull Creek just north of K-68.
- **Walnut Creek:** Walnut Creek originates south of K-68 and flows towards Paola to its confluence with Bull Creek.

In addition to these streams, creeks, river, and lakes, there are other waterbodies, such as ponds dispersed countywide. Wetlands often accompany these water bodies and flowing features, as well. Wetland areas make up less than two percent of the county and are primarily located along waterways, in river valleys, and adjacent to waterbodies.

Soil

Miami County is agriculturally rich, as illustrated by the soil types on **Figure A.7**. Prime Farmland is concentrated primarily around water features as flowing water bodies and wetlands lend themselves to adding high quality nutrients to nearby soils. Prime Farmland if Drained is also found adjacent to water features, namely Marais des Cygnes River, Pottawatomie Creek, Bull Creek, and Middle Creek.

Table A.1 shows the percentage of land cover by type. The 2016 National Land Cover Database (NLCD) reports that less than eight percent of Miami County is developed. These developed areas are centered in the cities of Paola, Osawatomie, Spring Hill, and Fontana, with roadways and scattered unincorporated and residential areas accounting for the remainder. The majority (approximately 72%) of the county's land area is devoted to agricultural activities, split between pasture and hay ground (55%) and cultivated crops (18%).

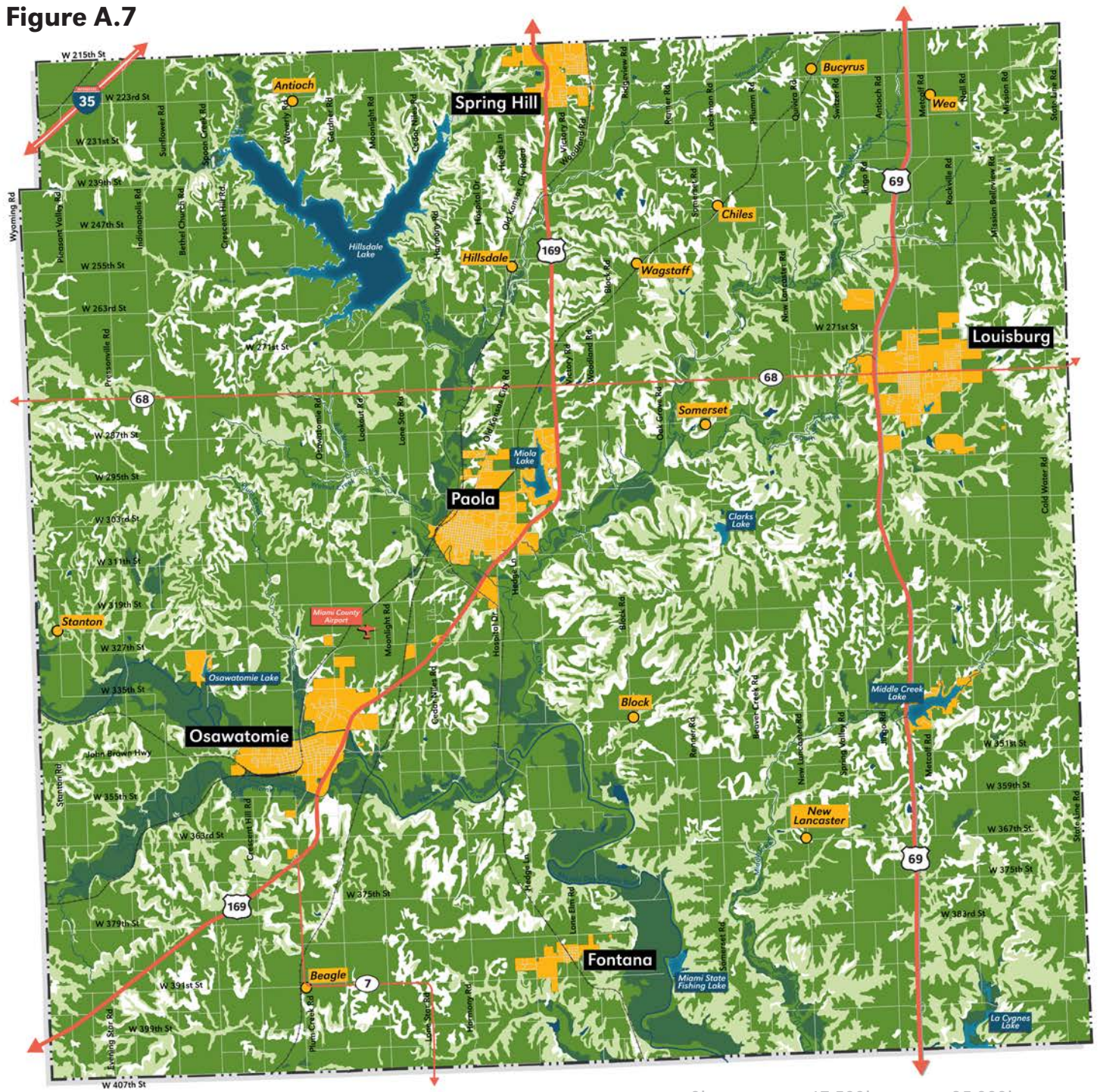
Undisturbed land cover types in the county are represented by forests and grasslands. Deciduous forests cover approximately 15 percent of Miami County, with small areas of evergreen and mixed forests scattered throughout. Native grasslands cover just over 1,000 acres, or less than one percent of the land area, in small fragments across the county.

Miami County is located entirely within the Central Irregular Plains Ecoregion, and thus native forests would be dominated by a mixture of oak and hickory, while native grassland would consist of a mixture of tallgrass prairie grasses, including big bluestem, little bluestem, Indiangrass, and switchgrass. The undisturbed land covers consisting of native forest and grassland would contain the most ecologically valuable and potentially sensitive natural areas.

Table A.1
Miami County's Land Cover Breakdown

Cover Type	Acres	Percent (%)
Barren land	466	<1
Cultivated crops	69,153	18
Evergreen forest	109	<1
Deciduous forest	56,323	15
Developed, high intensity	315	<1
Developed, low intensity	10,649	3
Developed, medium intensity	1,470	<1
Developed, open space	12,191	3
Emergent herbaceous wetlands	3,742	1
Grassland/herbaceous	1,057	<1
Mixed forest	6,056	2
Open water	8,370	2
Pasture/hay	206,896	55
Shrub/scrub	343	<1
Woody wetlands	474	<1
TOTAL	377,614	100

Figure A.7



Farmland

Based on USDA Soil Classification

- Plan/County Boundary
- Incorporated Area
- Unincorporated Town Site
- Prime Farmland*
- Prime Farmland if Drained**
- Farmland of Statewide Importance***
- No Farmland Classification

Data Sources: Miami County, U.S. Department of Agriculture Natural Resources Conservation Service, and Olsson

Date of Creation: September 25, 2025

Notes:

- * Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses
- ** Land that, if properly drained, is considered prime farmland
- *** Land that nearly meets the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods

Utilities

To ensure adequate infrastructure for future development or redevelopment, it is necessary to review the existing utility infrastructure within the county.

Water

Water providers, in the form of Rural Water Districts (RWDs), are present in the unincorporated areas and cover part of the county. For sanitary sewer needs, the incorporated areas have wastewater collection and treatment systems. For most unincorporated areas, wastewater is treated using private on-site treatment facilities. In general, the RWD's distribution systems are within private utility easements held by the utility, public utility easements, and public rights-of-way.

Within the incorporated areas, the municipality provides water and wastewater services. Water systems that consist of more than 10 service connections or regularly serve more than 25 individuals per day are considered public water systems. Such systems are regulated by the Kansas Department of Health and Environment (KDHE).

For most of the unincorporated areas of the county, water is available or supplied by one of the seven RWD, which include:

- Franklin Co. RWD #01 – FR-01
- Franklin Co. RWD #06 – FR-06
- Johnson Co. RWD #07 – JO-07
- Linn Co. RWD #01 – LN-01
- Miami Co. RWD #02 – MI-02
- Miami Co. RWD #03 – MI-03
- Miami Co. RWD #04 – MI-04



These RWD utilize several options to obtain water for their system, including their own production and purchasing water from other public supply sources. Six other public water supply systems provide water within the county, including:

- Water One (Johnson County)
- Spring Hill
- Marais des Cygnes Public Utility Authority (jointly owned by Paola and Louisburg)
- Paola
- Louisburg
- Osawatomie
- Fontana

Typically, the goal of the RWD is to only supply potable water for consumption within their service area. They do not strive to supply water for fire protection, as is the case for water systems inside incorporated areas; however, for Miami County, the subdivision regulations require that over 1000 gallons per minute (GPM) of fire protection be required for lots that are less than three acres in size.

Additionally, the County has developed and adopted the Miami County Environmental Health Sanitary Code. Chapter 3 of this code contains provisions of regulation and controlling the development, maintenance, and use of private wells in the unincorporated areas of the County.

Stormwater

Stormwater runoff is generated from rain and snowmelt events that flow over land and are conveyed to downstream water bodies, such as lakes and rivers. In urban areas, impervious surfaces, such as paved streets, parking lots and building rooftops generate large amounts of stormwater runoff that is collected in underground collection systems and swiftly conveyed downstream. In rural areas, stormwater runoff generally flows over pervious ground and is partially intercepted by forested areas and infiltrated into the undisturbed soil, generating less runoff compared to urban areas.

Urbanization changes the land use and alters stormwater runoff characteristics at a rapid pace. The creation of impervious surfaces profoundly effects how water moves following storm events, the amount of runoff generated, and quality of water that is conveyed downstream to nearby rivers and lakes.

Stormwater systems, broadly defined as the highest point in the watershed that generates stormwater runoff to the downstream receiving water body, require management to plan for stormwater runoff and protect natural resources. Management of these systems are challenged by local jurisdictional boundaries that do not align with watershed boundaries, requiring larger entities, such as counties, to coordinate efforts. Goals of stormwater system management include flood damage mitigation and reduction, water quality protection and improvement, and infrastructure maintenance and replacement.

The extents, adequacy, age, and condition of stormwater infrastructure with Miami County is relatively unknown. Cities within the county may have better records of infrastructure within their communities; however, a county or watershed wide inventory of infrastructure is not available. Infrastructure that is not maintained and replaced as it reaches the end of its design-life can contribute to poor collection and conveyance of stormwater runoff, increased flood risk, and can pose a safety hazard to the public, such as a bridge or culvert collapse or flooding of upstream buildings.

Wastewater

For most of the unincorporated areas of the county, the sanitary sewer system consists of individual on-site treatment systems. At the state level, these systems are regulated by the KDHE. Additionally, the county has developed and adopted the Miami County Environmental Health Sanitary Code. Chapter 2 of this code establishes several regulations and requirements including general provisions, public sewer systems, on-site wastewater systems, privies and portable toilets, holding tanks, wastewater stabilization lagoons, operations, and maintenance requirements for on-site wastewater systems. It also addresses regulations for installers, disposal contractors, and designers.

For areas within an incorporated area, sewer is provided by that municipality. The system consists of collection, pumping, and treatment of the water. These systems are regulated by KDHE.

The county also includes sewer districts, including the Hillsdale Improvement District, Walnut Creek, Club Estates, and Bucyrus. The county operates all the sewer districts except the Hillsdale Improvement District.

Demographic and Market Profile

Before beginning work on this Plan, Miami County engaged a consultant to conduct a thorough analysis of the local and regional market and economic forces at play. This process resulted in the development of an Economic Development Strategic Plan for Miami County, which evaluated demographic and economic trends and considered how to position the county for the future by considering these economic forces. Data reported is from the U.S. Census Bureau 2024 unless otherwise noted.

Demographics

The following subsections provide information on general demographics within Miami County. Understanding the demographic, economic, education, and quality of life metrics at play is an important reality to consider when planning for the future. This analysis intends to provide a baseline understanding of how Miami County is perceived from a local and regional market perspective. For this analysis, Miami County data was compared to six peer counties, the Kansas City metropolitan statistical area (MSA), as well as the State of Kansas. The six counties include:

- Franklin County, KS
- Linn County, KS
- Anderson County, KS
- Johnson County, KS
- Bates County, MO
- Cass County, MO

What is a metropolitan statistical area (MSA) and why do we consider it?

MSAs, established by the U.S. Office of Management and Budget, represent a region that consists of a city and surrounding communities that are linked by social and economic factors. MSAs are configured to represent contiguous geographic areas with a relatively high population density.

Typically, they consist of a core city with a large population and its surrounding region, which may include several adjacent counties. The area defined by an MSA experiences significant social and economic interaction, meaning people living in outlying areas of the MSA may commute considerable distances to work, shop, or attend social activities in the urban center.

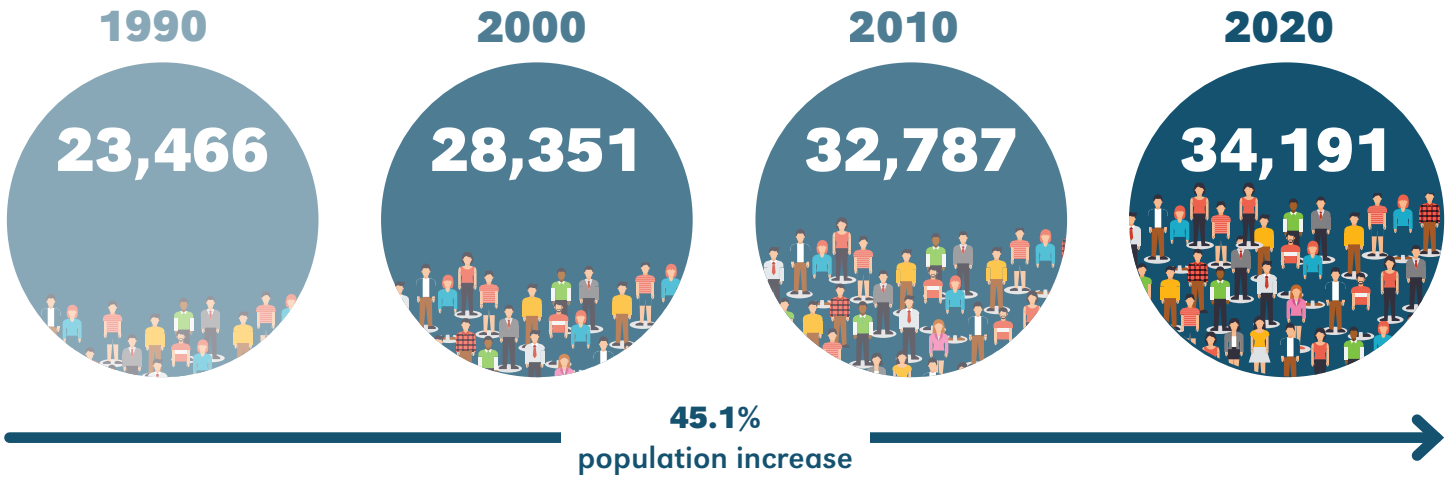
The Kansas City MSA consists of 14 counties:

- Cass County, MO
- Clay County, MO
- Clinton County, MO
- Jackson County, MO
- Johnson County, KS
- Lafayette County, MO
- Leavenworth County, KS
- **Miami County, KS**
- Platte County, MO
- Ray County, MO
- Wyandotte County, KS
- Bates County, MO
- Caldwell County, MO
- Linn County, KS

Population

According to the 2020 Census, Miami County had a population of 34,191 people (estimate of 35,737 in 2024). It is part of the Kansas City MSA, which is home to approximately 2.2 million people. The county has experienced steady growth in its population and labor force since the early 1990s. **Figure A.8** illustrates this population change over time.

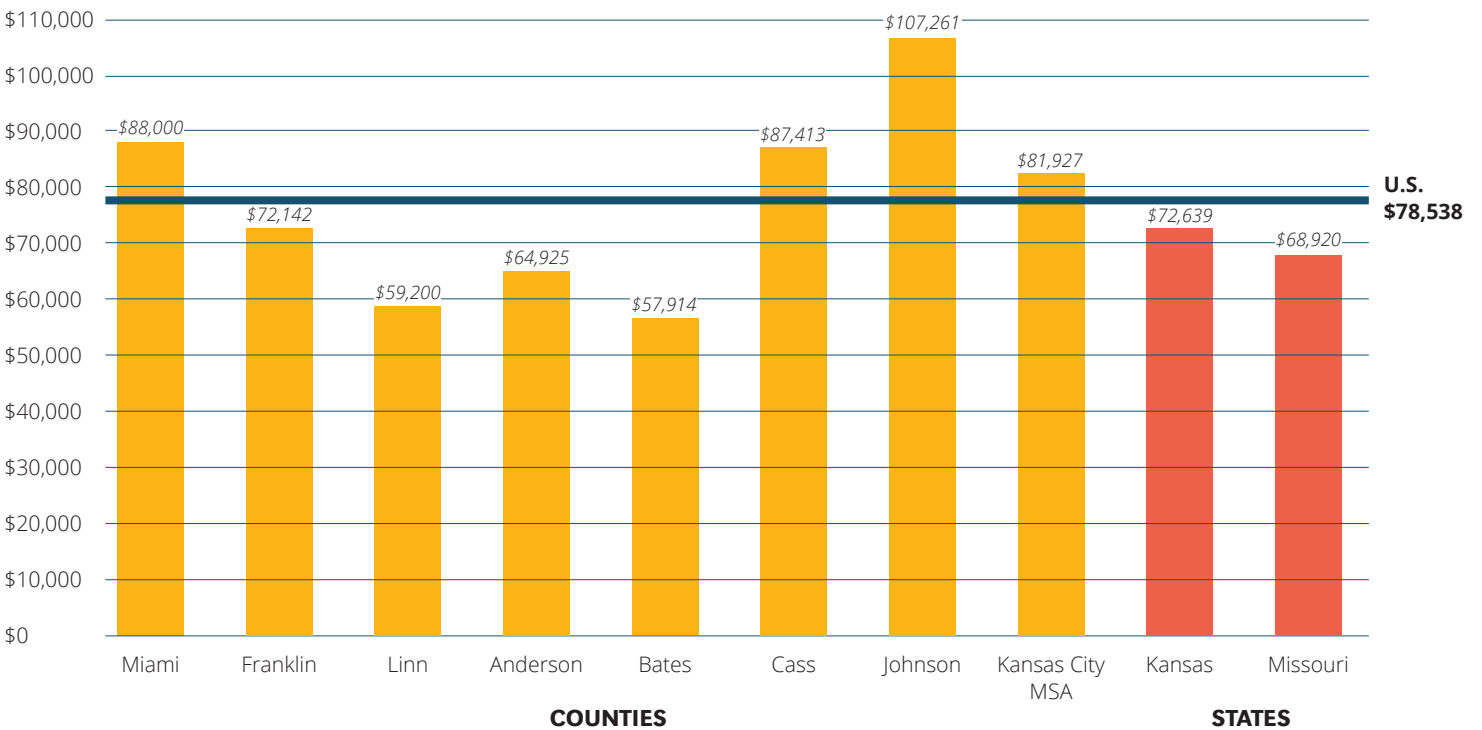
Figure A.8
Miami County's 30-Year Population Growth



Median Household Income

Median household income in Miami County is slightly above the state and U.S. average and generally higher than most peer communities, except for Johnson County (which is significantly higher). **Figure A.9** illustrates the higher than average median household income Miami County experiences, based on the 2023 American Community Survey.

Figure A.9
Regional Median Household Income



Poverty

Poverty rates are significantly lower in Miami County than what is seen at the state and national level, as well as in peer communities. With only 7.0 percent of the population considered to be living in poverty, Miami County's population is well-positioned economically.

Educational Attainment

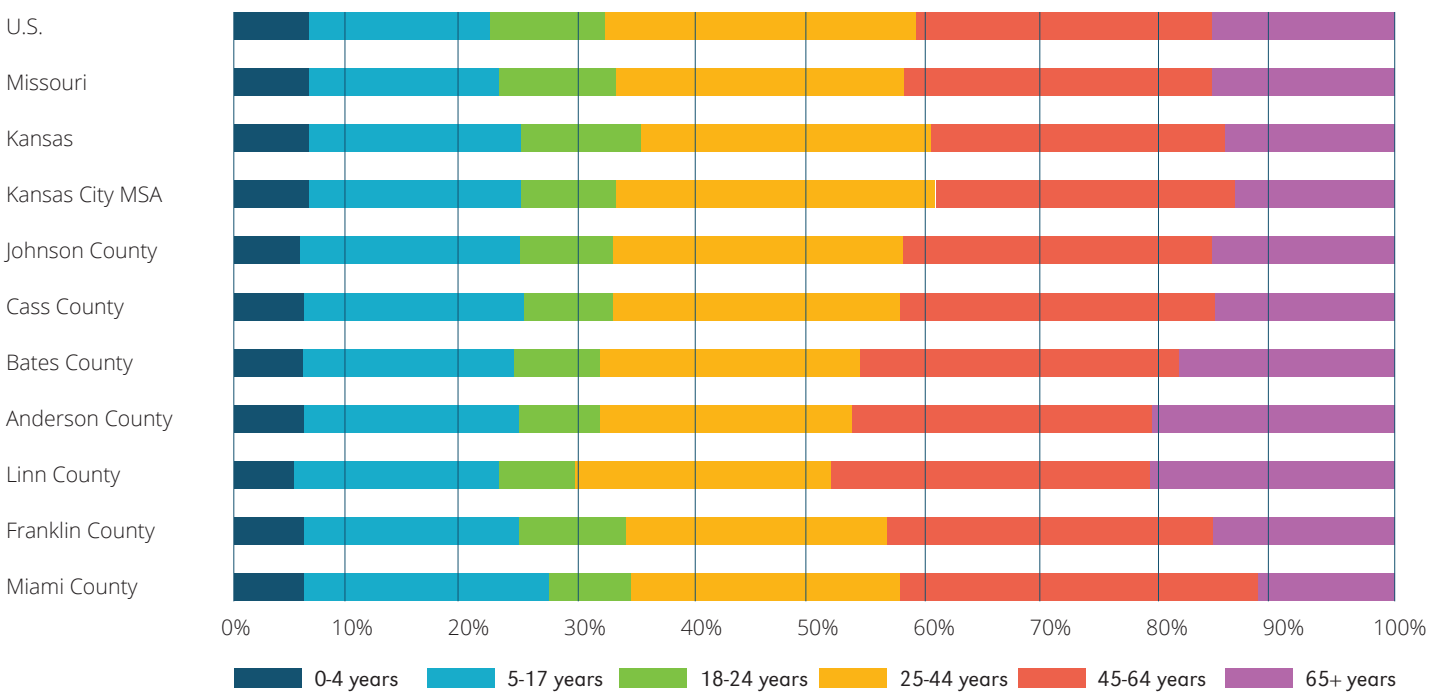
Miami County has significant high school attainment rates, which reflects the high quality of the school systems in the county. The county also has two-year degree attainment rates that exceed state and national averages. However, the four-year degree and graduate degree attainment is lower in the county when compared to state and national averages.

The county maintains higher percentages of the population with some college, associate degrees, and graduate degree attainment than there are jobs requiring those educational attainment levels. This suggests there may be underemployment in these segments of the population.

Age

The county and the MSA are similar in terms of population age breakdown and comparable to peer communities. Miami County does maintain a slightly higher percentage of younger individuals, which poses a competitive advantage if this demographic is retained. **Figure A.10** illustrates age distribution for the county as compared to the region.

Figure A.10
Regional Population Breakdown by Age



Employment

This section takes a closer look at the county's economy, evaluating what keeps residents employed, what industries or occupations are on the rise, and how the county maintains a healthy tax base.

Unemployment Rate

Unemployment rates in Miami County are comparable to state and national averages. The county has an unemployment rate of 3.4 percent, which is lower than that of all peer communities except Cass and Johnson counties. This also beats the statewide unemployment rate of 3.80 percent.

Major Industries and Occupations

Miami County's largest industries by number of industry jobs include the following:

- Government
- Health care and social assistance
- Retail trade
- Construction
- Accommodation and food services
- Manufacturing

By comparison, the county's largest occupations by number of occupations include the following:

- Office and administrative support
- Food preparation and serving related
- Sales and related
- Education
- Training and library
- Construction
- Extraction

Job Trends and Forecasts

Although Miami County has comparatively lower wages, several industries are projected to grow in the county.

These industries include the following:

- Transportation and warehousing
- Information
- Real estate and rental leasing
- Professional, scientific, and technical service
- Administrative and support, and waste management and remediation services
- Educational services
- Arts, entertainment, and recreation
- Accommodation and food services

Labor Force Participation

Of Miami County's 35,737 residents, over 23,000 participate in the labor force. This accounts for over half (65.4%) of the county's population. Typically, the labor force comprises individuals aged 16 to 65 in the population.

Major County Employers

Miami County's major employers represent a broad range of industries, employing nearly almost 9,000 people. Note that the following employer categories also include those employed within municipalities.

- **Government:** All levels of governments offices operate in Miami County. Specifically, the Kansas Department of Children and Family Services has a service center in Osawatomie, and KansasWorks, an employment assistance institution, has a center in Paola.
- **Health Care and Social Assistance:** Miami County residents work at traditional medical institutions, such as The University of Kansas Health Systems – Paola Hospital, assisted living facilities, and family practitioners. However, the county is primarily known for helping medically vulnerable populations at centers such as the Osawatomie State Hospital, Tri-Ko, Lakemary Center, and Elizabeth Layton Center.
- **Retail Trade:** The county has several locally-owned special retailers in addition to national chain stores, like Walmart.
- **Construction:** Construction is an important county industry that provides local work for both the commercial and residential buildings sectors. The county provides local training programs to enhance worker skills, particularly in the areas of HVAC and welding.
- **Manufacturing:** Precision welding and metalwork are Miami County staples in the industrial sector. Taylor Forge Engineering Systems and Doherty Steel employ a large number of workers, which contributes to their success in being two of the larger manufacturers in the Kansas City metropolitan area.
- **Farming:** Miami County supports the state's agriculture-based economy with orchards, vineyards, and farms.

Quality of Life

Quantifying something like quality of life can be challenging with numbers alone as it is a personal metric. However, assigning a numerical value to factors that, on average, contribute to reports of a high-quality life, provide an understanding of what areas for improvement a community may have to elevate how the average citizen feels about his or her day-to-day experience. To evaluate quality of life, the following topics were considered:

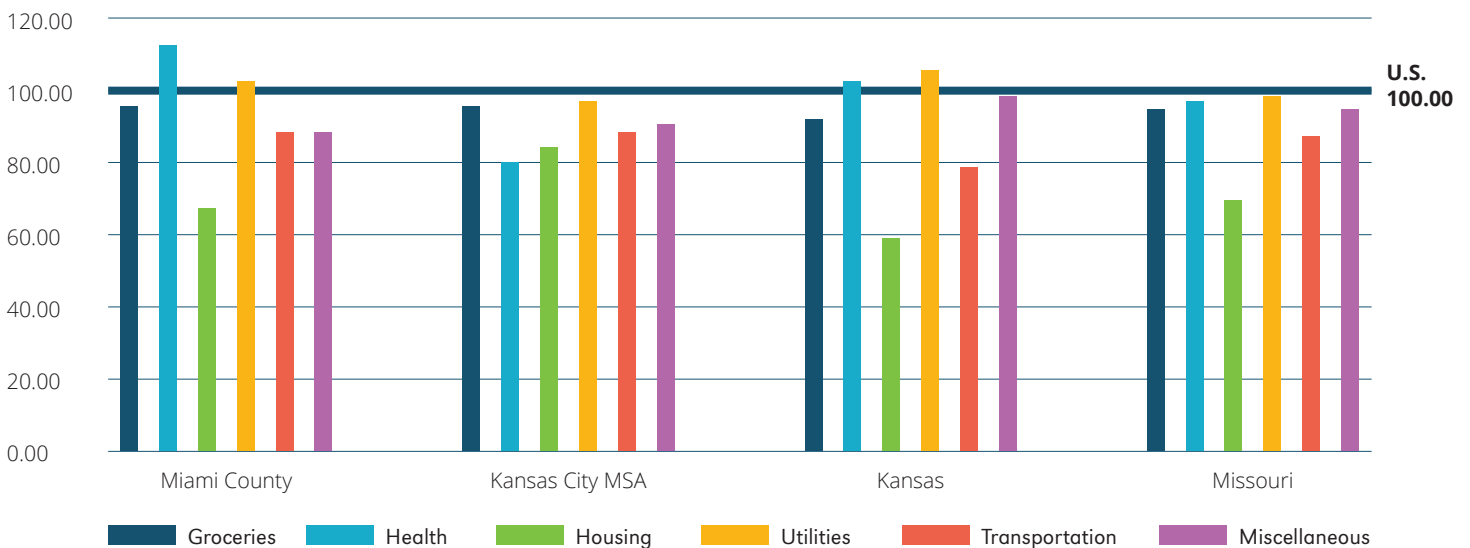
- Cost of living (which considers food, healthcare costs [including premiums and common surgeries], housing, utilities, childcare prices, and transportation access)
- Median home value
- Home ownership rate
- Housing vacancy rate

Cost of Living

Cost of living (COL) scores and indexes are a way to compare the overall price of goods and services between different areas of the U.S. The national average is 100, so when you consider a place's COL, you can instantly see how much more or less an individual would have to pay to live there. For instance, if a place has a COL of 135, then it is 35 percent more expensive to live there than the national average. If a place has a COL of 85, then it is 15 percent cheaper than the average for the entire country. The biggest factor in COL is housing costs – whether that be purchasing a home or renting an apartment.

Miami County has a lower COL for food, healthcare, housing, and transportation when compared to the national average. When compared to peer communities and the Kansas City MSA, there is much fluctuation experienced in each individual place. For utilities, Miami County has a slightly higher COL when compared to the U.S. See **Figure A.11** for more detail.

Figure A.11
Regional Cost of Living Factors



Homeownership Rate

Just over half of all U.S. citizens own their homes. For Miami County, nearly three-quarters of the population – 77.6 percent – own his or her home. This high rate of homeownership is significantly above that of all peer communities, the Kansas City MSA, and the state average.

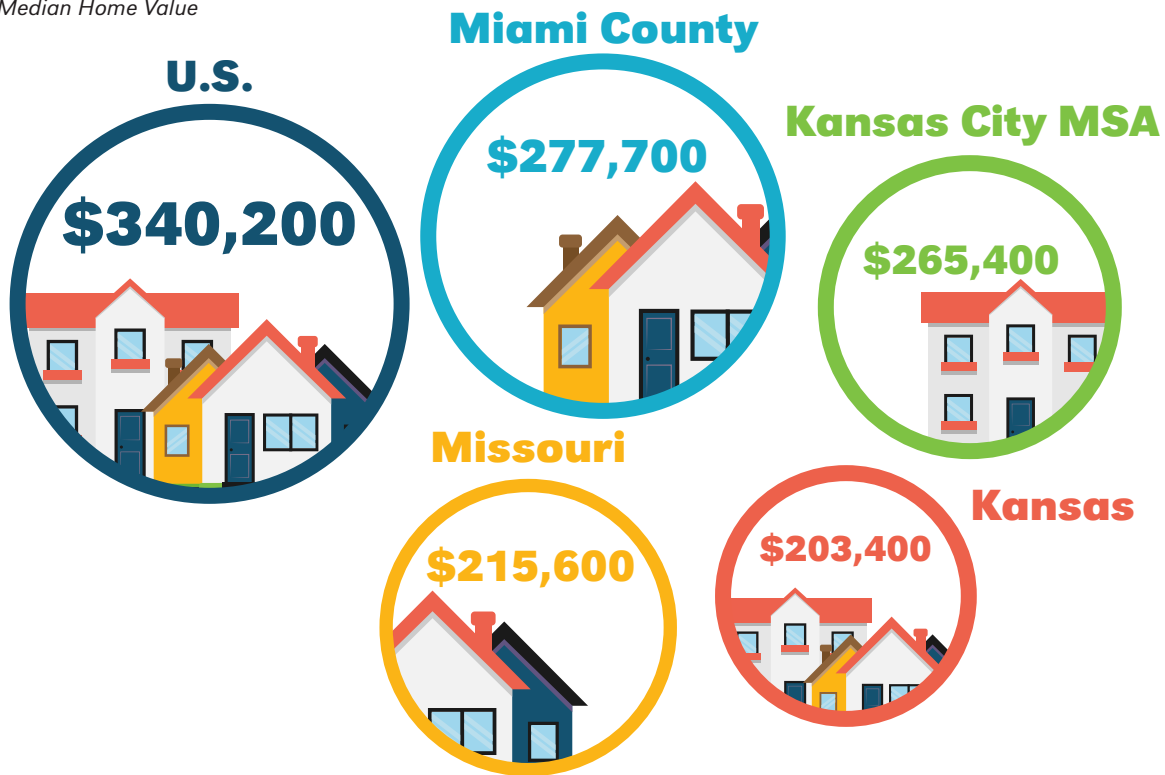
Housing Vacancy Rate

According to the 2023 American Community Survey, Miami County has a low vacancy rate of 4.0%, the lowest among its peer communities. Johnson County, KS (4.1%), and Cass County, MO (5.8%) have rates that are only slightly higher, while Linn County, KS (21.4%), and Bates County, MO (16.9%) have significantly higher vacancy rates.

Median Home Value

Compared to many peer communities, the Kansas City MSA, and statewide levels, Miami County maintains a median home value that is significantly higher than the average. Sitting at nearly \$277,700, the county's median home value is almost equal to that of Cass County, Missouri (\$269,000) and only surpassed by Johnson County (\$366,000). **Figure A.12** shows a comparison of median home values, based on the 2023 American Community Survey.

Figure A.12
Regional Median Home Value



Appendix B

What did we hear, Miami County?

To understand Miami County residents' desired future for their county, public engagement was weaved throughout the life of the planning process. Thorough and effective public engagement lies at the heart of successful community planning efforts. It is a conversation by one side that has the technical understanding to help problem solve and by the other side that has the on-the-ground real world knowledge of a place. It is collaborative, engaging, personal, and involves much listening.

In the end, a good plan is developed with the community, and not just for it. This Plan was developed with the Miami County community and stakeholders. Through a series of online and in-person workshops, a public survey, meetings, open houses, and interviews, the planning team was able to collaborate with the county on the thoughts, ideas, and comments that became the recommendations put forth in this Plan; the Plan is better for it. **Appendix B** summarizes both that process and its outcomes.

Getting the Word Out

Multiple media outlets were utilized to ensure county residents were aware of the opportunities to be involved in the comprehensive planning process. Such outlets included a dedicated project website, the county's existing Facebook account, a postcard mailer, press releases, and email blasts.

Project Website

The project website (www.miamicountyksplan.com) was the electronic hub for project news and information. The site provided detailed and regularly updated information on the project including goals, schedule, and relevant documents, graphics, and maps. Email list sign ups and the public survey were managed through the site as well. The site also provided direct contact with Teresa Reeves, the Planning and Zoning Director for Miami County, for anyone with comments or questions about the project.

Facebook

Facebook helped spread the word on project status and events. The planning team designed graphics to match project branding and wrote captions for the posts, which were then posted on Miami County's Facebook account. County businesses and residents were able to share the posts on their own personal accounts to generate awareness of the project and ways to get involved.

Postcard Mailer

A postcard mailer was designed early in the planning process to spread awareness about the project, generate excitement, and encourage participation. The postcard briefly explained the project and the significance of the comprehensive plan. The postcard also provided ways for community members to get involved including reviewing the project website, taking the public survey, and joining the email list.

Press Releases

Multiple press releases were published by the county throughout the project lifetime, beginning in October 2020. They provided an overview of the project, current project status, and any action that was currently available for public engagement, such as the public survey or open houses.

Email Blasts

A project email list was generated to quickly spread project information throughout the planning process. Anyone interested was able to join the list by submitting their email address through the project website. Periodic emails were sent sharing news such as current project status, open house information, and website updates.



Postcard mailer

Miami County Comprehensive Plan

Project Overview Planning History Get Involved! Resources Contact Us

What's next, Miami County?

Our county's next chapter is waiting to be written.

It's time to #VoiceYourVision.

See Public Survey Results Learn More Get Involved

Project website - www.miamicountyksplan.com

Miami County, Kansas 4h

You're invited (and encouraged!) to attend the Miami County Comprehensive Plan Public Open House #1. You'll be able to share insights, talk with the planning team, and review initial ideas and concepts about the future of the county. Mark your calendars for Thursday, February 25! Masks and social distancing are required.

Mark your calendars for the Public Open House!

You're invited to attend the **Miami County Comprehensive Plan Public Open House #1** to share your feedback on the county's future.

Thursday, February 25, 2021 | 5:30 p.m. - 8:00 p.m.
Osawatomie City Auditorium (439 Main St., Osawatomie, KS 66064)

Masks required!

Facebook post example

Miami County Comprehensive Plan Update

A big THANK YOU to all those that took the Miami County Comprehensive Plan Public Survey!

The public survey results are available to review now. Click the button below to check them out.

Stay tuned for more engagement opportunities!

See Public Survey Results Now

Email blast example

Visioning Workshop

Why Visioning?

Visioning serves as a critical milestone in any planning process. Not only is the visioning workshop the first opportunity for community members, stakeholders, and county staff members to meet, it is the time when the collective tone for the process to come is set. The goal of visioning is to guide the development of the Plan, ensuring it is reflective of overarching community goals.

While it is imperative to be realistic about what can be implemented, visioning is a time when participants are encouraged to ignore price tag and timing concerns. The process is meant to uncover needs, wants, and desires without being clouded by the constraints, at least initially. Visioning intentionally strips away what often holds people back from being truly honest about what they want to see. This is a time to be playful and let go of the “ifs,” “buts,” and “hows,” – it is a time to dream.

Once the needs, wants, and desires of the county were fully explored, the constraints and roadblocks were discussed. With the dream in mind and the openness that comes from sharing with one another about what is desired, a more informed conversation was had about barriers, obstacles, and annoyances.

In addition to providing a dedicated time and space for community members to participate actively in the visioning process, this time is also important for the planning team, allowing them the opportunity to listen intently to what the community hopes to achieve from the project. Although the facilitated dialogue and exercises provide rich input, the act of simply listening to conversations being had between neighbors, acquaintances, county staff members, and county leadership with their constituents is invaluable to shaping the Plan.

Visioning Workshop Overview

Before a plan’s vision and ultimate plan can be crafted, it is important to meet with stakeholders to (1) ensure a clear understanding of their desires for the future of the county; (2) to gather local knowledge related to the issues and opportunities facing the county; and (3) to build consensus around a multifaceted solution. As the first step in this planning process, a visioning workshop was held by the planning team.

The visioning workshop was held on December 15 and 17, 2020. The event was held virtually via Zoom due to health and safety measures with regard to the COVID-19 pandemic. In order to accommodate for schedules of participants, a morning and evening session were held both days from 9:00 a.m. to 11:00 a.m. and 6:30 p.m. to 8:30 p.m., respectively. Attendees included the planning team, stakeholder committee members, and technical committee members.

The stakeholder committee is made up of property owners, business owners, and other key stakeholders who have a vested interest in the future of the county. The technical committee is made up of representatives from various county and city departments that would, in part, be responsible for implementing portions of the Plan.

Opening Inspiration

Special opening remarks for the visioning workshop were given by Teresa Reeves, the Miami County Planning and Zoning Director. As a long-time resident of the county, Ms. Reeves shared her sentiments on living and working in the county. She expressed the importance of being good stewards of the rich heritage of the land and planning responsibly for both the present and future generations.

Visioning Workshop Day 1

Word Clouds. The first two exercises simply asked the attendees – in three, single-word answers – what made them most proud of Miami County and what challenges are being faced in Miami County. Attendees responded using Mentimeter, an online polling platform, and the planning team compiled the responses into a word cloud (see **Figure B.1** and **Figure B.2**). The larger the word size in a word cloud, the more times it was repeated as a response to the question. Word clouds are helpful in finding similar trains of thought between respondents.

Trends that emerged for pride included the stakeholder and technical committees’ appreciation for Miami County’s rich history, small-town rural feel, proximity to Kansas City, and school districts. Common challenges recorded included development costs, growth, lacking connectivity, and roads.

The One Thing. Next, the attendees were asked what their “one thing” would be in order to consider the Plan successful. While individual answers varied, common themes emerged in participant answers. Themes included smart growth principles, protecting the rural character of the county, infrastructure improvements, and a unified vision for the future. All responses are listed in **Full Documentation of Responses - Visioning Workshop**.



Figure B.1
What are three things that make your **PROUD** of Miami County?



Figure B.2
What are three **CHALLENGES** that we face in Miami County?

Needs, Wants, Desires, Barriers, Obstacles, and Annoyances. The next exercise asked attendees to record their needs, wants, and desires, barriers, obstacles, and annoyances for the county, defined as follows:

- **Needs:** We need to address this critical issue.
- **Wants:** If we had the choice, we would choose to have this...
- **Desires:** Wouldn't it be nice if..., but if we don't get it, that's okay.
- **Barriers:** Immovable objects or obstructions that we must go around. (We cannot simply eliminate them; we must define a path that minimizes or mitigates them.)
- **Obstacles:** Things that can be surmounted or changed (hopefully in our best interest); get in the way of what we want to accomplish (but not just a nuisance). (We can go over, through, or around them, but we must engage directly with them.)
- **Annoyances:** Things we just do not like; tend to be nuisances and personal; do not prevent you from achieving your goals.

Using the breakout rooms feature on Zoom, the planning team broke the participants into small groups. Each small group was given ample time to record their responses using a real-time virtual commenting software called Konveio. Each category- needs, wants, desires, barriers, obstacles, and annoyances - had a separate digital sheet on the project Konveio site. Participants navigated through the sheets using a drop-down menu and left comments by clicking on the appropriate sheet. All responses are recorded in **Full Documentation of Responses - Visioning Workshop**.

Visioning Workshop Day 2

Before the second sessions began, the planning team listed out each comment recorded on the digital sheets during day one by category. New small groups were assembled at the beginning of the session. Each group cycled through the sheets to review all the responses and were asked to pick their most important, top three comments for each category. Then, using a real-time collaborative platform called Google Slides, each group placed their top three responses for each category on their own group slide. This exercise began the narrowing process to determine which items were most important. After each group recorded their responses, the planning team asked the groups to pick their top response for each category. Then, every group chose a spokesperson to report back their priorities to the entire group. **Table B.1** through **Table B.9** detail each groups' priorities, by category. The **bold** item represent each groups' number one priority per category.

Table B.1
Morning Session - Group One Priorities

+ Needs

- **Change guidelines to make them more user friendly to enhance responsible growth through increased growth of housing, commercial, industrial, tourism**
- Keep rural character to include agritourism, green space, and responsible land use guidelines
- Infrastructure needs to include internet, water, roads

+ Wants

- **More affordable housing**
- Preservation and establishment of green space to include trails
- Vocational training opportunity to include partnerships between secondary, post secondary, business

+ Desires

- **Healthy food alternatives to include ability for farms to sell product and support more eco-friendly management practices**
- Collaborative effort between cities and county to work together for the betterment of the county residents
- Increased entertainment opportunities for families

- Barriers

- **Regulations - adopt more user friendly and include what is already established in the state**
- High taxes - increased industrial tax base to help lower residential taxes
- Infrastructure

- Obstacles

- **Fear of change (old v. new way of thinking/generational differences)**
- Infrastructure
- Growth areas not well defined

- Annoyances

- **Fear of presenting new ideas to local government and arbitrary decision making (to include appeals board)**
- We worry too much about what our friends or alliances think instead of just doing what is best for the greater good
- Not in my backyard fear/syndrome

Table B.2
Morning Session - Group Two Priorities

+ Needs

- **Cooperation between cities/county (between cities and also with county)**
- Affordable housing
- Industry (larger businesses to support employment opportunity, property taxes, compliment small business, community-oriented, support family needs)

+ Wants

- **Ensure adequate availability of police/fire/ambulance - funding, training, stations, etc. (including community support)**
- Data connectivity (need for both business and residential needs)
- Greenspace and recreation - tie to other areas of county and surrounding counties, better promote what we have

+ Desires

- **Countywide events/activities to develop overall county growth (build on current strengths in our communities/ county - i.e. history, agriculture, families, etc.)**
- Keep agriculture roots and industry
- Education (what is needed for growth, what does long-term growth look like, how funding is secured, etc.)

- Barriers

- **Zoning rules/regulations (across the board - housing, business, infrastructure, etc.)**
- Affordable housing
- Lack of reliable internet/data

- Obstacles

- **Lack of reliable internet/data (need for both business and residential needs - partner with state as an option to expand)**
- Decide rural/residential (what do we want to be)
- How do we provide support for local businesses to keep them here

- Annoyances

- **Me vs. You - cities not working together for the good of the county**
- Assuming if I move here, the county will change to meet my needs
- Lack of maintenance of gravel roadways (roads as well as littering/dumping)

Table B.3

Morning Session - Group Three Priorities

+ Needs
<ul style="list-style-type: none">• Growth/zoning/minimum lot requirements<ul style="list-style-type: none">• Infrastructure• Property taxes
+ Wants
<ul style="list-style-type: none">• Diverse affordable housing<ul style="list-style-type: none">• Industrial• Resource management (balance of taxes vs. development)
+ Desires
<ul style="list-style-type: none">• Become a tourism destination<ul style="list-style-type: none">• Protection of rural zoning• Public transit
- Barriers
<ul style="list-style-type: none">• Property taxes<ul style="list-style-type: none">• Competition with Johnson County• Infrastructure
- Obstacles
<ul style="list-style-type: none">• Resources to accomplish established goals<ul style="list-style-type: none">• Health and Human Services (addiction treatment resources)• Cooperative incentive between county and cities to promote growth
- Annoyances
<ul style="list-style-type: none">• Balancing understanding with citizen expectations<ul style="list-style-type: none">• Lack of follow through with established plans• Lack of protective and public services

Table B.4

Morning Session - Group Four Priorities

+ Needs
<ul style="list-style-type: none">• Responsible housing and industry growth management while maintaining agricultural integrity<ul style="list-style-type: none">• Internet connectivity• Job growth
+ Wants
<ul style="list-style-type: none">• Infrastructure (roads, water, services)<ul style="list-style-type: none">• Collaborative efforts between county/city• Recreational space
+ Desires
<ul style="list-style-type: none">• Tourism (airport developments, hotels, microbrewery, museums, etc.)<ul style="list-style-type: none">• Ability to produce food for consumption/sale• Responsible tax management
- Barriers
<ul style="list-style-type: none">• Balance of moderate taxes with growth<ul style="list-style-type: none">• Regulations: simplify and understandable• Lack of public outreach to elected officials: clear communication
- Obstacles
<ul style="list-style-type: none">• Fear of drastic change<ul style="list-style-type: none">• Current level of county infrastructure• Lack of new ideas: going with status quo
- Annoyances
<ul style="list-style-type: none">• Limited boots on the ground: police, fire, EMS<ul style="list-style-type: none">• Social media's impact on meaningful discussions• Dust abatement on gravel road

Table B.5
Morning Session - Group Five Priorities

+ Needs
<ul style="list-style-type: none"> • Development in and around cities (affordable housing, Infrastructure, etc.) • Collaboration between county and cities • Business retention and development
+ Wants
<ul style="list-style-type: none"> • Infrastructure (roads, water, sewer, internet) • Address intermodal concerns • Preservation of rural life and lifestyle by managing growth in rural areas
+ Desires
<ul style="list-style-type: none"> • Continue to strengthen public safety (fire / sheriff / EMS) • More opportunities for recreation • Protection of watershed
- Barriers
<ul style="list-style-type: none"> • Balancing tax burden • Limited access to utilities in development of cities • Adverse to change/development
- Obstacles
<ul style="list-style-type: none"> • County competing with cities for growth (residential, commercial) instead of directing to cities • Lack of vision or goals from elected officials • Codes need to reflect and be purposeful to county desires, whether county growth or city growth
- Annoyances
<ul style="list-style-type: none"> • General lack of civil engagement • Dust abatement • Lack of aligned focus and follow through in enacting plans or a path to where we want to be

Table B.6
Morning Session - Group Six Priorities

+ Needs
<ul style="list-style-type: none"> • Controlled Growth (to include needed infrastructural improvements) • Responsible use of tax dollars (and increase tax base) • Public safety (fire, police, sheriff) • Internet Infrastructure • Clarity around issue of being inviting/open to outsiders (Johnson County and others...)
+ Wants
<ul style="list-style-type: none"> • Clarified "county identity" and the pursuit of economic development in the direction of that clear vision • More responsive and timely response by fire/ambulance/sheriff • Development of recreational sites that attract users • Pursuit of grants (possible grant-writer)
+ Desires
<ul style="list-style-type: none"> • Acceptance and embracing of inevitable growth and movement from Johnson County into our county • Development centers around the cities (potential annexation of city adjacent land) • Potential addition of sewer district in northeastern corner of county
- Barriers
<ul style="list-style-type: none"> • Infrastructure challenges • Intergovernmental Cooperation • Lack of leadership/vision within county • Different ideas about what the residents want the county to look like in future; differing visions by residents • Lack of clear identity of just what Miami County is or could be, or wants to be...?
- Obstacles
<ul style="list-style-type: none"> • Lack of infrastructure; roads, sewers, utilities • Economic development - performance, progress, accountability, etc. • Funding needed for growth • Governmental and county Leadership; need clarity of vision and high leadership capacity
- Annoyances
<ul style="list-style-type: none"> • Spending in Education seems to be well beyond what is necessary • Ever-increasing taxes • Lack of clarity about our county Identity

Table B.7

Evening Session - Group One Priorities

+ Needs

- **Focused commercial growth (e.g., industrial parks) near cities with supporting infrastructure**
- Preserve natural resources
- Pro small business incentives

+ Wants

- **Fewer government restrictions**
- Preserve natural resources via creating outdoor recreational opportunities (parks/trails along creeks and streams)
- Infrastructure

+ Desires

- **Increase environmental awareness; promote outdoor activities/agritourism, trash disposal, and recycling**
- K-68 highway expansion to four lane
- Well-designed and functional infrastructure (built to last)

- Barriers

- **Buildings codes too restrictive**
- Inadequate infrastructure (degrading roads)
- High property and sales tax

- Obstacles

- **County over-regulation**
- Restrictive zoning
- Poor internet connectivity

- Annoyances

- **Inadequate road maintenance**
- Lack of broadband internet
- Excessive litter along our highways

Table B.8

Evening Session - Group Two Priorities

+ Needs

- **Urban or rural county or both - clarity in vision statement, where should development occur**
- Infrastructure - focused in specific areas to manage cost
- Housing/Business - Tax base - balanced tax base

+ Wants

- **Flexibility, less restrictions on building codes, zoning, county regulations**
- Infrastructure everywhere in the county
- Parks and recreation

+ Desires

- **Agriculture heritage and preservation, private recreation/entertainment venues**
- Lower taxes
- Public transit

- Barriers

- **Money/funding**
- Infrastructure, including railroad
- Floodplain
- State Statute

- Obstacles

- **Too many strategies, not enough focus**
- Infrastructure, including railroad access
- Cost and willingness
- Level of service expected by people moving in
- Lack of county staff

- Annoyances

- **Communication, awareness level, lack of community engagement**
- Rough and dusty roads
- Small town thinking
- Attempt to recycle

Table B.9

Evening Session - Group Three Priorities

+ Needs

- **Water supply for fire protection and growth**
- Internet
- Direct growth, including affordable housing to the cities where infrastructure is available

+ Wants

- **Better roads**
- EMS/fire substations in less served areas
- Protect environment

+ Desires

- **Money for all the wants**
- Better economic development policies
- Parks and trails systems

- Barriers

- **Money/funding**
- Sprawl without necessary services nearby (i.e., fire, police, EMS, etc.)
- Lack of water supply

- Obstacles

- **No coordination, communication between city, county, utilities, etc.**
- Regulations/code make things difficult

- Annoyances

- **Bending rules that are not in the best interest of the community, fire protection, etc. - not everyone playing by the same rules**
- No incentives for RWDs to expand water/hydrants

Public Survey

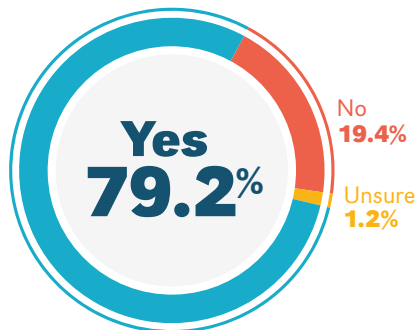
Miami County residents were asked to respond to a survey as one of the first steps to set the vision for the future of the county.

The survey was available from July 9, 2020 to September 27, 2020. Nearly 1,200 people responded. The results of the survey are detailed in the following graphics.

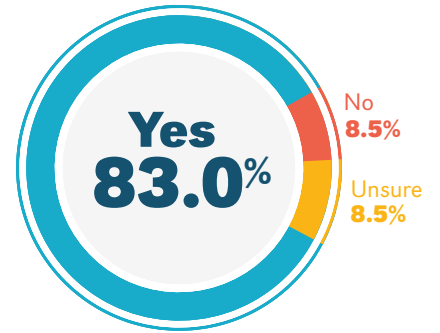
What are the top three reasons you live in Miami County?



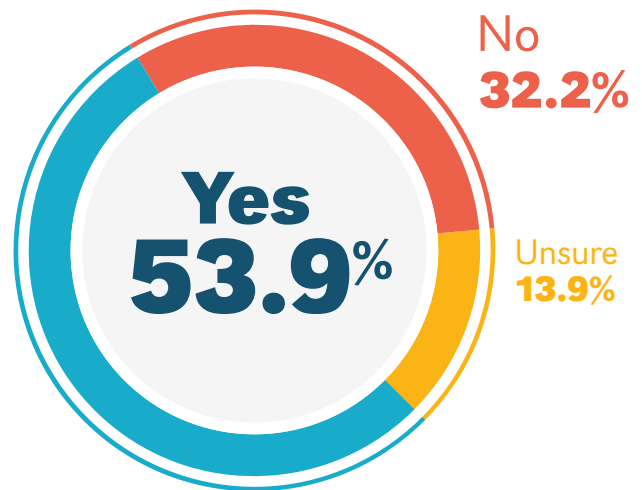
Is countywide internet access a concern for you?



Should new development be prioritized in locations where road and utility infrastructure is near or already exists?



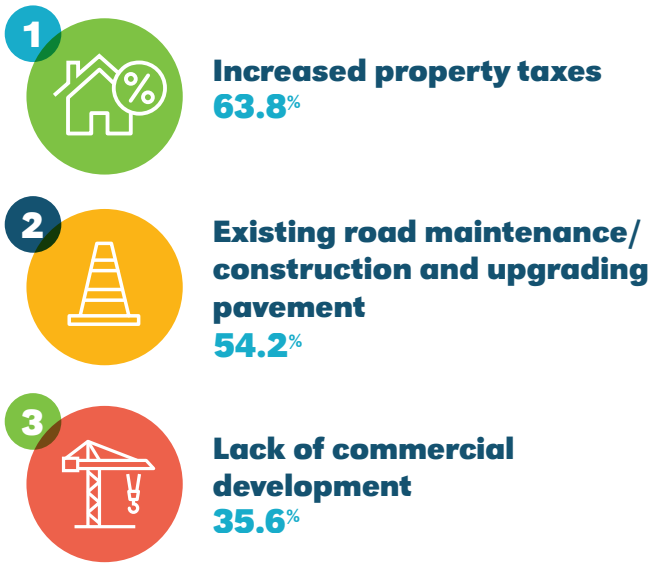
If a city has an area outside of its city boundaries that is identified as a potential annexation area in their Comprehensive Plan, should new rural residential developments in that area be required to meet the city's building, design, and subdivision standards?



Which of the following are most important to consider when deciding where development should occur?

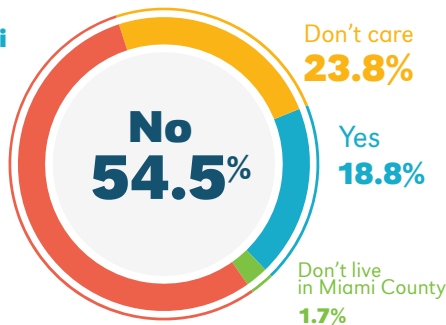
- Rural Character**
- Agriculture**
- Economic Vitality and Employment**

Which of the following issues are you most concerned about regarding Miami County's future?



30.0% Rapid residential growth in rural areas	18.2% Impacts on roads and abutting neighbors by increased development on gravel roads
26.7% Encroachment of non-residential uses (e.g., commercial and industrial uses) into residential and agricultural areas	14.4% Lack of parks, trails, and outdoor recreation spaces
23.0% Preservation of natural areas, watersheds, and wetlands	10.8% Lack of private property maintenance
	0% Other

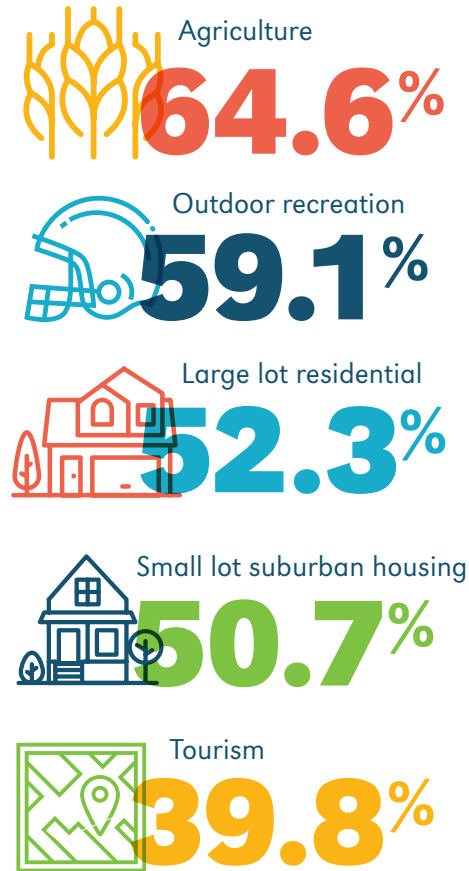
If you live in Miami County, would you like to have a 10- to 20-lot subdivision with three-acres lots developed next door to you?



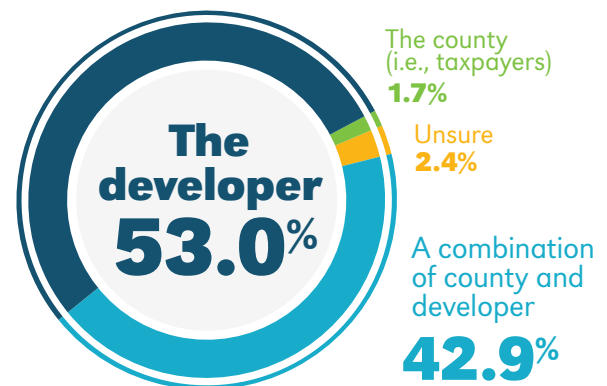
Where should future residential growth occur?



Which types of new development are most important to be pursued in the unincorporated areas of Miami County?



Who should be responsible for the cost of extending road improvements and services such as sewers, waterlines, and other utilities to new residential or commercial development owned by private industry?



Planning Workshop

Purpose and Overview

While the visioning workshop lays a sturdy foundation for what the Plan should consider and include in the final product, the planning workshop takes a deeper dive into specific topics of the Plan. The planning workshop helps to develop conceptual plans and ideas to address issues and opportunities through open discussion, commenting, and mapping exercises, to assist in developing a focused plan that reflects the needs of the county.

Members of the public, stakeholder committee, technical committee, and elected officials worked to develop a clearer understanding of their desires for the future of Miami County, to gather local knowledge related to the issues and opportunities within the county, and to build consensus for this Plan. The planning workshop advances the creation of the Plan through conversations and responses to the questions and data presented. Local insight, combined with the planning team's expertise, focuses the Plan on preferred growth areas, transportation opportunities, appropriate land use, and quality of life improvements.

The planning workshop took place over three days, February 24-26, 2021, at the Osawatomi City Auditorium (439 Main Street, Osawatomi, Kansas 66064). The stakeholder committee and technical committee met multiple times during the week to pass on their insight into Miami County's issues and opportunities and crucial aspects to the Plan.



Planning Workshop Day 1

The first day kicked off with a brief presentation from the planning team to the stakeholders detailing the planning workshop's purpose and process, including an overview of existing conditions, findings from the public survey, and a summary of the Economic Development Strategic Plan. From there, the stakeholders completed a series of exercises and questions focused on identifying the opportunities and constraints within the county.

Participants cycled through the stations in small groups. Each station had multiple questions and/or activities for people to react and respond to. The topic stations included:

- Overarching Vision
- Land Use
- Economic Development
- Transportation and Mobility
- Parks, Recreation, and Open Space
- Government and Regional Relations
- Potential Future Land Use Plan
- Potential Growth and Preservation Areas
- Integrated Transportation Systems

These topics were arranged at stations; small groups answered specific questions related to each topic. Their responses were recorded on large post-it sheets for everyone to see. This way, each person could visibly see the thought process; this is a critical element of the planning workshop. The full record of all exercises is included in **Full Documentation of Responses: Planning Workshop**.

In the afternoon, the planning team held individual city staff meetings to gain a better understanding of the issues and opportunities for each city within Miami County. The rest of the day was spent compiling findings from the stakeholders and county staff members to begin producing initial ideas and concepts for the Plan.

What's the purpose of a planning workshop?

ASSEMBLE

Assemble decision makers, such as elected officials, business owners, developers, property owners, neighborhood associations, major employers, faith community representatives, and other stakeholders.

COLLABORATE

Collaborate with the decision makers in information sharing about the county, iterative improvement concepts, and feedback and revisions.

FINE TUNE

Fine tune development and other improvement concepts through strategic conversations with stakeholders, the public, the county, and involved agencies.

CREATE

Create a community-driven, realistic plan, grounded in market and economic reality.

Planning Workshop Day 2

The planning team continued holding individual city staff meetings on the morning of day two. The afternoon was dedicated to preparing for the first public open house. At 4:45 p.m., members of the stakeholder and technical committees were invited back for a preview of the open house. The planning team gave a brief presentation to the stakeholders on the generated concepts. The public open house was open from 5:30 p.m. to 8:00 p.m. and is detailed in the following page.

Planning Workshop Day 3

The third day of the planning workshop was dedicated, on-site work time for the planning team to generate ideas and concepts from the feedback received. At 4:00 p.m., members of the stakeholder and technical committees were invited back for a final review of the concepts generated. The full record of all comments is included in **Full Documentation of Responses: Planning Workshop**.



Public Open Houses

Public Open House #1

The first public open house was held on February 25, 2021 from 5:30 p.m. to 8:00 p.m. at the Osawatomi City Auditorium. It was advertised to the public through city and county social media accounts, the project website, email, media releases, and other various local publications, resulting in approximately 60 in-person attendees.

The participants were greeted and given an introduction to the planning process and directions for the evening. There were a number of stations created for the public to inspect and give feedback on. During the open house, the public had the opportunity to answer all the same questions that the stakeholder and technical committees had answered on the first day of the planning workshop.

As the event was informal and did not include a formal presentation, members of the planning team were stationed around the auditorium to clarify information, answer questions, and gather additional input through written comments and one-on-one or group conversations.

The open house was also available virtually for those who were unable to attend the in-person event. The virtual public open house was live from March 3 through March 17, 2021 via the project website (www.miamicountyksplan.com). Over 300 individual comments were recorded and 183 unique visitors recorded. All comments are included in **Full Documentation of Responses: Public Open House #1**.

Public Open House #1 Stations

The first public open house was set up in a circular fashion, allowing attendees to start at the beginning station and flow around the space to work their way through all the stations. Seven stations were included in the open house and at least one representative from the planning team was stationed at each area to answer questions and engage with attendees.

These stations included:

- Sign In
- Learn About the Project
- What's Going on in the County?
- What We Have Heard So Far
- Issues and Opportunities
- Initial Ideas
- What Did We Miss?

Public Open House #2

The second public house was held May 17th, 2022, from 5:30 - 7:30 p.m. at Paola Community Center. It was advertised to the public through city and county social media accounts, the project website, email, media releases, and other various local publicans, resulting in approximately 59 in-person attendees.

Similar to the first public open house, the participants were greeted and given an introduction to the planning process and the directions for the evening. There was a 10-minute concept presentation, then an individual commenting exercise where community members could review public survey results on posters. Community members were given the opportunity to add additional commentary and emphasize what they agreed and disagreed based on the results.

As the event was informal, members of the planning team were stationed around the auditorium to clarify information, answer questions, and gather additional input through written comments and one-on-one or group conversations.

The open house was available virtually to community members who were unable to attend the in-person event. The virtual public house was available from May 17th until June 13th, 2022, via the project website (www.miamicountyksplan.com). The online forum had a total of 711 views and 82 comments. All comments are included in **Full Documentation of Responses: Public Open House #2**.

Public Open House #2 Stations

The second public open house was set up in a circular fashion, allowing attendees to start at the beginning station and flow around the space to work their way through all the stations. Seven stations were included in the open house and at least one representative from the planning team was stationed at each area to answer questions and engage with attendees.

These stations included:

- Sign In
- About the Project
- Public Survey Results
- Draft Recommendations:
 - Land Use and Economic Development
 - Transportation and Infrastructure
 - Natural Environment and Recreation
- What Did We Miss?

The One Thing

- Unite
- Lack of progressive thinking and risk taking to promote growth for our county. Growth in pur county allows everyone to win!
- Finding a common, supported vision
- Keep the community feel but allow growth to happen
- A foundation (final plan) that we can build from
- Growth in measured ways that enhance the local character, diversifies government revenue streams
- Growth of business, community, without disturbing rural life
- Safe, inclusive environment
- Preserving our rural character and our environment while allowing responsible growth in a managed way
- Encourage and incentivize development in/around cities; preserve and improve natural landscape - prioritizing lands that protect our waters
- Tax base growth
- A clear plan that balances the need for economic growth with residential growth
- Stimulate economic growth
- To make the county better for my children in any way that may be
- Forward progress
- A common vision that unifies the county
- A base of higher paying jobs in the county that would allow us to keep our standards high
- Development of cities
- Long-term plan with many perspectives so challenges will not be surprising
- Building up our community
- Adopting State Agritourism Manual
- That we preserve the best of the past as we move toward the future
- That we have growth and keep ag
- We are a graying community. Affordable housing to attract young families.
- Infrastructure is the most important
- Environment for families to flourish
- Rural Miami County is protected from inappropriate land uses that impact the rural character
- The ability to remove hurdles or perceived hurdles to make the development process easier for users to complete and neighbors to understand
- Education
- Freedom to use property as one would like
- Infrastructure
- Water supply to rural areas
- A list of our top five priorities to increase livability in Miami County
- Expansion of public services
- That the planning committee helps the population improve their lives while also protecting the freedoms of those around them
- Change
- Smart growth
- Orderly growth in the county that allows for development and increased tax base without causing harm to the way of life

Full Documentation of Responses - Visioning Workshop (Continued)

Needs

Taxes/Costs

- Limit property tax increases year over year. Maintaining your home should not increase your property taxes.
- Affordability of taxes and cost of living
- Property taxes on personal land, especially Agricultural Land, need to be need to be minimized/reduced, not raised. Property taxes will soon be too high priced for our farmers to be successful and they will go out of business.
- Our property taxes are too high
- Land is too expensive for 15-acre build minimums. We are not catering to the family.
 - I like the idea of 20-acre build minimums
- Need to lower property taxes and raise sales tax.
- As more immigrate into the county we need more roads and public services, we need to insure the tax base will reasonably support these needs
- Taxes are high in Miami County.
 - For no infrastructure, yes
 - Amen and Amen we want to bring possible business and residential in without having to worry about the tax rate
- Would like to see tax incentives for locally owned businesses to come in to rural cities
- Need overall increase in wages to keep up with the cost of living
- A strong tax base through good job opportunities

Utilities/Services/Infrastructure

- Cooperation between the county and cities for infrastructure development.
- Update available water access for entire county
- Improved infrastructure can bring more businesses into the county and may relieve some of the tax burden on the individual.
- Better infrastructure through entire county (cities and rural)
- Infrastructure of all types - road, utilities, broadband
- Infrastructure development, including roads and utilities, around major marketplaces (i.e. cities)
- Gas lines; larger water mains
- Infrastructure. We must provide the necessary water supply to provide accessible hydrants throughout the county. This will lower ISO, save home and business owners on insurance, and promote growth. Need to add substation fire stations to less served remote areas for the same reasons stated above.
- Address aging infrastructure (streets, water, sewer, etc.)
 - How do we do this while adjusting for urban vs. Rural?
 - Typically the cities invest a substantial amount of money in this infrastructure. Unbridled growth into the unincorporated areas competes with the growth needed in the cities to help their tax base and upgrades to infrastructure.
 - We should. I agree
 - Why we need to do everything possible to incentivize growth within cities.
- Infrastructure to allow more development in residential and business
- Road improvements
- Infrastructure (where should it go?)
 - I think this is a very important idea. I know we have very limited funds and where are they best invested
 - What do you mean when you say infrastructure and where it should go?
- Money towards utilities sewers roads

Full Documentation of Responses - Visioning Workshop (Continued)

Internet

- High quality internet access is needed throughout the entire county.
 - This is definitely high on the list
- Tech/Internet for both our towns and rural communities. Many in the rural areas do not have any options for internet. If we can obtain internet current restrictions on tower heights make this impossible for many
- Expand internet access in the rural areas
- Fiber internet provider
- Access to quality and reliable internet access
 - Especially in rural areas
- Internet Access throughout the community, especially rural areas
 - I also feel this is important. Just had a friend move to the city for better internet
 - Very true
- Need better rural internet
- Data Infrastructure

Government/Regulations

- Require 20 acres or more for new residential housing in rural areas.
 - Correct. Smaller acreages will create a city in the country.
- Less environmental restrictions on alternative sewage systems for new construction in rural Miami County.
- Make sure that commercial and industrial uses are not impacting residential areas
- How are we going to address AirBnB and similar uses?
- Communication between county administration and residence
- Simpler zoning policy for smaller lots to encourage housing options
- Less regulation on farm use agricultural buildings on rural properties.
- County needs to accept the State of Kansas Agritourism Manual. This would open up activities.
- Needs to allow B&B to have State rules. There are B&Bs with over 20 rooms in state. We are limited to 5.
- Improved communication. Part of it is word choice, part of it is staff time, but county staff has to start from a position of support rather than barrier. We also have to truly listen to our partners in development.
- Need to have same rules for regular Bed and Breakfast as Air B&B. County needs educated on that the only difference is how they collect money
- Need to address the size of lots home construction in rural areas. and the minimal sq. footage of new build.
- Codes enforcement and rules around housing development are necessary for long-term planning
- Allow 5-acre lots.
 - I think this would bring in a better tax base per acre than what we have now.
 - Agree with the concept matched with the appropriate zone. 5 acre lots within a 2 mile ring around cities RR. Countryside could be 10 acre lots pushed out farther from town. Ag...
- Have county offices look for ways to promote Agritourism. Look for rules that make it easy to open businesses.
- Better knowledge of procedures for applications
- Need to address the overreach of county government over home owners/land owners in the county. Miami County is known for being difficult to gain permits for projects.

Employment/Economic Development

- Do all we can to help Ag Producers/Farmers stay in business.
- Higher end jobs to keep people in Miami County - that sounds rude and I'm not sure how to say it. More professional jobs maybe???

Full Documentation of Responses - Visioning Workshop (Continued)

- We need more local businesses to support our community and schools.
- Develop plan to attract business - help grow tax base
- We need to extend our runway to help attract more business
- We need to support small businesses and have less restrictions on them
- Businesses want to be located where there is certainty and consistency. Most can truly locate pretty much in any county. We have to be a known quantity for them to make an investment here.
- Increased job opportunities through industry/manufacturing growth. With increased Job growth comes increased demand for housing and small business.
 - This is an excellent point! An increase in job/career opportunities is very important.
- The question always becomes -- do you really want industry and manufacturing to locate in the unincorporated areas ...
- Jobs
- Growth in business. We need to be more business-friendly in both the cities and counties, businesses hands are tied on options outside of the city limits by current comprehensive plan.
 - Agreed...maybe identifying areas of growth both in and around cities and in and around the county. The problem will be sizing and paying for infrastructure.
 - Agree....especially the business friendly aspect. A comment I hear from those moving in to our areas or visiting our county is that the business people are not overly friendly. Sorry guys, just being real.
 - Miami County is definitely known for not being business friendly...is also known for not being friendly to residents looking to build on their own property.
- Need very much micro brewery in county to compliment the wineries.
- Commercial development in and around the cities
 - Without commercial development we will not be able to do the things this group is designed to achieve. We need to have a larger tax base
 - Commercial development must be done with careful consideration. We don't need strip shopping centers! Population from counties to the north will move this way we do not need to provide incentives to developers.
- Manufacturing
 - This would be great, however; we do not have affordable housing for the workers to attract these companies .Nor can we compete with other areas....i.e. Ottawa who has instant access to I-35. We would need to offer an extremely attractive incentive package to be able to court those companies.
- I think it is critical to attract the companies that would allow less commute to the workers that could make a fair wage locally
- Need increased employment opportunities.
- Attract office parks that would anchor businesses to the area developed in a style that would be appealing

Environment

- Need to protect our natural resources
- Protection of water, wildlife habitat, etc. that keeps the clean, rural character of the county.
- Make sure that infrastructure is ready before development occur and that the county is not responsible for paying for improvements caused by impacts by premature development
- We need to address the deterioration of top soils and organic matter in the county.
 - Agree
- Environmental standards - I'm not sure this is a problem, but keeping the environment safe is a need.
- Limit chemical spraying, Regenerative Agriculture.
- Protect Hillsdale Lake Watershed
- Mitigate noise and light pollution - especially for properties near our highways. Highway traffic (U.S.-169 specifically) has increased dramatically.

Full Documentation of Responses - Visioning Workshop (Continued)

- Protected green spaces - perhaps through land trusts - that are safe from development.
- Clean industry - way to boost income for local municipalities without raising residents' taxes
 - Agreed -- maybe looking at tourism (Agrotourism / Ecotourism).
 - Agree with Mike Scanan. Other counties visit Miami County to experience the best of what we have in a rural community. Support our agritourism.
 - Recruiting industry is a necessary tool for our community to be sustainable...that being said it's a balancing act to keep it in check and not become too big...maybe a development committee or council would be helpful
 - I like the clean industry. We do need more businesses but we need to protect the environment and our neighbors as well.
- Need to address the deterioration of land, erosion and death of microbiology. Regenerative Agriculture and Sustainable Ag are key to keeping the communities healthy/profitable over time
- We need to protect our natural resources
- Identify and protect our natural resources
- Natural/ag land preservation.

Health/Safety/Resources

- Safety - We need to have additional stations for ambulance, police and fire so that everyone in the county has lower response times for emergencies
 - Agree with safety and maybe if not already, more collaboration with surrounding county EMS, Fire, and Police
- We have strong mutual aid contracts with all surrounding jurisdictions. We need to increase our mill levy to support adding substations for FD to decrease ISO and allow for quicker response times to the remote areas of the county. Also, as stated in other comments, build infrastructure to add hydrants throughout the county to decrease ISO ratings.
- Need to secure local food systems as a plan for sustainability. How can we incentivize investment to keep food dollars in the county vs pushing it to the corporate giants who sell mainly processed products? ...i.e., Walmart selling ConAgra food...or grocery stores selling steaks that were slaughtered in Garden City and grown in Texas.
- More sheriff, highway patrol on the dangerous roads. 68, 299th, and several others I am sure I don't know about. Not complaining about the departments now, I'm sure they need more manpower.
- Public services like Law enforcement, Fire and EMS will need attention as the county grows along with the increased road traffic in the county.
- Funding for Fire and EMS agencies so that Miami County can stand on its own.
- Maintain good police, fire and public workers
- Opportunities for socialization are an important part of building the health of a community.

Transportation

- 68 highway expansion
- Maintenance of roads and road sides
- K68 needs to be improved. Good transportation/access is a key to growth
- Need more paved roads. Need to pave more faster
- Road Improvements - many of our rural roads need improvements, road ditches need to be created, they need gravel, new culverts. etc.
 - Yes our infrastructure is necessary for any growth potential in the future as well as safety to our county
- Connectivity throughout the County. Roads, trails.
 - As long as the necessary roads for this connectivity are not too impactful to the countryside
 - Agree 100%. this needs to be strategically accomplished in a way that preserves rural character and

Full Documentation of Responses - Visioning Workshop (Continued)

ecosystems.

- Better roads and maintenance
- Infrastructure around the airport
 - Do you see the airport ever being developed into a bigger hub for public air travel?
- Improved roads

Countywide Collaboration

- The cities and county need to work together as a team for best growth management for all
- The Cities and County should work together in planning for where development should occur
 - Agreed
- Consistency
- Greater cooperation and communication between the county and its cities.

Education

- Need much larger education in Vocational training. Copy Shawnee Mission School district
- Schools - School's technology needs - additional training/tools for teachers when teaching online school.
- Opportunities for education beyond just public school. Transportation to internships/apprenticeships, high-quality opportunities.

Development/Growth

- Designation of commercial growth areas.
- Unmanaged growth anywhere and everywhere
- Long range planning for development of commercial growth areas.
- Protect the rural area of the county from impacts of inappropriate development.
- Thoughtful, informed development.
- Balance community growth while preserving our agriculture industry.
- Coordinate growth in the rural areas of the county.
- Managed and smart growth without compromising our rural character
- More city dwellers and promote access to rural areas
- Responsible growth management.
- We need to address the intermodal growth and its impact on Hillsdale Watershed
- Keep subdivisions close to cities. Keep country large 5 acres or more lots.
- Need to focus growth at the boundaries of the cities
- Need to address planned development without interference to our rural community. Farming, wildlife, space, etc.
- Should we have Urban Growth Boundaries (places where cities grow)?
 - Yes I believe that would be a great starting point for a long-term plan
 - I believe that growth boundaries are a very important part of responsible growth.
 - Growth is going to happen. I think it needs to be in or around the cities.

Housing

- Housing affordability
- Cooperation between the County and Cities for residential housing growth.
- Affordable housing
 - A definite need for our area, albeit a very challenging one with escalating building costs. We have an extremely strong need for rental housing throughout the county and a wider diversity on the types of housing.
- Affordable housing - it is tough to find a start-up house for young families.
- Affordable housing

Full Documentation of Responses - Visioning Workshop (Continued)

- Housing development focused in and around the cities.
- Multi-level housing Solutions; Considerate of all income levels
 - Totally agree! It is a challenge in our current building environment due to escalating building costs. We need choices in types of housing... i.e., townhomes, villas, condos, etc. We have a strong need for rental housing since it is close to impossible to find, especially in single family homes.
- Housing -- Affordable/Available
 - Agreed.
 - Affordable housing that promotes growth but keeps current way of life
 - Big issue and i agree with the need
- In rural Mi Co, most families can afford the current 20 acre requirement or the house that's on it, but not both.
 - Agree, however; we need to protect the "green areas" of our county. We also need to be more welcoming and inclusive

Identity

- Figure out if we want to be an urban county or a rural county
- I think this pandemic will forever change the role of us as a bedroom community, as people are able to work remotely. Maybe we invest in things that will keep people here such as good internet, communal working spaces, flexible daycare, healthy food options - it's a great opportunity to eliminate the need for people to leave the county.
- Preserving our rural lifestyle and mentality will be vital to maintaining our livability in this county.
- Our Rural lifestyle is very important
- Need to preserve our rural character
- Manage inevitable growth while maintaining rural heritage.

Parks/Recreation/Trails

- Improved/additional parks and recreation options for adults and youth.
- Healthy Communities (wider trail system -- similar to Paola/Louisburg?) County-wide?
 - A developed trail system would be awesome

Wants

Utilities/Services/Infrastructure

- Assist with infrastructure so county growth is targeted to population centers. This keeps groups of people together and can maintain the rural setting
- More fire stations to serve the unincorporated areas of the County.
- More rural infrastructure to promote growth in the rural part of the county
- More funding for all emergency departments/personnel
- Better infrastructure, throughout the county
- Hillsdale Sewer upgrade to allow more commercial uses in that area.
- We need natural gas and larger water main lines
- Improved infrastructure within budgetary constraints
- Transition of our energy sector which will impact us ... more charging stations for the cars coming. If in five years 50% of all cars produced are electric -- where would I find a public charging station in Miami County.

Internet

- Increased fiber optic internet access
- Internet is bad
- Internet technology in all areas of cities and counties

Full Documentation of Responses - Visioning Workshop (Continued)

Employment/Economic Development

- More employers
- Increased industry/manufacturing to create more jobs
- More flexibility within the county for small business - especially related to agriculture
- Increased agricultural industry manufacturing
- Encourage simple economic development including industry
- Finding the next round of entrepreneurs....who are these in our community. How do we grow them just like crops?
- Business or art incubators. Where can these be located, who will fund them (private or government) and what will they focus on?
 - Yes. There is a great need to cultivate our own business leaders and entrepreneurs. It is a finicky game to attract the big businesses to our communities. I would rather see a small, local business grow. They will have roots in the community and not abandon ship at the first opportunity.
 - Lots of energy around local food production/ provision. Young, diverse crowd - would be great to focus some investment there.
- We have all seen restaurants, landscaping companies, constructions, etc. Come and go. Some of that is the quality of the business, but most are squeezed out because you can get somebody cheaper to come down from the north.
- Increase business and increased jobs
- Commerce that is good for the county. Not just anything
- Professional jobs in the county
- More opportunities for workforce training
- The first want i would like to see happen is...A serious plan to get an industrial park.
- For rules that allow farmers to open farm grocery stores on the farm selling local farm goods of many neighboring farmers. Maybe 40 scattered through out the county.
- Attract business both manufacturing and retail - make it attractive tor businesses to do business in the county without the huge tax burden. Can also be said about helping to lower the tax burden on the citizens of the county
- Attractive for business, yes, but not through government monies. Through less government restrictions.
- More businesses
 - And community support to keep the businesses in the community and make them successful
- More local, vital businesses such as groceries, restaurants
 - And "heads in beds"? Companies won't relocate if the population isn't sufficient to support it.
- Long range planning to support our agricultural producers.
- Sustainable economic development - economic development that lasts. Smaller and diverse businesses s probably where we're headed.
 - Which is why we need to encourage a sense of community through planned spaces for community engagement.

Government/Regulations

- Not to be frustrated when contacting county for application
- Freedom to use property
- Less reliance on Conditional Use Permits and more things allowed by right within zoning classifications. It provides security in investment by the owners and the neighbors.
- Less restrictions on building structures in the county
- Less restrictions throughout the county
 - Totally agree
- Less restrictions for business growth in the county

Full Documentation of Responses - Visioning Workshop (Continued)

- Less restrictions for agricultural buildings
- Would like the county to have a professional grant writer on staff to help facilitate county residents/businesses get funding from state/federal levels to help the region.
- Revise zoning to encourage family settlement. Less restrictions on building on your own property.
- Revised zoning that allows for the social trend/need for multi-generational housing. Granny flats, accessory homes, etc.
- Another option for land in the country to be split - the cul-de-sac is fine, but it's not cost affordable for families who are splitting land for their children/relatives to put in a paved inner road, with width requirements. This should be required for developers but I hate to see it with families.
- Make sure that we do not divide all of our farm land so it is unfarmable.
 - I very much agree. I drove around the county last week. The overall scope is large, but the amount of development within farmland is concerning.

Attractions/Tourism

- More family entertainment options/venues.
 - Agree. We especially need to provide activity and entertainment venues for teenagers. It would be nice to be able to keep our kiddos within the county instead of going to Johnson County.
- Music/entertainment venue
- Continue to promote agriculture tourism
- Preserved open spaces for agritourism and ecotourism
- Culture / diverse activities
- Possible Attractions for more tourism
- Perhaps encourage agritourism. In order to attract more businesses and support those entrepreneurs, we need to make each town and rural attractions destination areas. Look at how many people flock to the Cider Mill, simply to get out of Johnson County!!

Heritage/Identity

- We have a rich civil war history - that first needs to be preserved and then it needs to be leveraged. A BIG part of who we are as a country (our shortcomings and successes) grew out of the border wars and how Kansas came into the Union. Miami County is ground zero for some of this.
- Keeping the small-town atmosphere, but with a big city draw

Housing

- More affordable senior housing throughout the county.
- Greater diversity in housing

Taxes/Cost

- Lower sales tax
- Lower taxes
- Would like to see tax incentives for healthy living initiatives...healthy food, gyms, community centers, etc.
- Finds ways to lower the cost of county expenses
- Reduced taxes

Development/Growth

- Entice business that needs access to intermodal
 - But care needs to be taken that we protect the rural and residential areas and that consideration is given for the impacts from truck traffic.
- Focus on the growth and development of cities.

Full Documentation of Responses - Visioning Workshop (Continued)

- I want the county to be more friendly to growth while keeping corporations close the existing cities
- Commercial development should benefit the County (taxes, services, etc.) more than it strains the County (pollution, strain on natural resources, etc.)
- Preservation of the rural lifestyle by managing growth in rural areas.
- Determine where growth is appropriate and make sure to focus development in those areas
- Most of the growth to stay in or near the city limits i.e., Louisburg, Paola, Spring Hill, and Osawatomie.

Countywide Collaboration

- You must have dedicated support from the local communities. Not just experiencing the next new thing for a little while.
- Better connecting seniors to our communities. This can be done through intergenerational programs with the help of assisted living, schools, churches, senior centers, etc.

Health/Safety/Resources

- Increase in Public service as crime is moving its way into the county. Increased accidents will require more resources from Fire and EMS.
- Clean up the drug scene in Osawatomie
- Better access to healthy foods - lack of grocery stores and throughout the county make it difficult for families to secure fresh foods (fruits, vegetables, meat). Farmer's markets help fill the need during the summer months, but still have issues the remainder of the year.

Parks/Trails/Recreation

- More quality of life to connect people - trails, outdoor activities (exercise parks etc)
- Parks and green spaces, accessible to the public and maintained for benefit of water quality, wildlife habitat and food production.
 - Agree
 - Agree
 - Agree
 - Good idea but would like it to be private rather than county, let owners develop without conditional permits
- Planned parks, recreation areas, trails
- Recreational areas
- Comprehensive Trail network that ties our communities and "settlements" together. Not trails everywhere but in those places that make the most sense. Connectivity should be the driver.
 - I like this idea. I think trails can offer a great amenity that can attract people to the broader community to live. It can also serve as an economic development component as people from the "outside" come to enjoy our outside amenities. How do we engage the community on this idea and make it a reality?
 - MARC has a comprehensive trail plan that includes Miami County. We should raise awareness and promote the idea of moving forward on this.
 - Yes, this leads to healthier communities and healthier environment. Amenities that our citizens want and deserve.
- A comprehensive trail system
- A countywide trail system could be a huge tourist/daytripper draw
- More parks and public trails
- More parks and lakes
- Corporate sponsored things like ball fields and recreation
- More opportunities for recreation

Full Documentation of Responses - Visioning Workshop (Continued)

Environment

- Stream setback ordinances and other planning strategies to protect natural resources.
 - Agreed.....Overall Watershed Management.
 - This will also protect our vital infrastructure - roads/bridges/ditches/farmland/etc.
 - I like this. Especially if it provides for trail corridors within the setbacks.
 - We have a gem in Hillsdale Lake and State Park. County/State partnership to enhance.
 - yes!
 - Agree - need to protect the watershed.
 - Agree. I would be great to protect the streams and water ways and also provide a new recreational opportunity

Transportation

- How often are the bridges within the County evaluated for structural integrity?
- Safe roads to travel
- Better roads in the rural part of the county
- More parks and trails
- I'd like to see additional attention placed on paving more main roads...as a suggestion, any main exit off of 69 Highway going West...399th, 359th, 335th, etc.

Desires

Funding

- More grant money

Aesthetics

- Clean up properties left vacant
- Improve the landscaping of Miami County

Development/Growth

- Growth areas around the cities
- Small agricultural (less than 20 acres) is a growing trend. The County should encourage small agriculture. (Many individuals can afford only small acreage, but small acreage can be very productive.)
- Targeted industry zone for intermodal.
 - Agree...build on this areas transportation role for the US.
 - Perhaps keep it in Johnson County.
- Grow small and large business in the county
 - Agree

Employment

- Increased industry/manufacturing job opportunities

Attractions/Tourism

- Tourism
 - We are starting to get a good base of this - we should direct development to encourage it more. Bring more outside dollars into Miami County, boosting sales tax revenue.
 - Have a dedicated "Visit Miami County" tourism group
 - Agreed...
- Entertainment activities for families (movie theater, bowling, etc.)

Full Documentation of Responses - Visioning Workshop (Continued)

- Tourism is a great asset for the county but we need to balance tourism with respect for the existing community and not lose the rural character, but enhance it.

Heritage/Identity

- Preserve our history through identifying historic buildings and farms. Tout the history and even offer support for individuals and businesses that will do this.
 - I agree! Save our historic buildings! They don't build them like that anymore.

Government/Regulations

- Less restrictive government
- More open-minded government
- More open mindedness within government regarding land use. Rural is rural. Urban is urban. The area between is too restrictive.

Businesses/Services

- Countywide farmers market
- Farm Grocery Stores through out County.
- More retail shopping
- Micro Brewery in County.
- County wide farmers market. Make it an event.
- TO HAVE A COFFEE SHOP IN OSAWATOMIE!!!! I'll find a building if you'll bring the coffee....
- Rural Farming Communities are part of the history....would like to see the county support small/local food systems that can supply actual food to the region.
- Bring in needed businesses
- Large retailers. Our largest local retailer has no competition so they offer less, and they don't give 100% to this community

Transportation

- Would love to have a public transit system
- Paved roads throughout
- If the existing public transit system provided more than just medical related trips and meal services. Hours that could assist workers in getting to their jobs.
- Public transit - quick/efficient transportation to employment centers in Olathe, OP, Gardner-Edgerton.
 - YES!!!
 - Yes
- Many of our gravel roads are HEAVILY traveled with commercial, agricultural, and residential traffic. The road classifications should be re-evaluated to determine which roads should be upgraded to chip-and-seal / pavement.
- Public Transportation system
- Grow the airport

Community/Attitudes/Perception

- People that care about their neighbors enough to consider how what they want to do might impact their neighbors or area.
- Care needs to be taken to make sure that these operations don't just take advantage of the rural area and cause negative impacts on surrounding neighbors.
- To figure out how to turn on my mike while on this board.
- To Make Miami County Inviting and a great place to continue to raise family
- Ensuring that our community is welcoming to those that may want to live here or who are just visiting.

Full Documentation of Responses - Visioning Workshop (Continued)

- Absolutely.
- This to me is where the trail system goes. I don't think it would improve the growth of Miami County, but it would improve the quality of life.
- Completely agree. I would love to have it or at least have some thoughts on how this would be accomplished but don't necessarily want taxes to increase in order to pay for this.

Countywide Collaboration

- There was greater collaboration between the county and the cities. City residents pay county taxes and have a vested interest in things that happen in the unincorporated areas.
 - Agree. Development should occur in or around the cities and the county needs to limit development to specific areas and not allow for it to occur just anywhere.
- Not sure how you do it but more cooperation between people and not necessarily governmental entities so that everyone can pull together - so not the Louisburg vs Paola vs Osawatomie vs Spring Hill. We are county residents first
 - Cultivate a willingness for collaboration.
 - I think if we can champion each others successes we all benefit
 - That is a great idea.
 - Indeed.
 - Especially let's not have a county vs. the cities attitude. Success of our cities is vital to maintaining the beautiful, rural nature of our county, which is what makes us different/special from Johnson County.
- Better communication between what the rural county wants and what the city's want. They are so often different.

Utilities/Services/Infrastructure

- How about figuring out how to convert some of our broader open spaces that surround our communities into solar fields (arrays) we have local (city) utilities that have the ability to tap grants/loans and equity investors to create almost an entirely (except for more desolate rural reaches) renewable energy source. Theoretically with the combination of wind and solar we could be the first "Green" County in Kansas. Renewable energy is coming and more and more companies in the energy sector are investing.
- Internet
- Better broadband

Parks/Trails/Recreation

- Development of trail system that take advantage of Hillsdale lake and our close vicinity to Johnson County
- An "emerald necklace" of parks interconnected with one another, benefiting all of Miami County, encouraging visits from residents of outside counties, pulling in revenue while protecting the natural beauty of the county.
 - Exactly...creating the place where people want to live, work and play...just outside your door.
- Sports complexes that are shared between school districts rather than schools competing against each other and competing tax dollars.
 - Great idea! We have one great current example with the O-Zone. We have a county swim team that competes with much larger schools.....and they are able to compete at a high level!!
- Wouldn't it be awesome to have more access to more outdoor activities for families...trails, etc.
- I think we should seize on the fact that SE Kansas is the Gravel Bike Capital and ""OWN"" gravel bike racing and gravel bike touring by taking advantage of the immense gravel network we already have and our proximity to Kansas City.
 - I want to laugh at this - only because I didn't know gravel biking was a thing. Do you mean on the trails or the roads? Our gravel roads are terrible for walking/riding on, unless you like brown dusty lungs.

Full Documentation of Responses - Visioning Workshop (Continued)

- Better ball fields and football fields for our youth.
- Develop sporting venues for all ages but keep in mind the facilities developed at the school complex were over the top and that kind of development is not necessary.
- Wouldn't it be nice to have a connection between the Flint Hills Trail and KATY Trail that skirts south of the metro area and creates the longest lineal trail in the United States?

Barriers

Taxes

- High taxes place a larger barrier on our rural families
 - Higher taxes hurt all of our Miami County families
- Inconsistencies in taxing from one property to the next
- Schools irresponsible spending driving rural taxes beyond reasonable levels.
- Taxation of the residents vs allowing business to grow
- High taxes - little difference to Johnson County, thus little incentive to move manufacturing jobs
- High taxes - lack of revenue generation within the county
 - Absolutely. Hard to enact change that costs money, if the residents are already being highly taxed.
 - This is very true
- I see a lot of comments about taxes - it takes money to implement change and enact improvements.
- Taxes are necessary for development

Government/Regulations

- County regulations, simpler and use better base i.e. can't have a closet in an office because it turns it into a bedroom
- Irresponsible spending within our county agencies: new sheriff vehicles and new equipment is not needed every year. Our residents have to find a way to live within their means so the county needs to find ways to minimize unnecessary spending. Being more lean would allow us to freeze/slow down property tax increases.
- There is many opening B&B's in County that don't get CUP. Air B&B's aren't. But not understanding how each works. Should be following State Guide lines.
- Regulation on Agriculture in our county
- Regulations
- Lack of political will to adhere to a plan or enact any regulations to protect our natural resources
- Hidden agendas.
- Antiquated state statutes that make processes more difficult than they sometimes need to be.
- CUP for some but not for all.
- Sometimes government gets in its own way, so projects move slow and get outdated before they are finished.
- The county has so many restrictions and add so much cost to everything
 - And we shouldn't try to compete as it will only lead to an inferior version of them.
- The county has so many restrictions and add so much cost to everything
 - And we shouldn't try to compete as it will only lead to an inferior version of them.
- Refusal of leadership to consider raising mill levy to provide infrastructure and emergency services. We are talking about "competing" with our northern neighbors but are expected to accomplish the same thing they have on 20% of their budgets.
- Having to figure how to get around rules that stop growth in County. Fear of County offices.
- Find a contractor that wants to work in this County. It's a challenge.
- Stringent codes

Full Documentation of Responses - Visioning Workshop (Continued)

- Permitting and regulation

Funding

- FUNDING. Funding will always be a barrier to any project. Big or small.
- Are we seeking all possible federal funds and grants to further our county?
- Funding.
- Cost without being able to see something to show for it

Community/Attitudes/Perception

- Inability or unwillingness to think outside the box.
- Change
- Fear of change
- If a neighbor doesn't like you, they can stop you from building
- There are intractable differences between individual interests. What some call progress others call ruinous change. What some think of as holding on to traditional way of agricultural life others see as small-minded/rigid/closed to change. What some say is inevitable (and potentially worthy of being invited), others are dead set on slowing/stopping/ eliminating. some view the southward growth as a threat and some see as an opportunity.....
- Finding common ground
- So we don't compete but figure out how to co-exist. And I'm glad I don't have to come up with the answer.
- The mindset that things don't need to change.

Connectivity

- Not everyone has the same phone provider, and there are many within the county. That makes it difficult to plan a wide ranging broadband deployment.

Identity

- Encroachment of Johnson County on our Miami County way of life
- We are not Johnson County and don't want to be. We have a lot to offer and should embrace and enhance what we have.
 - Absolutely
 - Many that can have left public schools for that very reason.
 - For sure. Have witnessed this several times over the years.
 - I am dealing with it right now with people who don't use Facebook or email, so we as a Museum shouldn't do it.
 - I couldn't agree more. I am on the OZ school board and have heard that so many times. "It is the way we have always done things"
 - Definitely a balance between old school (where we came from) and allowing new thoughts to develop
- Too many times people move to the country to get away from the city, then want the country to change to be more like the city. That is a major barrier in my book.
- If at all possible we would like to remain a rural county...Johnson County is not what we should aspire to be
 - I agree with everyone's comments. Trying to find the balance and provide more jobs for people here, etc is difficult.
- Not everyone wants to see the county developed. Others deem it mandatory.
- Kansas City Metro area will be pushing population to the rural counties (Miami County) over time -- how do we blend what we are with what we will be?

Full Documentation of Responses - Visioning Workshop (Continued)

Utilities/Service/Infrastructure

- Size of county - we are very spread out with a lot of area to cover for maintenance, safety, utilities, etc.
- Infrastructure development is necessary
- Infrastructure and utilities. Some areas of the county are just not going to have the same improvements made and some areas might be impossible to extend all utilities or that the cost would be too high.
- Barriers to development can include water and wastewater capacity
- Growth can only go so far without proper safety and utilities.
- Public works for rural areas
- Lack of water and internet access to bring commerce into the county.
- Policing and fire for rural areas
- Some physical amenities that are great to have ... our lakes .. also make infrastructure extension costs high.

Schools

- Schools are not a barrier. To achieve growth, you need to attract families to your community. The facilities play a factor in those decisions.
- Schools unnecessary or irresponsible spending driving rural taxes beyond reasonable levels
- The schools are spending in irresponsible ways such as the sports complex. I would like to see more focus on teaching kids to learn. Learning how to think!
 - I agree. I wish we could get more community involvement in school board meetings so we could possible make some changes
- Schools unnecessary or irresponsible spending driving rural taxes beyond reasonable levels

Health/Safety/Resources

- Drug use and addiction is a barrier for many -
 - This has risen by the way during Covid because that ball has been dropped by the health department. Suicides are up.
- Something that has to be considered is these tend to become high crime areas as the development ages.

Environment

- Chemical spraying in county. KCP&L killed many trees and bee hives .
- Flooding sources
- The intermodal area affects the integrity of Hillsdale Lake. The truck traffic impacts our roads, but we did not get any funding for this. The revenue goes to the City of Edgerton. Edgerton is growing rapidly and is very near the north boundary of the county. There could be very severe impacts from this.

Development/Growth

- Development being allowed to be placed in a location where it causes more stress on public finances by requiring more improvements.
- Growth from the north is moving south, if we do not plan to control it or get the necessary resources in place before it arrived then we are behind it with it driving us.
- Boundary lines that were created for various reasons but now divide the county in so many different ways. Townships, zip codes, census tracts, school districts, library districts, fire districts, the list goes on and on.
- The Intermodal Facility (Logistics Park)
- Our major arteries (roads/highways) are set. Is that where development should occur? Is/or are there better places?
- Proximity of the Intermodal to our most important natural resource that needs to be protected
- Bring families to the area. That enriches the community - kids in schools and parents engaged in local

Full Documentation of Responses - Visioning Workshop (Continued)

activities and businesses. Middle class families need an ownership opportunity and cooperative spirit to move here. There's a reason MICO has a reputation.

- Does Miami Co need to grow in number of people? Do we stop/control growth with price and rules.
- County lines exist and sometimes become barriers to development
- Growth - particularly in the northern portion of the county. Managing that inevitable growth and the budgetary impact that will follow.
- Growth will happen whether we want it or not. We need to recognize this pressure and work to shape the growth for Miami County. How do we balance the rural/urban growth dynamic?
- We should consider a development council/committee with participants from surrounding counties...this group could recruit the types of business/industry that will be responsible to our tactical growth
- Growth from the North
- The anti-growth mentality that is prevalent in many areas of the County will negatively impact the ability of the County to provide adequate services to its citizens. There must be a balance.

Transportation

- The county does not have a good location for a railroad spur. That limits development opportunities.
- Highways are becoming busier.68 Hwy in particular.
- Railroads and railroad ROW and abandonments will continue to morph and change to some degree overtime. How are we going to deal with these changes...should Miami County have a transportation land bank?

Obstacles

Funding

- Funding for needed growth
- Less government funding will encourage more entrepreneur visioning and small business.

Safety

- Drugs are a big problem. The county needs to work with the city's to fix this problem. It spills out of the city's into the county and is everybody's problem in the end.
- Drugs/crime - support youth

Community/Attitudes/Perception

- Change
- Greater education on topics can sometime lead to greater understanding on needs for change or opportunities.
- People that feel that they should have the level of service of Johnson County and living in a city when they live out in a rural area
- Lack of alignment between what we say we want to achieve - preserve rural character/ promote vibrant cities - and the actions we take, that actually lead to haphazard, expensive development that leads to environmental degradation, less attractive/functional landscapes, degraded infrastructure (especially roads) that cannot be maintained, and inaccessible/ fragmented land that becomes neglected and hazardous.
 - I strongly agree with you.
 - Agree. We need to make sure development happens in the right locations and in the right manner. Need to make sure that the same standards are required for all individuals and businesses and that no special treatment is given to certain people.
 - State legislature

Full Documentation of Responses - Visioning Workshop (Continued)

- Make doing business within the county easier without all the red tape, regulations etc. Make doing business in the county easier, more affordable and attractive. Find ways to draw people from OP, Olathe etc to visit, relocate or spend money within the county.
- Absolutely. People are scared to go to the County offices. I have them come to me very often. I have one right now wanting to put in Micro Brewery. They know they will be turned down.
- We have to be ready for change and change is hard for all but we can't live like we were in the past. we need to get with it or we will get run over by JOCO
- Highly varied viewpoints, based on which quadrant of the County you reside in. We all must somehow come together for the good of our County.
- Willingness to work together regardless of political views/stances
- Our county thinking we should be just like Johnson county
 - Well put.
 - Agreed. We need to be organically who we are and not try to be Johnson County.
- We have too many strategies and not enough focus. We jump from issue to issue without first solving one. Yes, many are connected -- but we have to be committed to a path with leadership that is willing to invest the resources needed to reach success.

Housing

- Affordable housing is an obstacle for many of our goals. There are several good young families that don't want to live in an apartment in Overland Park, but there is not a decent startup home to purchase.
- More homes without compromising rural Miami County

Infrastructure

- Planning and funding for addressing aging infrastructure in cities
- Development infrastructure in a targeted, cost effective way.

Employment

- Countywide partnership for employment training and retraining.
- More local jobs so that citizens can live and work within Miami County

Development

- Incentives for harder to build areas in Miami County. Example is the field to the east of Walmart - large ditches, massive dirt work, congestion in that area.
 - That area is suitable for green infrastructure to treat the massive amounts of runoff from surrounding development. There are many areas that are not suitable for development in the cities and the county - that is one of them.
- Residential vs commercial. Which way do we go or do we split it
- Our regs need to be purposeful and encourage what we say we want/need. We don't want/need haphazard development regs. We shouldn't be blocking innovative, green, conservation-oriented development, which we still are in many ways.
 - Agree
- The intermodal.

Growth

- As more job opportunities come to Miami County, we need to ensure that we have the workforce to meet increased demand.
 - We also need places for this workforce to live.
- Business Growth without large population.
- Regulations for residential and commercial growth

Full Documentation of Responses - Visioning Workshop (Continued)

- Absolutely
- Agree. We do need a comprehensive review of what residential, commercial, industrial capabilities we have as a county. Find a balance of housing types, business and industry that can support controlled growth and provide opportunities not currently available. Increase tax base, jobs and affordable housing.
- County competing with the cities for growth instead of directing growth to the cities.
- Seemingly no limits placed on growth
- Restrictive zoning and/or building regulations often limits the growth in unincorporated Miami County. This further harms the ability to provide services because of the limited tax base.

Government/Regulations

- Political leadership
 - I agree. We all need to be involved but the county and cities need to listen when we do get involved. Many in the community do not feel supported when they do speak up. All don't need to run for office on a single issue but they do need to be more active to speak out.
- The County departments are understaffed. More employees are needed in many departments to accommodate this recent growth.
- County red tape
- Lack of vision from the elected leaders????
- Codes that slow residential upgrades...sewer, etc.
- Creating plans that have a framework that works but is flexible enough to account the rapidity of change in our economics.
- The public's perception of our County's regulatory government
- County officials don't treat residents as customers
 - Agree. Everyone is very nice but I'm often left incredulous at the lack of cooperation.
- Simplify government simplify life. But once you explain what simplify gov't means people want somebody else to be responsible for the tough issues.
- Inconsistent messaging by elected officials that generate mixed public messaging.
- County red tape for growth
- County not accepting the State of Kansas Agritourism Manual
- The County website needs an upgrade so that it is more user-friendly and accommodating to the general public. Individuals should be able to submit their various payments and applications through the website - rather than in person or by mail.
- A need to keep our county workers aka planning building and commerce fully staffed and funded so that the interaction between consumer and county remains positive and timely

Schools

- Need schools to focus more on education than football and sports.

Aesthetics

- Clean up of older areas within the county, or help in making cities in Miami County more attractive.
- Trash alongside our highways, in the drainage ditches, and in our rivers and streams.

Utilities/Services/Internet

- Buried fiber is just as temporary, as telephone line were, internet needs to be in the air, more same towers, satellite and faster cell hot spots
- High cost of water and electric

Full Documentation of Responses - Visioning Workshop (Continued)

- Lack of willingness to update sanitation codes that could allow for more innovative, affordable on-site wastewater treatment.
- The idea that services of the county should be free. As a member of the community, we are responsible for paying for the services we desire. None of us want zero services. How do we overcome? Study the budgets? Not an easy answer.
- Lack of utility infrastructure throughout the county including water, and internet.
- Lack of buried fiber is our main obstacle for internet connectivity
 - Are we pursuing all federal and state money to make that happen. I know part of our taxes on cell phones and other communication is taxed for that
 - Internet / fiber installation is very similar to other utilities in that the companies will expand in the areas that are most populated to offset the expense. Rural areas make it difficult to expand infrastructure due to the cost.
 - Yes - without fiber we are way behind. Suddenlink is terrible provider and there are no viable options -
- Adequate wastewater capacity
- We need a better recycling program and one that accommodates working people

Tourism

- How do we get more tourists into the county?
- What about people that are taking advantage of the idea of agriculture to operate event venues that have little to no relation to an actual agricultural use and that don't care about the impacts on their neighbors?

Annoyances

Infrastructure

- Rough and dusty roads
- County/state roadways with noxious species infestation, that encroaches on high quality grasslands.
- I'll say it again, if you don't want to live on a gravel road, don't build on one.
- Poor gravel roads
- Yup - crown them like everyone else please.

Growth

- That we allow growth everywhere instead of planning smart growth.
- It's annoying when proposed development doesn't benefit the community rather it's an opportunity for a new business to profit
 - Agree. When people want to operate a business out of a residential area because they can get the property cheap and don't care how it might affect their neighbors and the area.

Business

- Saying we are pro business, and we want development -- until it's next door to us. Then, we don't want it. Even if it is along a highway.
- Old ideas of protecting rural community are misconstrued as a need to keep business away. Maybe we could incentivize some business to come while keeping others away...?
- Using agriculture as a ruse to start any type of business in the rural area and call it agritourism. It creates issues with the roads and neighbors, dust, noise, etc. and competes against legitimate businesses within the cities in the county. I appreciate and respect true agriculture and agritourism, not the abuse of ag.

Taxes

- Highest tax base with the lowest services due to location

Full Documentation of Responses - Visioning Workshop (Continued)

Safety

- Crime

Aesthetics

- Absentee landowners who let property grow up in brush and “nuisance” species.
 - In the cities as well as in the rural areas of the county.
- Have landowner take care of roadsides instead of county, make the county services more efficient.
- Trash - we need to hold people accountable for litter
- My barn may somebody's eyes

Community/Attitudes/Perception

- Change
- Residents against public officials, public officials against residents - in most cases, that is not the case and we need to change that viewpoint.
- Lackadaisical
- The constant complaining because something was done that you don't like
 - Without the initiative to be in on the decision-making effort
 - If you want a voice you have to volunteer
 - It comes from a general lack of civic engagement - people only tune in when its going to directly impact them in ways they perceive as negative.
- Small town thinking, does not realize what is really out there. Not seeing the bigger picture.
 - Completely agree. Especially when people do not see how what they are wanting to do has an impact on neighbors or the long range good of the county. Thinking that any development is good development.
- Negativity. Just because it's not what you want, doesn't mean it can't work or be an improvement. Doesn't mean it might not work as well, but we all need to be more open to change.
- We must be willing to change
- Not being able to see beyond today. The problem we all face is that technology and the evolution in all economic activity (especially at the international level) creates a rebirth or rethinking of our economic models every 15-20 years. Diving the future while creating today's opportunities is an ANNOYANCE -- that I'm not sure we know how to master or live with.
- Leaders must be able to see the big picture and be open to change.
- Citizens against change and the openness to look at possibilities.
- We worry too much about what our friends or alliances think instead of just doing what is best for the greater good.
- Our lack of ability to commit and follow through without getting sidetracked others who didn't participate in the process but want to complain later.

Identity

- New residents that move to the country and expect Johnson County amenities like paved roads, etc., and don't understand agriculture.
 - That echoes what my group was speaking about earlier. I think Miami County needs to decide if it wants to be urban or rural
 - I vote rural...we can drive 15-20 minutes to have urban amenities
 - Do you expect to have a paved route for your 15-20 min drive?
 - Could not agree more.
 - Does rural mean that farm crop the field needs to be over 40 acres?

Full Documentation of Responses - Visioning Workshop (Continued)

- Inter-town rivalries. I've seen a lot of comments about town vs. town - but that is part of the character of Miami County as well. Have to respect this but not create a haves and have nots.

Transportation

- Heavy/commercial truck traffic on gravel roads

Government/Regulations

- Does the county make complicated rules so they don't have to enforce simple rules.
- Lack of aligned focus and follow-through in enacting a path to where we want to be
- Agreed
- The appeals board is people who draw permits from the building inspector ,so they always side with him. I have had it happen and others have too.
- Slow wheels of justice and court proceedings
- We create laws and ordinances because they feel good vs actually work or help business
- County and cities working together to achieve the best for all.
- I know builders who won't build within the county because it is so hard to deal with.
- In my experience most contractors feel a reluctance to deal with the over regulation and lack of cooperative spirit. Even the inspectors TRY to find things to fail. It's an attitude I've never experienced any other place I've lived.
- Sticking with a Plan instead of swinging like a pendulum. We need to stick with a Plan. Its important for industry and commerce to know what they can plan for in the future, as well as residents.
- Codes and septic
- Not real attempt is being made to bring the cities and county agencies together in certain areas to reduce expenses and to improve efficiencies.
- Terrible...guessing this is illegal...if you know it's happening, take care of it
- County building regulations are way too strict. Some locations need special consideration, but the county inspectors don't understand it if it's not in the book in black and white.

Attractions

- Check out Miami County Historical Museum, needs promoted better.

Overarching Vision

Write your own six-word story.

- Well planned growth with infrastructure first
- Diverse, vibrate, opportunities, dynamic, living
- Maintain rural character grow around cities
- Regenerative agriculture, educational leader, agritourism leader
- Easy living, happy people, friendly dogs
- Industry along US 69, 169
- Rural area; residential subdivisions; great living
- Controlled growth around cities where infrastructure exists
- Future, home/commercial development, safety wins
- All welcome, Ag focused, preserve tradition x2
- Wanted: cohesive community, growth mindset needed
- Keep Miami County rural and spaced x2
- Come live, work, play, grow, enjoy
- Build and live your greatest dream
- Our HOME greets change respecting yesterday
- Unified community: live, work, return
- Small town community open for business
- Thriving, family, safe, growing, modern, productive
- Preserve AG growth in/near cities
- Country home and upgraded safety services

Group 1 Six Word Story

- Focusing growth, preserving resource, providing opportunities

Group 2 Six Word Story

- Economic opportunity, planned infrastructure, education value, rural living, appealing attributes

Group 3 Six Word Story

- Rural character, preserving agriculture, responsible growth

Group 4 Six Word Story

- Grow our cities, preserve our farms

Does Miami County's perception in the KC metro need to improve? If so, how?

- Yes
 - Yes, considered too remote to be viable for commuting
 - Yes, looked on as hillbillies
- No
 - No, perception is great x3
 - No, Miami County open feed is ok
 - No
 - No, builders want to take extra cost to build here
- Many builders say they won't build here x3
 - Motel stay
- We aren't that far away
- Tough to deal with – too many regulations (x2)
- Public have negative attitude toward MICO Zoning Department, hard to work with and attitude that our taxes are higher
- Septic system and permits unreal x3

Full Documentation of Responses - Planning Workshop (Continued)

- Depends on what we want to be. If we like who we are, who cares. If we want features you find in other metro communities, we must change.
- The agritourism reputation is good to a point but visitors need to respect residents' privacy
- I think Miami County is seen as a good place to live
- Appeals board should not be people that get permits from building inspector
- Contractors often perceive MICO as too restrictive or difficult to complete work (x3)

What existing county services are lacking?

- Internet (x5)
 - Consistent internet connectivity
- Roads (x4)
 - Better maintained county roads
 - Roads are good but could be improved
- Fire and EMS / ambulance (x14)
 - Rural fire stations and EMS with appropriate facilities for vehicles and overnight employee accommodations (x2)
 - More rural fire and EMS locations (x2)
 - EMS access west of Paola
 - EMS, fire, and law enforcement need to meet the needs of standard response times – how long do you wait for them? (x4)
- Safety
- Police
- Wastewater
- Water (x2)
 - Rural water for entire county
- Most county services okay, need to keep most services in cities
- Higher education – ACT score below state average
- I see holes in developing our social services in mental health and family services
- Country living is categorized by limited County services
- County workers planning, building, etc. understaffed (x2)

What county services should be added?

- Higher ed (x2)
- Internet improvement (x2)
- Rural emergency services (x5)
 - Expand fire and EMS
- Parks (x3)
 - Parks and rec but how to pay for it (x2)
 - County parks – county needs to be conserving open space to convert into “wild parks”
- Rural water and sewer
- Public transit from MICO to JOCO to help with workforce and employment (x2)

How can county communication (i.e. resident / business to county and vice versa) be improved?

- Nothing – options are there if people want to be involved
- Miami County government is not open to the people, meetings not available online (x2)
- MICO community meeting is during the day when it is hard for the public to participate
- People should take an interest. Involvement is not the burden of the County.
- Web into paper – weekly talk, communication specialist

Full Documentation of Responses - Planning Workshop (Continued)

- Talk and listen to state people, bed and breakfast rules adopted state level, 20 bedrooms
- Nothing, communication is strong (x2)
- All City / County websites merged and maintained collectively
- Set up a group to communicate concerns to Chamber of Commerce
- Social media presence, non-traditional ways to get info out
- Adopt agritourism manual state

What technological advances / investments should the county make to remain competitive in the future?

- Education after high school, tech schools
- Job training and vocational training in high school
- Online application portals and services
- County needs to listen to existing small businesses and help
- Water supply
- Infrastructure to support new businesses
- Digital communication
- Tech training center
- Raise the bar in schools
- Just improve the “connection” to JOCO, that is MICO’s advantage- location
- Internet (x20)
 - 5G accessibility
 - County broadband
 - Consistent internet (x2)
 - Better internet overall
 - Internet infrastructure (x2)
 - Internet
 - Improve internet coverage / cell coverage
 - Need better internet, not sure if it is the county’s job (x2)
 - Internet
 - Internet
 - Internet is not the county’s responsibility. It is a private entity.
 - Broadband internet (x4)
 - Internet and cell coverage (x2)

Land Use

What land uses are missing from or desired in the county?

- Schools and education (x3)
- Microbrewery (x2)
- Large youth recreation centers (x2)
- Bison ranch
- Regenerative agriculture
- Commerce industry and high-density housing needs to go into cities (x3)
- Industrial (x5)
 - Industrial areas (planned along major infrastructure that exists) (x2)
 - Industrial areas (x2)
- County parks and recreation facilities
- New land use – Ag Conserved - I say that because if you want to maintain Ag / rural some of these Ag parcels should go into conservation easements

Full Documentation of Responses - Planning Workshop (Continued)

- Clustered living / cabins near park areas (x2)
- MICO's advantage is proximity to JOCO. That's where the money is. Just position to pick up slack. (Northpoint :))
- Smaller lot sizes within a certain distance of city limits. Encourage clustering but promote growth. (x2)

What land uses should be preserved?

- Lakes (x8)
 - Recreational lakes and parks
 - Lakes and forests
 - Lakes – preserve hunting and fishing (x3)
 - Lakes / streams
 - Keep lakes open / new home on lakes
- Historical (x6)
 - Historical (x3)
 - Historical sites (x3)
- Open space (x4)
- Keep open spaces
- Open spaces, parks
- Parks (x2)
- Agriculture (x16)
 - Ranching, farming (x2)
 - Need to preserve Ag land (x2)
 - Agricultural availability
 - Agricultural uses
 - Agricultural – keeping farms in tact (x2)
 - Agricultural / farms
 - Ag land and farms
 - Agriculture – traditional and specialty
- Need conservation areas
- Existing housing (x2)
- Public hunting
- Public access (hiking, kayaking, etc.)

Economic Development

What types of future development should be supported in the county?

- Industries that are not appropriate inside city and can blend well with agricultural uses and character, i.e., quarries, etc.
- Manufacturing (x6)
- Agricultural-based, mid-sized (x2)
- Small to mid-sized manufacturing
- Small manufacturing
- Manufacturing businesses, 25-50 employees
- Retail / small business
- Industry growth in/on non-agricultural land (x2)
- Mid-size industry
- Good clean job opportunity
- Agritourism (x3)

Full Documentation of Responses - Planning Workshop (Continued)

- Microbrewery (x3)
- Entry-level jobs for young people
- Factory
- Industrial, light and heavy
- Industry
- Education (x2)
- Large youth recreation centers for tournaments (x3)
- Commercial and industrial
- Museum trail of all museums (x2)

What is missing from the county's current business and employment environment?

- Education, trade schooling (x3)
- Workforce
- Internet broadband (x4)
- Existing infrastructure
- Opportunity for higher wages based on "type" of business (x2)
- Options for students out of high school
- Hunting lodges
- Wages
- Training
- Industrial (x3)
- Manufacturing (x2)
- Warehousing
- Commercial
- I don't think people realize you can pull potential employees from Olathe, OP, Ottawa, as well as here

What is missing from the county's retail / entertainment environment?

- Entertainment (x7)
 - Need a lot of entertainment I.e. bowling, skate rinks, etc.
 - Entertainment for minors
 - NEED entertainment options (x2)
 - Evening / weekend entertainment
 - Concert venues (x2)
- Prefer small business versus big box
- Need infrastructure
- Build off Flint Hills Trail, bikes are a big deal
- More variety
- Polo field
- Distillery (x3)
- Microbrewery (x3)
- Restaurants (x3)
- Farm-to-market
- Young entrepreneurs
- Capital
- 20 room bed and breakfast
- Continue to support Ag
- Customers
- Redevelopment opportunity

Full Documentation of Responses - Planning Workshop (Continued)

What is missing from the county's housing options? What housing types are needed?

- Single family homes (affordable)
- Multi-family (x10)
 - Modern multi-family options
 - Multi-family housing (A plex, apartments, etc.)
 - Apartments near highways (x2)
 - Multi in cities
 - Apartments and multi-family dwellings
 - Upscale apartments
 - Multi-family
 - Apartments
- Affordable housing (x4)
 - Affordable for young professionals
 - Affordable single and multi-family
 - Affordable but well-maintained
- More housing options
- Senior housing (x3)
- Start-up housing (x2)
 - Start-up young family housing, \$150K - \$175K homes
- Need more owner-occupied housing
- More enforcement on rental homes
- Smaller (x4)
 - Smaller area (sqft)
 - Small acre lots
 - Small land divisions to build
 - Smaller and easier to maintain that is easy to access

Is county branding important to business attraction?

- Yes (x14)
 - Yes – build overall “brand” and brings us together as a county (x2)
 - Yes – businesses want to know where they are locating!!
 - Absolutely – agritourism capital of Kansas (x2)
 - Yes, unified vision is more attractive to a prospect (x2)
 - Yes, branding is needed (x2)
- If it has pride involved (x2)
- MICO brand is its proximity to JOCO
- Inclusive branding by industry and population
- Opportunity and flexibility, responsive leadership (x2)
- Destination for travel – wineries, lakes, farms (x2)
- Not as important as potential profit
- No

What hurdles does the county face for economic growth?

- Mutual agreement
- Infrastructure (x11)
 - Lack of available infrastructure (x2)
 - Planned infrastructure first
 - Places – locations with infrastructure

Full Documentation of Responses - Planning Workshop (Continued)

- Infrastructure focus in one area
- Infrastructure: water, sewer, streets
- Water infrastructure to support commercial projects and entertainment venues
- People
- Purpose – who do we want and why – we will need to grow businesses
- Lack of development ready sites
- Employment base
- Too many water districts with too small of lines in place
- Money (x4)
- Lack of job opportunities (x3)
 - Lack of job opportunities for families, affordable housing to keep folks here (x2)
- Education (x4)
 - Schools are geared to sports, not education (x2)
 - Education is below state average (x2)
- Kids that go to college don't return to live here
- Low leadership
- Income
- Too much red tape for building and contractors are controlled (x4)
- Lack of population
- Taxes (x6)
 - High taxes (x3)
 - Nobody wants taxes but money is needed, double-edged sword (x2)
- Lack of families moving here = kids = jobs

Parks, Recreation, & Open Space

What recreation opportunities are missing or desired in the county? Where should they go?

- Improve soccer fields – expand existing green space
- Maybe expand recreation near Hillsdale Lake
- Large youth tournament centers that draws people for tournaments
- Open space conservation for potential “wild land parks” - leave “manicured” parks to cities, these need to be accessible of already improved arterial collectors. (x2)
- Festivals
- Residential has destroyed hunting and fishing at Hillsdale
 - Indoor recreation (x2)
 - Indoor recreation opportunities (bowling, theatre, etc. In cities)
- Bowling alley inside rec areas, should be inside cities
- Trails (x3)
 - Trails that connect JOCO streamways into MICO through MdCygnes, etc.
 - Retail related to trails
 - Walking / biking trails along non-roadways
- Camping and outdoor stay and travel – RV, campers
- Dog park attached to Hillsdale Lake where dogs can walk and swim
- Agriculture education, regenerative agriculture (x3)
- Lodging and activities at Hillsdale (x2)

Full Documentation of Responses - Planning Workshop (Continued)

Should additional trails be developed in the county? If so, where?

- Trails to connect the communities to support tourism
- Trails to connect cities
- Look at map showing Katy Trail and possible connections
- Connect streamway from JOCO to Hillsdale Lake, La Cygne Lake, etc.
- Connect existing plans
- Connect Flint Hills Trail (x2)
 - Connect Flint Hills with local sites (bike trails between John Brown sites)
 - Connect Flint Hills Trail to other parks, etc.
- Through county – connect to KC (x3)
- Yes (x6)
 - Yes around lakes
 - Yes not along roadways
 - Yes along areas of rivers, around lakes, along RR or even on non-used RR lines
 - Yes, connectivity will be key for tourism and development
 - Yes along streamways
 - Yes – looks like we are following JOCO streamway approach, not sure that works well here
- No (x3)
 - No, federal \$ can be spent more carefully
 - No, no additional trails needed (x2)

Should new park facilities be developed in the county? If so, where?

- Only with planned infrastructure
- Yes on new park, but see my green dot answer on Q1 (leave manicured parks for cities, county should be open space conservation) (x2)
- If expanded – need to be near highways on main roads – good access
- Possibly –around streamways to protect as a buffer from development
- Flint Hills Trail (x3)
 - Flint Hills Trail needs to be marketed more
- Update current parks instead (x6)
 - No, no new parks needed – update current parks (x2)
 - We should improve parks we have (x2)
 - Concentrate on existing park area and improve facilities at those locations
 - Improve on existing parks – expand
- Yes, up north
- Not at this time
- How would we pay for it? (x2)
- Yes if infrastructure supports

How should your environmental resources (like Hillsdale Lake, open space, AG land, agro-tourism, buffers) be protected? What measures would you suggest?

- Conserve wildlife areas
- Controlled residential subdivisions on housing, control of animals, etc. Near water resources
- We need to protect Hillsdale Lake as it is as a major water source for the county (x3)
- Buffers! Parks areas, better regulations
- Keep open spaces large and not chopped up, don't push large projects if infrastructure is not there – sewer/water
- Need to protect area around lake and what goes into the lake (x2)

Full Documentation of Responses - Planning Workshop (Continued)

- Soil conservation (x4)
- Change regulations to make agritourism easier (x3)
- Keep existing boundaries
- Follow state rules already set up (x2)
- Buffers, easements, zoning ordinance with MICO
- Follow State of Kansas agritourism manual (x2)
- Chemical spraying controlled or eliminated – healthy county (x2)
- County restrictions
- Environmental areas should be zoned and conserved
- Encourage small farm education
- Conservation easements – county purchase open space
- Strictly limiting development
- Turn into county or state enforce laws / codes

Transportation

Are there any missing vehicular connections throughout the county? If so, where? Be specific.

- Better tie in of 169 in JOCO, the connection at I-35 is lousy
- Connectivity in Fontana area
- Connections to Edgerton area
- Watch 169 and 69 north of county line at congestion caused by development
- 311th needs widened from 69 to Paola
- I think we have too many roads that we can't maintain, I would look to vacate or return to privatize some roads (x3)
- RR tracks on the west side of Paola need a workaround other than the 68 highway
- Railroad crossing – Paola at 303rd and Coop need bridge!!

What roads need upgraded to pavement? Be specific.

- 223 needs widening badly between 69 and 169 – too much traffic (x2)
- Pressonville Road north of 68
- Somerset Road 359th to Linn County line
- Same as my T1 answer with green dot – I think we have too many roads that we can't maintain, I would look to vacate or return to privatize some roads (x3)
- Pave 303rd west to Pressonville Road
- 223 and needs shoulder – it's an unforgiving road
- Lookout Road from 327th down to 347th
- Somerset Road
- 68 HW needs widening and improving
- Most popular county roads with business or heavy traffic (x2)
- 363rd and 383rd
- Somerset 311th to 343rd
- Close to potential development (x2)
- Osawatomie Road from 68 highway to 327th
- Need to do better job on gravel roads
- Quivera and Lackmore (Somerset) from 68 to JOCO
- Somerset Road 311th to 359th (x2)

Full Documentation of Responses - Planning Workshop (Continued)

Should the county encourage pedestrian and bicycle infrastructure? If so, how and where? Be specific.

- Improve bike/hike trails. Reduce flooding on dirt roads.
- Encourage cities to schools, or to connect recreation facilities within the county
- Do not encourage bicycle infrastructure – hazzard (x3)
- No, already available (x2)
- Yes (x8)
 - Yes in cities and developing areas, limited in county – identify connectors between cities and bike / ped corridors (x2)
 - Yes, rural
 - Yes – bikes, park areas, pedestrian sidewalks
 - Bicycle yes especially widen Metcalf Road due to existing bike traffic
 - Yes along streamways (x2)
 - Yes in cities and along riverways, keep the bikes and ped traffic off of highways
- Planned off dangerous roads
- 311th street bicycle hazard, no shoulders on the road

Should the county encourage transit use / options? If so where are they needed? What type?

- Carpool
- Expand services to the elderly through senior citizen (van)
- Not dense enough to make it work (x2)
- Workers to Olathe / KC area might use public transit if available, Osawatomie to north
- No (x4)
 - No, not needed (x2)
 - No need (x2)
- Yes, carpool lots, bus to metro areas
- Do not know
- Use rails to north
- Good idea to have carpool parking areas and/or parking lots and city busses to northern counties (x2)
- Transportation to metro- Johnson County Community College

What transportation improvements should be explored as an economic development tool?

- Paved roads close to development (x2)
- Expand K68 to 4 lane 69 to 169
- Maintain good access to the major hwy corridors – but limit development of never ending access roads that will destroy character
- Encourage rail improvement / development
- Public transportation from MICO to JOCO to help with employment and workforce
- Parking lots for ride share at 69 and 169 off ramp locations
- 223rd and K68 are dangerous
- Lightrail from Miami County to Kansas City airport
- K68 widening
- 169 highway to four-lane from Osawatomie to county line (x3)
- 169 needs interchange with Lone Elm in JOCO
- Make sure the needs for seniors are met

Overarching Vision

What do you love most about Miami County?

- Low crime
- Less traffic
- Remaining rural and agricultural
- Rural life (x2)
- The small town friendly atmosphere
- Country farmland
- People
- Country living
- Open spaces
- The beautiful countryside
- Small, quaint towns
- Small business
- Friendly people
- Close to KC
- Small towns
- Country life
- Friendly and welcoming
- Feeling like you're in the country – you can see the stars, hear birds
- Low traffic, low pollution
- Low light pollution
- Closer to nature
- Rural living
- Rural atmosphere and activities
- Acreage
- I love knowing my neighbors but not being super close to them
- Rural living
- Schools
- Opportunity
- Authenticity
- Small-town rural living
- Friendly people
- Rural living
- Farms
- Quiet, dark, starry nights
- Rural living
- Small-town environment
- Small-town country life
- Small towns
- Local wineries
- Unique history
- Great school districts
- Rural life
- Little traffic
- It's not Kansas City!

Full Documentation of Responses - Public Open House #1 (Continued)

- People
- Small-town feel
- Great place to raise a family
- Rural living
- Quiet
- Good, friendly people
- Small-town feel
- Close to KC metro
- Little traffic
- Wineries
- Laid-back culture
- Affordable housing
- People
- Small town
- Proximity to Kansas City
- Trail / tourism
- If Mayberry really existed, it would be right here in Miami County, Kansas. We have the best of everything here, everything everyone else wants but can't have because they have jacked up their home grounds, we already have it, but we need to take better care of it. What we don't want is Annexation from the North in any form, (Edgerton, Overland Park, Olathe, Gardner, etc.) We don't want any more cookie cutter housing developments on postage stamp lots smaller than the CC&R (Covenants, Conditions & Restrictions) packets they come with. We don't want any more multi-family dwellings and the "urban problems they inherently come from the factory with and we don't want any warehouses, logistics parks, inter-modal facilities, organized crime, drug dealers, child molesters, crooked, dishonest, politicians, and business leaders (regardless of their political persuasion), criminals in general, and socialism. Keep all of that stuff on the other side of the county line and leave us be. We would like more infrastructure designed to better support, prolong and promote our centuries old agrarian atmosphere and lifestyle, roads wide enough so a tractor or a vehicle transporting our kids 4H projects to the fair, or our neighbor's crop or herd to the market can more safely traverse without risk to life and property, (x2)
- We love the rural atmosphere and way of life in Miami County (x4)
- Peaceful, quiet, open space. Less occupant density (x5)
- I like the open feel of Miami county.
- The People.
- Family farms and small farms along the countryside. Small country roads (x6)
- Rural/country setting and lifestyle. Friendly and respectful people (x6)
- rural settings and low crime
- We moved here from Olathe to live in the country. If we wanted urban, we would have stayed in Olathe (x6)
- The rural character, open space and nature.
- I like the quiet, friendliness, and the history of generations of my family settling here on the land after the civil war. Things like sitting on the Paola square where as a young boy I watched the fountain then with my grandpa as I do now with my grandkids (x2)
- Quiet, peace, open spaces
- The home town, neighborly feel. People still wave on the country roads instead of ignoring others, assuming you don't know anyone like in the bigger cities (x6)
- The peacefulness of living in the country and to be able to enjoy the open space, the ability to experience the wildlife in the area, the friendliness of the people and the lack of traffic (x9)

Full Documentation of Responses - Public Open House #1 (Continued)

- I like the convenience of rural living with the ability to drive into “the city” of things I can’t get here - movies, sporting events. I like knowing who my neighbors are and I like the community feel that we have here in Louisburg.
- Rural country side living. Peaceful quiet area to live away from the city, traffic, noise, etc. Wildlife, forest and farmland all lower ones blood pressure after a long day at work (x5)
- I feel a sense of community! As a 5 plus generation Miami County family I not only feel connected because of my family, but because of the generations of other families that I have had the pleasure of interacting with over the years. Additionally, because those of use that live in the rural area tend to have similar interests (farming, ranching, hunting, fishing, outdoor recreation, etc) I feel connected with new residents as well (x3)
- Enjoy the peaceful small farm/agricultural lifestyle that allows us to enjoy the nature around us and to be good stewards of God’s creation. Good highway access to all career possibilities, not available locally (x3)

What are the key county issues to address?

- More amenities
- High-speed internet access
- Prevent large industrial developments like Northpoint warehouses
- Prevent truck traffic on non-highways
- Proper road maintenance
- Taxes
- Ex-urban growth and metro amenities
- Roads
- Increased business
- More jobs
- More development
- No intermodal warehouses on access roads
- No intermodal
- No warehouses
- Connect the Katy Trail in Missouri and the Flint Hills Trail via gravel roads for view
- Unreliable and/or slow internet
- Prohibit warehouses in our rural/residential areas
- No warehouses and industrial encroachment
- Preserving the farmland
- Taxes
- Zoning
- Road maintenance, upkeep, continuance of well-maintained
- Economic development
- Outdoor recreation
- Roads
- Trails – tourism, connect trails
- Mass transit to Johnson County
- Housing – moderately private and safe
- Roads
- Housing
- Stopping the encroachment of rural land for industrial / intermodal use
- Taxes
- Building permits
- Encroachments of large warehouses

Full Documentation of Responses - Public Open House #1 (Continued)

- Taxes
- Questionable annexations
- Internet
- Roads
- Business / economic development
- Northpoint
- Poor living conditions in rentals and not being addressed
- Roads
- Revenue not tied to property tax
- Residential building boom
- Urban sprawl at north border
- Intermodal growth that will strain infrastructure
- Preserving natural resources
- Encouraging responsible industry
- Enforcement of already existing rules
- Bringing in new business and attracting visitors
- Lack of internet providers
- High taxes
- Keep out the intermodal development
- Commercial development amenities
- Need commercial development amenities
- Roads...roads...roads...
- Internet to rural homes
- Roads
- Rural high-speed internet
- Taxes
- Saving local business
- Northpoint
- Edgerton
- Roads but including alternative transportation (trails, lanes, etc.)
- Flint Hills Trail
- Dilapidated housing
- Maintaining the rural way of life is paramount. People move to Miami County to escape the city and we need to respect that (x4)
- push development to the cities. Keep the rural rural (x2)
- decide what you want to be - a rural county or a suburban county
- Balancing the right amount of economic growth to maintain the county, with the desires of residents to keep the rural atmosphere. Keeping the large, dense suburban developments in the county to the north (x3)
- Lack of road connections.
- The public survey clearly outlines a focus on maintaining our rural heritage. A key challenge will be to retain this important characteristic in spite of outside influences that tend to focus on monetary gain at any cost. Oftentimes this is also related to increases in populations that expect "Johnson County" infrastructure creating increased tax burdens (x4)
- " We need to create a community that fairly contributes to the economic growth of the county. Businesses and developers need to pay their fair share of taxes so the heaviest burden does not fall on the homeowners.

Full Documentation of Responses - Public Open House #1 (Continued)

- If homeowners are NOT running a legitimate agricultural business on their property, then they need to quit claiming that their property is agricultural just so they can pay lower taxes. That pushes a higher tax burden on the residential owners. "
- Keeping the county fundamentally small town/rural, while creating enough economical opportunity to maintain the kinds amenities we already have. If anyone coming here wanted to live in the city, they'd be in Johnson county instead- we need to recognize that this is a good place, and leave alone what's already working for the people who prefer it (x4)
- Flood prevention.
- Responsible development with enough of an economy that kids raised here will be able to start and sustain the next generation (x2)
- Making sure that we are following a plan and not just allowing everyone to do whatever they want. That the plan makes fiscally responsible recommendations that do not cause the tax payers of Miami County to pay for improvements that should have been paid for by a developer or that the developer is directed to locations where the infrastructure is already able to serve there development
- We are very concerned about Project Rural JoCo encroaching on our area. We are very close to the Johnson County line and truck traffic, noise, lights, warehouses, etc. is not what we expected when we moved here from Olathe. This is exactly what we wanted to get away from. Now it's knocking on our back door. Please keep norther Miami County clear of industrial zoning! (x2)

In 20 years, what words do you want to describe Miami County?

- Planned growth with 100K population
- Sustainable location to stay
- Rural-residential farming community
- Sustainable green
- Still home... peaceful and beautiful without noise, air, light and water pollution from warehouses
- Still lots of farm ground
- Growth
- The place to BE
- Unique, vibrant
- Beautiful, down home, country living
- Sustainable growth while maintaining rural atmosphere
- Sustainable
- Eco-conscious
- Friendly
- Rural
- Place to get back to nature
- Peaceful
- Local business friendly
- A great place to raise a family
- Appealing place to live
- Recreational opportunities
- Job availability
- Available / affordable housing
- Small-town atmosphere with farmland and lakes for minimal recreational purposes and fishing
- Great place to be
- Stayed the way it was
- A place where my family is from for over 100 years and where my family still lives
- Rural destination

Full Documentation of Responses - Public Open House #1 (Continued)

- Sustainable
- Quiet
- Planned growth
- Modern but rural
- Still country like it was 20 years ago
- Serene
- The good life
- Strong, diverse, vibrant
- Stars Hollow
- Thriving
- Still a quiet and country place to live
- Family-oriented
- Quaint
- Rural
- Country
- A county who believes in and provides high-quality education
- Not for high property taxes
- A place to visit
- Sustainable
- Sustainable
- Revitalized
- Reborn
- a rural, family-friendly place to live where you can know your neighbors
- Miami County managed a plan for economic stability that helped its families to live and work and enjoy their lives locally.
- Peaceful, quiet, open space (x3)
- Miami County has made smart decisions to direct development to the areas of the county (such as the cities) that have the necessary infrastructure to serve more intense uses and has made great efforts to protect its natural resources, rural character and agricultural community.
- Miami County has maintained the priorities its residents have voiced since 2021. Growth and infrastructure has kept pace within reasonable parameters. Miami County shines as a beacon of rural living, recreation, environmental stewardship, and agricultural tourism for Eastern Kansas (x6)
- Miami County is a shining example of rural living. That have developed an economically stable environment while protecting their natural resources and agricultural character. They accomplish this with strong development standards and creative niche business opportunities (x3)
- A quiet, peaceful, rural community with wildlife (x3)
- Great agritourism, fun to visit or live here, excellent schools, excellent community services (i.e. law enforcement, fire, EMS, etc.) and a progressive community that is willing to adapt to new ideas.
- Maintained rural feel (x3)
- "Peaceful Friendly Rural way of life" (x2)

Government and Regional Relations

Does Miami County's perception in the KC Metro need to improve? If so, how?

- No (x7)
- Yes, we are the no-growth county
- Not really, the rural feel is what brought us here
- No, we like it the way it is

Full Documentation of Responses - Public Open House #1 (Continued)

- No, country is country
- I don't believe so, if it did, the housing market wouldn't be as hot
- County is too hard to work with when building (x2)
- I think it's fine
- Yes, seen as lesser-than compared to JOCO (housing, options, retail)
- In some ways no, we're not really part of KC, but I would love for it to be known as a peaceful haven. Great place to live in the country
- No, we are NOT KC!
- Promoting the Walker Station Trailhead at mile zero in Osawatomie
- Yes, show that there is opportunity there
- Yes, advertise our strong points, build on our strengths, look for unique ways to attract residents / visitors
- Yes – less jobs, more housing, more things to do, better roads
- We need to remain who we are. The people here moved here because of who we are
- Yes! Keeping things as they are will get us nowhere. GROWTH!
- We aren't hicks, we're not all agriculture, we're not that far away
- Most frequent response I receive when telling others where I live is “wow you live a long way out”. When you consider other commute times, 30 to 45 minutes is a fairly short commute. Building code and permitting process needs some overhaul (x3)
- I've never even hear of any and even if there is, who cares? I am contented to stay in the country and I really don't care what the KC metro thinks about Miami County (x3)
- I think Miami County generally has a good perception because of the number of people that want to call the County home. We aren't ever going to be Prairie Village or Overland Park or Shawnee, I hope, so I'm not sure if their perception of us matters all that much.
- There doesn't seem to be a strong perception or awareness of the county.
- Nope, it's fine as is (x2)
 - The government agencies need a more diverse set of ideals. Seems the government agencies are filled with people who are out of touch with reality and only care about adding rooftops in the county to collect even more taxes (x3)
- No. I'm not aware of any strong sentiments about this county from in the metro, but the county shouldn't care at all about the opinions of people who don't live here- good or bad (x2)
- No. Most people that I know think of Miami County as a nice rural county that is located near the metro (x2)
- I've not noticed any negative perception of Miami County in the metro (x4)
- The government agencies need a more diverse set of ideals. Seems the government agencies are filled with people who are out of touch with reality and only care about adding rooftops in the county to collect even more taxes (x2)
- The only comment I have heard is that Miami County is a long way from Johnson County and the rest of the metro area.
- No, it is attractive now to folks who are tired of living in suburbia with the same houses right next to each other. It's perception is one of country life, farmland, wildlife, etc. (x4)
- There's not much “perception” (awareness) at all, I don't think. I'd like to see more people come out to visit small family farms. It's the responsibility of this plan to help make that happen without ruining the very environment (quiet pleasant countryside) that people might come to see (x2)
 - I agree that there doesn't seem to be much of an awareness of the County, other than it is “far away”. However, I don't particularly want random people from KC Metro coming by my small family farm just to get into the countryside and see a small family farm (not that my farm would be much of a tourist attraction :-)). There is too much traffic down the road by my house as it is (x4)
- NO! To quote an old Russian linguist “It would do no good”.

Full Documentation of Responses - Public Open House #1 (Continued)

- I don't really care what the people up north of the county ;ine think. I care more about the concerns of the Miami county resident (x6)

What existing county services are lacking?

- Need internet in rural – Star Link!
- Waste disposal and recycling
- Gravel road maintenance is poor quality (infrequent and gravel is consistently bladed into the ditches)
- Fire / EMS substations in less-served areas
- Water supply infrastructure county-wide
- Internet
- Water
- Parks
- Sewage treatment
- Road maintenance – all roads are poorly maintained - that could ultimately be a blessing to keep semis off county roads
- Internet services
- Roads
- High-speed internet
- Affordable disposal services
- Planned growth
- Good infrastructure
- High-speed internet
- Roads
- Affordable septic options
- In Osawatomie, restaurants, hotels, new housing
- Internet
- News
- High-speed internet
- Semi traffic on 215th Street
- Internet
- Mental health
- Homeless assistance
- Proper maintenance on gravel roads
- Trail connections throughout county, with metro area, with Missouri
- Rural internet
- Viaduct over train tracks
- Internet in country
- Access to phone service
- High-speed internet
- More greenways / trails for biking, hiking, walking
- Osawatomie's need for a grocery store
- Chip and seal replacing gravel roads
- Law enforcement on gravel roads – posted 35 mph – thanks for the reduced speed limits
- Trail connections between communities, internet access, road improvements
- We need more Sheriff's officers for patrolling the county and we also need high speed internet.
- None that I'm aware of.
- I don't think there are any or none that come to mind
- The county government services seem to be adequate for the residents.

Full Documentation of Responses - Public Open House #1 (Continued)

- While I do not feel that we are lacking in any services that I expect, I would love to have more parks/trails.
- High speed internet (x3)
- I am a lifelong, third generation resident. I have seen the many changes in our county. Regardless of those that may feel we are inadequately served, I do not feel we are lacking in services. They do the best they can with what they have. Pressure to do more will simply relate to further increases in tax burdens (x5)
- We need better internet services. I'm fine with septic and LP gas!

What county services should be added?

- Internet
- Tourism
- Much needed is a better way tax land use I.e. Ag vs. Residential – land is tax uneven throughout the county
- Mass transit to KC metro and Johnson County
- Tourism
- Parks
- Parks
- VoAg services for youth
- Rural internet
- Parks
- Trails for hiking / biking / walking
- Curbside recycling / easier to recycle – more locations and hours
- Tourism, especially ecotourism
- Public / mass transit
- Ecotourism
- Better small business and less charges for farmers market so those who have little can come and afford it
- Higher educational opportunities
- Snow removal
- EMS
- Fire
- County parks and campgrounds
- More tech-related schooling
- Snow removal
- EMS
- Tourism
- Parks
- Unique business
- none readily come to mind
- None. Okay as is.
- None.
- None. We're well served for a rural area now.
- None. I moved to Miami County expecting it to be a rural county and providing rural services
- None. Our needs are met in Miami County (x2)
- Paid fire department staff and more EMS stations.
- None. It's good the way it is.

Full Documentation of Responses - Public Open House #1 (Continued)

How can county communication (I.e. resident / business to county and vice versa) be improved?

- Teach small-town atmosphere pluses and country pluses for future generations for simple life
- Electronic information board
- Road closure notice
- Include more from the NEXT generation (x4)
- Mailing postcards to residents
- Requesting email addresses to be informed of communications
- Road and bridge answering the phone
- More accessible meeting times for everyone
- Need county offices to be better about answering phones – treasurers office “everyone’s busy, call back later”
- Include future generation input
- More business owners
- Respond to Facebook messages
- Better responses to inquiries
- Emailing list
- Nextdoor
- County is non-responsive to residents
- More social media since not everyone subscribes to the Republic (x2)
- County offices to answer their phones!
- Integration with KC area TV news (e.g. 41, KMBC)
- hmm well they could start by communicating. The county doesn’t reach out to its residents in any way that I’ve noticed
- Okay as is.
- Not sure about this. I think government communications is pretty good via email, internet, etc.
- Not aware of any thing that need to change
- Keep the government website updated with current information. We have found that sometimes the hours of operation or phone numbers were incorrect (x2)

What technological advancements / investments should the county make to remain competitive in the future?

- The county’s website must be upgraded to provide additional interactive opportunities for the public. It is unfortunately antiquated.
- Encourage local technology
- Better internet services
- Internet services to rural areas
- Trails and outdoor recreation
- Solar
- Internet
- High-speed internet
- Solar
- Internet
- Solar/wind energy
- Internet service
- Invest in trails / rec, education
- Infrastructure
- Internet
- Solar
- Trails

Full Documentation of Responses - Public Open House #1 (Continued)

- Transportation
- High-speed internet
- Green energy options
- Solar and other renewables
- Climate action awareness
- No wind turbines, but tax reductions for solar panels
- Streaming at city and county level
- broadband
- Incentivize high speed internet infrastructure to and within the county (x2)
- “The computer technology (computers, programming, security issues) that is being used by the county to perform the services they provide for its citizens should continually be updated and improved.
- We also need to update cell phone and internet access. “
- I’m not sure if this is the place but we heard loud and clear at the workshop the county needs to improve internet connection for the residents as well as commercial (x3)
- Encouragement of continued private development of internet infrastructure is going to be important. We’re already well covered for a rural county, and this development should be allowed to proceed as fast as the market supports (x2)
- The installation of the 800 megahertz radio system brings the county from being outdated to being competitive in the area of communications, that is, first responders.
- This loaded question assumes some sort of competition. So what is the competition? Then maybe I will offer an answer.
- Reliable high speed internet.
- Better internet and cell phone service (x3)

Parks, Recreation, and Open Space

What recreation opportunities are missing or desired in the county? Where should they go?

- Dog park (x2)
- Capitalizing on Flint Hills Trail as a magnet for community development
- Connecting the Katy Trail in Missouri with the Walker Station Trailhead at mile zero of the Flint Hills Trail in Osawatomie and gravel roads for view
- More walking / biking trails – long ones!
- Open conservation space
- Overall green space
- Connecting trails
- Flint Hills Trail and developing intercommunity paths / bike loops (x3)
- VoAg education
- More recreational opportunities around Hillsdale Lake
- Doggy-clean up stations in cities
- Allow dumping without a CUP
- Indoor recreation should occur in city limits
- Indoor recreation (theater, bowling)
- More playground equipment
- I agree with protecting our watershed areas near the lake. I would also like to see more places for equestrian trails in other areas besides Hillsdale. An area that would allow for hiking and use of a bicycle would be nice so that people would not have to ride on narrow highways that were not designed for bike usage
- Would like to see more facilities similar to the O-Zone around the county.

Full Documentation of Responses - Public Open House #1 (Continued)

- I think between the cities' parks and recreation areas at Hillsdale, Middle Creek and other similar areas that we don't need to necessarily add areas. I think anything we can do to promote trails between the communities would be great. And while I think our the number of our current facilities are fine it doesn't necessarily mean they couldn't benefit from improvements (x2)
- Up-to-date parks/playgrounds for children, although this is likely more of a city responsibility than the count (x2)
- None. If there is enough demand, private citizens will do it. If not enough demand for individuals, then it's a waste of money for the county.
- The existing opportunities seem adequate to me. However, it is extremely important that they be protected. For example, the watersheds are in jeopardy - especially Hillsdale Lake. Our future demands that we set priorities that will keep development at bay from these areas (x9)
- The most important thing is to protect our resources. We love to hike and explore at Hillsdale Lake, but increasing traffic and pollution is a concern down the road (x6)
- Trails - connectivity and safe places for families to ride bikes and jog and generally get out into nature. Walks and trails to provide safe alternative transportation within our populated areas, too (x8)
- No, we aren't missing anything. If parks and recreation mean that much then move back to Johnson County and let them continue to squander your tax dollars on soccer pitches, "GREEN" spaces, bike paths, hiking trails, all the while you're oblivious to the gigantic trail system that was constructed on confiscated farm ground while repurposing an abandoned railroad right of way just across the state line.
- I think the parks and Hillsdale lake resources are fine.
- Make sure we provide for activities for young people

Should additional trails be developed in the county? If so, where?

- Trails to Hillsdale Lake, safe trails, bike routes
- Connect Paola and Osawatomie
- Connecting Paola and Osawatomie
- Connect Osawatomie, Paola, L'burg
- Connect with KC metro
- Connect with Katy Trail
- FHT – work with this one
- Yes, everywhere
- Trails for bike clubs so they will stay off of Old KC Road (x2)
- Yes – lacking through the county! Trails that connect to others are great, plenty of long paved trails to give bikers and runners safe places to ride / run
- Katy Trail connections to the Flint Hills Trail via Katy Trail – Flint Hills Trail connector – from Clinton, MO to Osawatomie, immediately for gravel and promoted now
- Yes, everywhere
- Allow private trails without a CUP
- Yes, for equestrian horse
- "Increased trails around the south and west sides of Hillsdale lake would be nice. Also, many of the current trails at the lake are open to equestrian traffic. It would be nice to have separated trails. Miami County Fishing Lake would have some great trail opportunities through the wooded land as well." (X2)
- Yes, to the extent possible. I would defer to those with greater expertise to recommend locations (x2)
- No, not at the expense of increased property taxes.
- We love hiking at Hillsdale Lake and really appreciate the effort that has gone into giving us great trails out there. We also love biking at Lake Miola. If Hillsdale Lake trails could be connected to Big Bull Creek in Johnson County, that would open up a lot of opportunities for more extensive biking (x4)
- Maybe some trails around Hillsdale Lake.

Full Documentation of Responses - Public Open House #1 (Continued)

- Connector trails between existing trails and recreational area along main arteries for hiking and bike riding would keep people off the main roads, making them safer (x2)

Should new parks facilities be developed in the county? If so, where?

- Close to water and recreation
- Improve existing parks first
- Market Flint Hills Trail State Park
- John Brown Lookout Hill – develop
- Update current parks
- Not necessary, makes the ones we have better and more safe
- Osawatomie
- Parks or rural?
- Make it easier for private park facilities to open
- River area park near Osawatomie
- Yes, anywhere
- Yes! Throughout the county. This could be a huge benefit for residents and allow for non-residents
- I don't think we need new parks just improve those we have
- Possibly, but focus should be on existing city parks. New county parks near outskirts of cities similar to some of the rural Johnson County parks (Stilwell Community Park) may be a good future possibility.
- At the county level, no. Any new ones needed are a city planning question (x2)
- Yes, possibly. However, it might be more important to make every effort to maintain and improve existing parks before adding others (x3)
- We love exploring the parks all over Miami County...Hillsdale Lake, Lake Miola and Lewis Young are some of our favorites! New parks are a blessing, but we already have several good options we're thankful for (x2)
- No.
- The government absolutely refuses to take care of the ones we have already paid for. Why on earth would you want to give them more opportunities for fraud and abuse?

How should environmental resources (like Hillsdale Lake, open space, Ag land, agro-tourism, buffers) be protected? What measures would you suggest?

- Protect Hillsdale watershed. No warehouses!
- Openly ask people that utilize these and people who run them not decide from behind a desk
- Tax breaks for upcoming small farms, bring more Ag opportunities to existing farms
- Don't let northpoint build warehouses that affect the lake
- Protect local ecosystems
- Prohibit light pollution around these areas
- Buffer zones to allow for peaceful atmosphere
- Create wildlife corridors between protected places
- Plant mature plants in public places
- Let people use their land without having to have a CUP for a wide range of Ag tourism, i.e. trail, bicycle trail, camping, work vacations, etc.
- Concern needs to be given to the watershed and keep warehouses out
- Stop intermodal coming south
- Embrace change
- Minerals put back in soil and clean farming!
- No warehouses! Protect Hillsdale watershed
- Keep residential rural – no warehouses to pollute lights – air – water – protect Hillsdale watershed

Full Documentation of Responses - Public Open House #1 (Continued)

- No clear-cutting, period.
- Environmentally responsible farming practices
- Litter clean-up programs
- Public education about pollution (point-source)
- No industrial development to protect the Hillsdale watershed and wildlife
- Appropriate zoning and limiting high-density suburban development (x2)
- Clearly indicate in the Comprehensive Plan the plans for developing the county and then enforce it with necessary zoning requirements (x3)
- I believe that surrounding residential and actual agricultural uses need to be protected from Agri-tourism operations that have more to deal with entertaining people from Johnson County than performing any actual agricultural use. When agri-tourism uses are allowed they need to be located along major roads and meet the same commercial requirements as any other business.
- Conservation areas around Hillsdale Lake and not allowing commercial, industrial or small lot residential.
- Clear designations in the comprehensive plan supported by appropriate zoning (x4)
- Zone them such that no industrial or housing can be built.
- Agro-tourism ??? Have we got tons of packed tour buses loaded with 4H kids visiting from around the country pouring into Miami County and spending \$\$\$ on travel, meals and lodging here ? What percentage of the county's revenue stream is generated by Agro-Tourism exactly or did you just make that up???

Transportation

Are there missing vehicular connections throughout the county? If so, where? Be specific.

- Beagle to 69
- Pave Indianapolis from John Brown to 169
- Disagree with connection to Edgerton area – no connectivity to Edgerton, that will totally increase semi-truck traffic to the intermodal area
- When you vacate roads it draws unwanted mudding, underage drinking, trash dumping, etc. And access to ag traffic eliminated
- No, any areas that have limited access are due to natural barrier or other cost-prohibitive situations.
- Somerset Rd from 359th south to the Linn Co line is the only way in and out of LaCygne when LaCygne floods. Half of this road has been chip and sealed, but the south half is still gravel. When LaCygne floods, all that traffic on the soggy gravel road is terrible. This road needs to be completely paved, as it gets a lot of traffic when the conditions are terrible, making it nearly impassable at times (x2)
- No (x5)
- Fontana to the Miami State Fishing Lake.
- This is a tradeoff. Roads go everywhere needed so we don't need more roads. However, higher dollar houses are mainly on paved roads, houses on gravel roads are generally comparatively lower value--for good reason.
- No but if The People's Republic of Overland Park, and Johnson County get their way and convert US69 highway to a toll road through OP there is going to be a huge disconnect for everyone in Miami County who commutes through there going to and from work. Now is the time to strike! Lets consider making US 69 South and US 169 South a Toll road for anyone from JO CO coming in to MICO going anywhere south of the county line until they come to their senses.
- None

Full Documentation of Responses - Public Open House #1 (Continued)

- I am concerned about the survey results that suggest the county should participate in extending/improving roads for development. The county has closed roads/bridges for budget reasons. I am not sure we can justify spending current residence tax dollars to improve roads for future residents while existing residents maintain existing or loose roads. I would suggest that the County could consider utilizing benefit districts, but that would be the extent of their financial involvement.
- No. It's fine the way it is.
- ...and when those tributaries overflow and the road is closed, the routes around the closure can be challenging. 311th st at Wea Creek, as an example.
- There are some connectivity issues in areas like south of Paola, north side of Osawatomie, and around Middle Creek Lake that all seem to be impeded by rivers, lakes and floodplains (x2)
- complete paving around Hillsdale lake with the addition of bike lanes around the lake (x2)

What roads need upgraded to pavement? Be specific.

- Waverly road and 217th Street
- Lookout Road could be paved and used for tours? Plus it's bumpy!
- Lookout Road from 343rd to 327
- 363rd west of Hedge
- 363rd SE of Oz
- Upkeep gravel to keep from needing paved
- Harmony between 255th and 265th
- Waverly Road 68 highway and 271st
- Help pave the roads in Osawatomie to upgrade the town
- Waverly Road 215th to 223rd Road is always washing out
- Only those roads that would support where development is desired – upgrading to pavement could cause unintended residential growth in some areas
- Waverly Road 215th to 223rd and 217th west of Waverly please
- All
- Waverly 215 to 223rd (x3)
- I don't agree that all our roads need to be paved. We are either a rural county or we want to be like Johnson County. Make up your minds. You can't have it both ways.
- Access road to Miami County Fishing Lake.
- Somerset Rd from 359th south to the Linn Co line. This section of road gets traffic from LaCygne and traffic going to the Miami State Fishing Lake (x2)
- The county is addressing the areas of paved road construction whether it be chip and seal or asphalt. However, I've see to many new "pavements" not be constructed properly and they are showing damaged surfacing within a short period of time.
- The Commissioners are addressing this topic appropriately. We are not Johnson County and don't need to aspire to be such. Gravel and dust are a part of life in the country (x5)
- NONE ! I wear the gravel dust on the tailgate of my truck and my MICO license plate like the badge of honor that it is (x3)
- The County needs to stick with a plan and if people choose to move to the County and live on a gravel road, there is no reason the rest of the citizens of the county should need to pay for these improvements. The county should discourage development from occurring down roads that are not paved and not allow for some many new properties to be created without the people that are dividing the property being responsible for paying for the impacts they are creating.
- The county should base paving roads based on cost and safety. If it costs more to maintain and add gravel than it does chip and seal, then chip and seal. Don't just base it on the number of homes along the road. It seems like the county spends a lot of time adding gravel to our road every couple of months.

Full Documentation of Responses - Public Open House #1 (Continued)

- None that I know of (x2)
- None that I'm aware of (x2)

Should the county encourage pedestrian and bicycle infrastructure? If so, how and where? Be specific.

- All throughout Osawatomie! Yes! (X3)
- NOT on 2 lane roads
- 2 lane roads should be restricted to all bicycles – huge example Old KC Road
- Just enforce rules pertaining to cyclists. They generally do not follow the traffic rules.
- Duh! In town, on old KC from FHT to Paola, transportation alternatives is where it's at. (X2)
- Yes – in all cities and between cities
- Yes – 1st connect the Katy Trail to the Flint Hills Trail from Clinton to Osawatomie per gravel roads via signage and marketing immediately
- Too unsafe all of county (x2)
- Yes, include active transportation in all planning and maintenance
- Be aware that gravel biking is becoming increasingly popular
- Yes, along/through city, not on large traffic paths (K68) bike paths / lanes
- Yes, bike lanes or shoulders along routes like 255th, Old KC Road, Harmony, etc. Where long-distance bicyclists ride would make it safer for everyone
- Yes, the Katy Trail, in areas is very popular and brings people to areas, thus bringing in tourist dollars to cities (x2)
- Connections between cities
- Active transport and transportation alternatives are the way of the future, all traffic corridors between communities and amenities should be looked at
- trails would be great but I don't foresee persons using bikes to commute
- Biking lanes around Hillsdale Lake (x2)
- yes. would be lovely to have trails (people, non-motorized bikes and horseback) connecting the communities and Hillsdale but I also realize that is a huge expense. More connections and safer ones in the communities.
- Not on the narrow, hilly county roads with no shoulders and no place to pass the bicycles. Bike trails need to be in parks, or other places away from motor vehicles (x6)
- Focus in and around cities. Incorporate within the trails system (x7)
- Not particularly. We love to hike and bike and can enjoy the trails that already exist in Miami County (x4)
- A few main bike trails that connect the cities to Hillsdale lake and other recreational areas would be great. Preferably, these would be located along streams or separated from the roads
- No, having previously lived in a place that tried this, these concessions seem to invariably a blight upon ordinary people and a horrible waste of infrastructure money to cater to vanishingly small number of residents (x3)
- No, not unless they have a secret money tree, squandering precious county resources and hard earned tax dollars for something that frivolous would be a fool's errand. Next thing you know they'll be putting in sidewalks, curbs and gutters along K-68. Please !!!
- In town, yes. Less part of the unincorporated county. However, a few established bike trails out there might help bring in some bicycling tourists.
- In or near the cities...not the outlying areas (x2)

Should the community encourage transit use/options? If so, where are they needed? What type?

- Keep semis OFF our roads (Gardner Road) (x2)
- Tried that, it didn't work
- No (x3)

Full Documentation of Responses - Public Open House #1 (Continued)

- Carpooling or bus around county, maybe route to metro?
- Yes. We may need to work with Franklin County and Lynn County to expand public transit (x2)
- transit would be lovely but face it no one who works in Johnson County is going to want to rely on transit. It would take a radical shift in the way we think. They don't want to be "stuck" in JOCO if they need to get home quickly.
- Another in-town issue maybe not as important in the wider county. Though some connections between cities might help those that have less-reliable transport for getting to work (x2)
- County should help truck traffic to use its existing main commercial routes (69,169, 68, 135). Look at overpasses at both 207 and 215 and Highway 169 or limiting turning at these intersection (no Cross traffic turns) and at other like places (x3)
- Something better left to the capitalists! If there's money in it, they will come. If there isn't then it was likely a bad idea anyway. Again, not in harmony with our agrarian way of life. If you have your heart set on riding a bus, then more back to the city.
- We don't have either the density or cities large enough for this to make sense (x4)
- Bus stops within and near cities may be helpful to commuters. Detailed needs surveys and assessments would be needed in order to appropriately answer this questions (x2)
- No need. People have their own transportation and there's no need to spend tax dollars on public transportation where's there is very little demand (x3)
- The county should be placing restrictions on heavy truck traffic that support the Johnson County Intermodal. The county resident pay the maintenance costs. Any further road improvements must take in account how the truckers will use any road to save time. we must restrict damaging traffic (x6)

What transportation improvements should be explored as an economic development tool?

- None
- Give Oz \$\$ to help with roads. New businesses want nice streets (x2)
- K68
- Old KC N of Osawatomie
- We have a lot of train access ways! Use them for people travel!
- Transportation alternatives (l.e) the Asylum Bridge to state hospital for bike trail (x2)
- None
- Roads and bridges
- Rail system would be wonderful
- focus on improving roadways/intersections where we want commercial/industrial development to go
- Agree with others, keeping truck traffic off county roads (x2)
- Having the state expand 68 highway to four lanes across the county may or may not improve the economic development issues but it would improve the safety issues of driving on that road (x2)
- Question infers that economic development is an assumed need. Convince me that it is (x3)
- Keep the commercial semis off of our county roads (x6)
- Keep what we have now well-maintained (x4)
- Give the MICO Sheriff's office full Weights & Measures enforcement authority and capability along with orders to aggressively go after heavy haulers, semi, box trucks, refers, flat beds and commercial plated multi axle vehicles and use fines and penalties as a revenue stream for the county fund the WM task force and officially to keep them out of our neighborhoods and off our roads and sticking us with the bills for repairing the damage they do to the road's surface... (x2)
- Clearly marked truck routes that keep them on the highways and off of county roads that are not made for so much traffic/heavy loads (x4)
- Linn County runs a shuttle. With a number of county resources located in Paola, Louisburg, and Osawatomie, maybe a regularly scheduled shuttle would be possible. For fare, though maybe subsidized

Full Documentation of Responses - Public Open House #1 (Continued)

till it can pay for itself.

- Look at ways to encourage development around cities and in partnership with the Cities.
- We need to keep truck traffic from the Intermodal system out of Miami County. Edgerton is already making moves to expand right to the Miami County border. This should be stopped!!! (X3)
- "Economic Development" is code for Inter-modal expansion into Miami County. FIGHT it with every last breath you have, We don't want the warehouses, we don't want the trucks, we don't want the traffic (x2)

Land Use

Following the legend, sticky dots were placed on the map to answer the questions below. Do you agree or disagree with what is shown on the map? What is missing? Be specific.

- Encourage development around existing Miami county cities
- Possible Commercial development at this exit would be nice for people that live in this area
- Don't need random industrial out in the middle of nowhere.
- Don't need random industrial out in the middle of nowhere.
- I agree with most of the dot placements on the map. However, I see few stars and I wonder if that is because the way the question is presented? Sometimes single points aren't the best representation of parks. Perhaps we could also look at linear greenways along streams. Create stream setbacks to protect our county's natural resources like creeks, rivers, and woodlands from pollution and crowding with development. And then within the stream setbacks, allow trails to give people safe and beautiful places to exercise as well as connecting our small communities in the county (x4)
- More red dots along the major highways transitioning the county.
- Based on other comments I am surprised that more agricultural and open space/park land is not indicated. You do not put housing, commercial and industrial on prime agricultural ground (x2)
- In general, there should be a lot more green dots (x3)
- Restaurants, small locally owned shops would be nice. We'd like to support our locally owned places of business and especially our local farmers. A nice well stocked farmers market in Paola would be great.
- Where is the affordable housing development areas?
- Jackson County, MO
- Hillsdale should be considered as an area where a mixture of uses can occur but care should be taken to make sure that the character of the development does not have a negative impact on the area as this is the main entrance to the lake
- I disagree with the focus of housing in this area. While reasonable rural residential is presumed, focused housing should be near existing cities for the benefit of infrastructure, etc. In addition, this area is within the Hillsdale Lake watershed. This watershed is in jeopardy in not protected. (X7)
 - Completely agree. I think this should still be focused with Agricultural uses, maybe some vary large lot residential development.
- This is an established rural residential neighborhood. Although there are large tracts of land that are currently agricultural, these should not be considered suitable locations for industrial large commercial use. Allowing these types of development in this area would cause extreme financial damage to the homeowners currently in the area. Future development in this area should be limited to large lot residential (x3)
- I strongly disagree with any commercial or industrial business in this area. This area should be preserved for agricultural and homestead. Industrial and Commercial should stay near I35 and South of Spring Hill on 169 HWY. There should be monitoring on the main thoroughfares (x5)
- I strongly disagree with Industrial development in this area for the same reasons as cited regarding Housing (x4)

Full Documentation of Responses - Public Open House #1 (Continued)

- This area should remain ag land and low density housing. There aren't many many homes in this area and that is how it should be maintained. No services (sewer) to support large development. The red dots must not be from people who live in the area but development minded people (x3)
- The entire map should be 1 large green and orange dot. showing the support for the commercially successful family farm is welcome everywhere in the county. No dark blue dots, permitted where we grow and produce food, that's what New Jersey is for.
- Keep development north of I35 where they have services
- No industrial in Miami County.

What land uses are missing from or desired in the county?

- Recreation / outdoor. The trail is great but can get crowded. What else?
- If industry is needed, keep it within the confines of an industrial park
- Parks
- Recreation centers
- Conservation areas
- Bike courses (x2)
- Solar farm (x2)
- Commercial development – hardware store, groceries, restaurants (x2)
- Winery in OZ to connect with others in county (x2)
- Parks
- Commercial development should stay near Spring Hill and not south of it as indicated with the exception of Hillsdale because there are not many services there. Designated areas for industrial I would hope will be defined so that industrial areas are not right next to housing developments and that the zoning stays consistent. Regarding the development of residential areas, please take into consideration the reason why we all moved here was to live in a rural community. We did not move out here to have small lots crammed next to larger lot developments, this never works, especially if you have horses or farm animals. City dwellers don't quite appreciate large animals living next door even if that farm or large lot home was there first. You can't stop the progression of more homes being built in the County, it unfortunately is inevitable, however, responsible planning and growth should be paramount for the future of Miami County and it's residents (x4)
- Agritourism is such a benefit in our county and should be supported and expanded to make MiCo a well-known destination for a strong variety of agritourism-based businesses like the ones we have (Cider Mill, wineries, orchards, berry patches, alpaca farm, etc.). Tourist dollars drawn in from outside of the county are a true boon to the county's economy (x7)
- "None, assuming the question is asking if there should be any additional land use categories on the map legend."
- "I agree with most of the dot placements on the map. However, I see few stars and I wonder if that is because the way the question is presented? Sometimes single points aren't the best representation of parks. Perhaps we could also look at linear greenways along streams. Create stream setbacks to protect our county's natural resources like creeks, rivers, and woodlands from pollution and crowding with development. And then within the stream setbacks, allow trails to give people safe and beautiful places to exercise as well as connecting our small communities in the county. (this is a repeat of a dot placed in the map instead of here on the comment page where it can be seen)" (x3)
 - Additional benefit of building onto our existing recreational opportunities - more tourism by those escaping the city to get exercise/fresh air, and more income being brought in from outside to support local businesses. Tourists shop at local boutiques, stay in local hotels, eat in local restaurants, visit local grocery stores... the more sales tax paid by visitors, the lower the tax burden on locals (x4)

Full Documentation of Responses - Public Open House #1 (Continued)

- I hadn't realized we had as much water in the county as that map shows. Looks basically fine for usage, appears to be some disagreement in the northwest corner.
- Current regulations are extremely strict for building on one's own land in the county. Accessory use building restrictions may need to be looked at through a different lens. Particularly when considering the national trend of multi-generational family dwellings. Our current housing stock is woefully inadequate for families who wish to take care of mom and dad instead of putting them in a nursing home. And county building restrictions often prevent the addition of guest houses or "granny flats". (This has been under review by the county lately, I understand.) It would be good to get their findings out on the table and see where land use planning can help alleviate this problem (x7)
- Land use currently lacking in the county are in the light to medium commercial and light to medium industrial segments. We need to attract businesses that will pay taxes to fund the things we want to see created in MiCo without overburdening the residents with more taxes (x4)
 - Yes, very much agree. I think the wineries, small farms, and other agritourism spots are trying to do this. What can the comprehensive plan do to promote that kind of development? Small workshops, road-side stands, and small-scale commercial ventures (x5)
- Could voluntary conservation areas help to preserve the rural parts of Miami County, specifically in and around the Hillsdale Lake watershed? My brother-in-law works with landowners to restore land to its original condition (wetlands where he lives; likely prairie grasses/wildflowers here). The landowners receive payment (government grants) to maintain their land in its original state or have it returned to its original state and restrictions come with it to prevent the future destruction of the land use. Could help to prevent unwanted urban sprawl (x2)
- We moved here from JoCo to get away from industrial and big commercial areas, strip malls, etc. We'd encourage small locally owned retail shops in the central city locations. Maybe more direct access to locally grown sustainable produce and livestock (x2)
- Should look at park area to go along with the Big Bull Park area in Johnson county

What land uses should be preserved?

- Countryside rural residential
- Rural residential
- Historical
- Recreational
- Farmers and ranchers
- Agricultural lands
- Agricultural
- Rural residential
- Lakes / parks
- Farms
- Limit housing expansion
- All agritourism
- Lakes / recreational (x2)
- Rural residential
- Recreation / parks
- Farm / agricultural
- Waterways and wetlands
- Prevent rezoning to industrial
- Farmland and country homes, not crowded out by residential
- Farm ground (x2)
- Lakes and floodplains

Full Documentation of Responses - Public Open House #1 (Continued)

- Agriculture; large-lot residential; conservation (may not be an existing land-use).
- A better question would be what land uses should not be preserved. Preserve rural. The public survey clearly shows our county's desire to maintain rural/country living. With all its faults, with all its limits on "growth and economic development," it simply is what it is (x3)
 - Amen !
- Hillsdale lake and our natural areas need to be preserved
- Agricultural and large-lot partially agricultural residential (x2)
- Keep the rural character by preserving our agricultural land. There is a shortage of smaller parcels of land in the country on which one can build a home, so this is a burdensome trade-off. But is there a middle ground that could allow smaller parcels already in use as residential to expand the possible uses on their land (fewer restrictions and maybe even the opportunity to increase housing density on these smaller parcels), while protecting larger parcels? Does everything have to be treated as an estate-sized lot? Can we end up shooting ourselves in the foot by focusing too much on making all county single family residential a minimum of 20 acres? Does everything then become developed and mowed as a 20 acre lawn for each individual home? Lawns don't make the best agricultural use, ecologically speaking.
 - There are areas that are not conducive to agriculture. Those areas can support smaller home lots.
- Agriculture, rural large lot housing, parks, forests, lakes, etc. Keep the JoCo industrial, suburbia, strip malls, etc. out of MiCo (x2)
- Large acreage residential and agricultural (x2)

What kind of housing should be developed?

- Middle income (x2)
- Nice, affordable housing
- Over 55, some duplex communities with HOA dues to keep up with yards / care of homes etc, HOA oversight
- 3-5 acre lots
- Housing development in Osawatomie – small family homes and apartments
- Make county all countryside or all Ag
- Affordable rural residential
- Nice for young families
- Redevelop the homes that are slum living and help Osawatomie get out of slum living
- 3-5 acre lots – low-density residential
- Affordable single family and multifamily in incorporated areas
- Affordable small family, single family 2-3 bedroom, fenced in but housing of all types is critical
- Single family
- Affordable family (x2)
- New houses, apartments in Osawatomie
- Housing (majority) should be directed to cities / near cities, otherwise 10 acre lot minimum

What's missing from the county's housing options? What housing types are needed?

- Housing options for young families
- Apartments (x2)
- Affordable senior housing (x2)
- Affordable living for all
- Middle income housing
- More senior living housing
- HOA backed multi-family housing
- Apartments close to OZ, market-rate patio homes

Full Documentation of Responses - Public Open House #1 (Continued)

- 3-5 acre residential, affordable housing
- Less rental, more owner occupied
- Affordable single-family 2-3 bedrooms
- Middle-income housing, apartments (nice)
- we need more single-person housing or single income housing. We need more maintenance free options for all
- Please see the “accessory buildings/granny flats” comment on the “what land uses are missing” poster.
 - In addition to the granny flats issue, accessory buildings for the purpose of supporting agritourism, particularly homes, cabins, bed and breakfasts in which tourists may overnight, should be reviewed. One gentleman I spoke with in the county who runs a bed and breakfast says the restrictions on number of rooms he can open to guests in his home has impacted the economic feasibility. Restrictions are perhaps a bit tighter than they should be. Especially if we want to attract tourist dollars from those who might want to spend two or three days in the county rather than two or three hours (x3)
- Keep apartments and multi family housing in the city areas only (x2)
- I think that the focus on housing options should be primarily directed towards the Cities. There may be some possibility that in areas such as Hillsdale and Bucyrus that other types of house opportunities could be considered.
- “AFFORDABLE HOUSING AFFORDABLE HOUSING AFFORDABLE HOUSING. It says a lot when your teachers have to live elsewhere and commute in to work in MiCo school districts.”

Economic Development

Areas that are primed and ready for economic development have been indicated with a GREEN dot on the map below. Areas where development should not occur (including residential, commercial, industrial, and nonagricultural development) have been indicated with a RED dot on the map below. Do you agree or disagree with what has been marked? What is missing? Be specific.

- I think that this interchange would provide a good opportunity for some small commercial development that could serve this area.
- some of the red dots obviously look like they've been placed near where someone lives and not considering the actual location. Some of these areas might be a good spot for some kind of development and then again maybe not.
- I disagree with this area being developed further for housing, or more specifically if it is for small lot subdivisions. Keep the zoning consistent so that existing property values are not effected.
- The area around the town of Hillsdale and over to 169 would appear to be a great place to try to focus some development and could include a mixture or commercial and residential.
- While the notion of assuming economic development is some sort of looming priority, I generally agree with the placement of dots on this map (x3)
 - Perhaps, the notion of economic development comes from the survey question of “which issues are of the most concern, “that, according to the “Public Survey Results,” “Lack of commercial development” came in #3, behind #1, “Increased property taxes,” and #2, “Existing road maintenance/construction....” It would seem that commercial development could help the concerns of numbers 1 and 2.
- The Hillsdale lake watershed area should be protected and development should be discouraged in this area.
- Generally agree with the dots on the map, but could the plan help promote smaller scale start-ups in outlying areas? Craftsmen, workshops, country markets...
- No development in this area. Sunflower Road to Spring Hill 215th to south of the lake (x2)

Full Documentation of Responses - Public Open House #1 (Continued)

- Keep the NorthPoint warehouses out of the county (x2)
- Looks fine, keep commercial development near where it is now.
- Should not be industrial development in this area (x2)

What types of future development should be supported in the county?

- Communications
- Parks
- Small-scale retail (x2)
- Agricultural and small farm development
- Rural residential
- Local retail, restaurants, etc. To serve residents and tourists here for the recreation opportunities
- Responsible small business (local)
- Recreations, parks, etc.
- Ecotourism (x3)
- Commercial retail
- Helping young students that go to college – bring them here for future leadership
- 3-5 acre residential
- Non-chain retail
- The area of agritourism (x4)
 - If the survey results are an indication of the desire for rural character and agriculture, we need to find a way to foster an economic environment that can support these desires. Agrotourism and/or other agricultural based businesses will be critical.
- business park, light manufacturing
- How about some kind of professional business area
- How about drawing in jobs for southern part of the county
- It's fascinating that there are so many red dots around the county's major attraction, Hillsdale Lake. It makes me wonder if these red dots are all being placed on people's individual homes. Economic development should occur in locations that make the most sense, but the results of this dot exercise make me question whether the participants heard the words "economic development" but understood the meaning as "heavy commercial/industrial parks".
 - Please familiarize yourself with Northpoint Development. Edgerton is annexing land to build warehouses (linking to the intermodal). The families in this area are speaking their voices to keep this development out of this area. I believe everyone who moved to this area are aware of the long sitting beloved Hillsdale Lake which is an attraction to our county (x3)
- Small, locally owned businesses such as restaurants, produce stands, specialty shops should be encouraged around the city locations. Leave industrial, strip malls, etc. out of MiCo except for places near cities/railroad. And keep that Intermodal expansion way away from us!!!
- Retail

What's missing from the county's current business and employment environment?

- Government
- Internet services
- Better wages
- Family sustaining jobs (x2)
- Reliable high-speed internet
- Young workforce (x2)
- Manufacturing (x2)

Full Documentation of Responses - Public Open House #1 (Continued)

- Large companies, corporations to fill big numbers of paid employees
- Commercial development, retail
- skilled jobs - but not sure an engineering firm or medical diagnostic center would locate here.
- With a rapidly increasing quantity of employers allowing work from home options, there could be an even bigger draw to move into a rural setting if internet was readily available. Current lack of high speed internet access is a paramount issue.
- How about trying to get more ag related businesses or manufacturing plants near Paola (x2)
 - We need venues for local farms to market their products!
- Locally owned quality places to eat and shop.
 - I have heard, on more than one occasion, that an outsider of MiCo, has a rough time maintaining the business in the county. Outsiders have no established connections in Miami County: failure?
- Employment centers. Places for professionals to work to make a living that can support living in Miami County. To afford MiCo living, most have to commute to other communities that offer jobs that pay well.

What's missing from the county's retail / entertainment environment

- Movie theater! (X2)
- Osawatomie grocery store (x2)
- Bars / live music
- Lack of options
- Bars (x2)
- More restaurants (x2)
- Live music (x2)
- Movie theater (x2)
- More wineries in Oz (x2)
- More restaurants (x2)
- Bowling alley (x2)
- Brewery (x2)
- 365 farmers market (x2)
- Small local businesses - café, bookstores, coffee shop, boutiques, live music
- Everything
- Microbrewery (x2)
- Movie theater (x2)
- More restaurants (x2)
- Grocery store
- Restaurants (x2)
- Movies
- Food
- Concerts
- Customers
- based on the county's population size, probably not much. You aren't going to get into the larger retail or restaurants until the population reaches a certain threshold and I'm not sure residents want what that population would bring
- Grocery store prices are too high, where in many cases, it makes sense to drive out of the county to purchase weekly groceries.
- Hardware/Lumber options are here but inventory is limited and usually of less quality than what can be found by driving out of the county.
- Where can kids go to hang out after school and stay out of trouble? :) (x2)

Full Documentation of Responses - Public Open House #1 (Continued)

- Dining options are fairly limited (x3)
- Same answer I gave above: Small, locally owned specialty shops and restaurants (other than fast food - we have too many of those everywhere). Let the big box stores and Walmarts of this world stay north in JoCo.
- Clothing options are limited.

Is county branding important to business attraction?

- Yes (x5)
 - Yes – MI county seems like it is a stepchild of JOCO (aka not desirable)
 - Yes – especially if known as a recreation destination, green/sustainable, or focus on local instead of chains
- No (x5)
- Yes, county branding is important for various aspects of growth, including business attraction. Agree with others that the focus should be on small business development, not attracting large chain retailers.
- branding is important for whatever the county decides it wants to be - if it wants to be a place people call home then brand it that way. If it wants to attract businesses then that's a different kind of brand
- No, but this is another loaded question. The intended answer is obviously "yes" since it presumes the need for business attraction (x2)
- Branding is always useful but it depends on what types of business MiCo is trying to attract. Again, keep the malls, big box stores, industrial, etc. away from the rural areas. If there is a demand for these things, then keep them in our next to the cities.
- If the county branding is promoting the country life and doing things to promote that then I am all for it. If you want to bring business to the cities then do it to. Don't give tax abatement to attract companies at the expense of the residents. If they want to be here make them pay just like the rest of us.
- I don't know about branding, but I do think promotional material and incentives are often important. If the business can't see what kind of tax and demographic climate they would be locating in, they can't make an informed decision to move to the county. MiCo Eco Dev is providing a lot of this info now.

What hurdles does the county face for economic growth?

- Perception of Miami County (x2)
- Red tape – too much focus on beauty rather than function
- Consistent enforcement of standards
- Aging population / workforce
- Naysayers / old thinking (x2)
- Keep out northpoint (x2)
 - Absolutely!
- Age gap, older generation, not enough younger people
- Need to get "young" involved in decision making
- Lack of reliable high-speed internet
- Revenue!!
- Educate the young of simple living in a positive learning experience
- Planned infrastructure
- Taxes
- Education, trade schools, ACT scores above 24 (x2)
- attitudes

Full Documentation of Responses - Public Open House #1 (Continued)

- NIMBY
- "Population. We need more consumers in the area to support the businesses we want. We need more employable people for the businesses (many times that means entry level, so affordable housing ties in here.)"
- Mill levies (taxes) are too high. Low cost housing in northern part is not there. It takes too long to get paperwork processed in the county
- This assumes the need for economic growth. Our family appreciates the dining out options and outdoor activity options in Miami County. While bowling, movies, shopping, more variety in restaurants might be nice, the reality is that many of those types of businesses would not survive, given our proximity to the KC metro area. I love the idea of allowing people to use their properties and resources to encourage agritourism in the county, to draw in economic growth without converting rural Miami County into urban Johnson County (x3)
- More varied employers, to increase economic resilience. This is a tough problem in reality, because this could also cause tension with the community if done poorly, aside from the fact that all the encouragement in the world isn't enough to make a new business actually succeed long-term.
- Ah, now we get to the gist of the matter. The hurdle: For those of us that may question the notion of economic development, we become naysayers that don't see the big picture - standing in the way of progress. On the other hand, economic development is the "way of the future" so that everyone can get the things desired (but may not necessarily be needed). Economics (x2)
- This presumes the need for economic growth. Our family enjoys the dining out options and outdoor activity options in Miami County. Having a bowling alley, movie theater, shopping might be nice, but the reality is that those businesses would likely fail due to our proximity to the KC metro area, with many more options. I love the idea of making agritourism more feasible and encouraging growth in an area where people can use their resources to have an economic impact in the county, without changing the county into Kansas City.
- I used to think "economic growth" was a great thing to encourage and have occur. But, over the years, I've too often seen it backfire and evolve into an unmanageable and undesirable thing. Just look all around us...areas in KC, MO, KS, JoCo, etc. It's not all about growth, tax income, better government services. I've come to believe that a simpler, sustainable way of life is a better way to live. So, tamp down that desire for "economic growth" and keep it to a minimum level for MiCo to have some basic NEEDED services. Growth in and of itself is detrimental to quality living (x3)

Potential Growth and Preservation Areas

Do you agree with the identified growth and preservation areas? If not, tell us why. Be specific.

- Agree, maybe more along K68 and Louisburg out to Cider Mill
- Yes, keep growth by 169 and 69 highway, not county connector roads
- Area close to intermodal needs protection from Edgerton incorporation and land grabbing, home value goes down
- Protect land around Hillsdale Lake and north to keep JOCO and Edgerton out
- Yes – like that growth is limited to major highways / existing incorporated areas
- Yes maybe to large growth area
- When surrounded by warehouses and traffic into them
- Yes – keep northpoint from invading Ag
- Yes – development between Osawatomie and Paola can benefit both (x2)
- The areas indicated on this map make a lot of sense (x2)
- In areas designated as "Preserved for AG", conditional use permits (CUP's) should not be considered for construction companies, concert venues, racetracks, firing ranges and American Royal size venues (x2)

Full Documentation of Responses - Public Open House #1 (Continued)

- Areas of preservation for rural lot residential areas should have a larger buffer than what is indicated. Small postage size lots NEVER mix with rural residential communities. If the growth were to happen according to the way it is depicted on the map below, we will be the first to move because we have experienced what was supposedly “planned” growth that only turned out to be for the benefit of real estate developers who were allowed to build 7200 sq ft lots adjacent to our multiple acre rural residential homes where we were allowed to have our horses. We were there first, however, the new residents complained about the animals. I refuse to go through that again, in addition to the fact that we work too hard and put up with commuter traffic just so we can live in a rural community. I hate to see the span between Spring Hill and 68 develop into small lot subdivisions like what is presently being built on Hwy 169 near Spring Hill
- Agree with the preserved AG areas, as long as that can include keeping out high density suburban development (x2)
 - Agree. Suburban development should occur in the towns. The County should not incentivize rural development.
- I know this is looking at a 10-20 year window. The problem is it’s so difficult to foresee what our area residents will demand in five years much less that longer time frame. I don’t think growth in MiCo is going to be what some may think. Take a look at the transformation of the more central parts of Kansas City. Older areas are being revitalized and younger folks and families are moving there. Bottom line: I think the potential growth area is way too big and overblown to consider zoning at this time.
- Pushing growth areas over rivers so aggressively seems like a recipe for problems with traffic and access, barring expensive new or widened bridges. The same with rail crossings- what poses no problem now may be a major issue if a lot more traffic flows through them, and overpasses are not a trivial expense. The emphasis should be on areas that already have the infrastructure for growth in place, followed by ones where the cost of adding it is normal, since the growth will occur more naturally there, anyway (x2)
- Agree to keep the potential growth around the towns (x3)
- Agree (x2)

What should preservation mean in Miami County? (I.e. agricultural uses, native open spaces, parks, etc.)

- Parks
- Wetlands
- Preserve what is here and do not add industrial into these areas
- 5 acres at the most for in Ag zone
- And water resources
- Ag taxes are low, keep it that way to push residential and commercial toward town
- Yes
- 20 acre maximum in Ag zone
- Preserve nature ecological environments, make sure future generations know what “nature” is! Designate more areas to conservation and preservation – stick to it.
- Keep industrial / warehouses out of rural residential
- Appropriate zoning to maintain current environment.
- “Preservation should include parcel size directives as it already does, but needs some flexibility built in. It’s not quite working right now for the greater good. Preservation should also include natural resource protection, native open spaces, stream setbacks, green corridors. Recreational opportunities that aren’t detrimental to the habitat and ecosystems should be placed within the publicly protected lands, wetlands, floodways and green corridors” (x6)
- Just exactly what’s in the parenthesis.

Full Documentation of Responses - Public Open House #1 (Continued)

- Preservation should be promoting the rural character of the county. Allowing development to proceed near the cities where services are available and preserving those areas near the cities for that development (x2)
- Preservation should mean preservation of agricultural uses, native open spaces, parks, etc. :) (x6)
- Protect Hillsdale Lake (x3)

Should the county actively participate in open space preservation?

- Has the county negotiated with the intermodal for taxes for Miami Co roads?
- Yes (x14)
 - Yes! Now!
 - Yes yes yes
 - Yes, absolutely (x3)
- Determine zoning but stay out of landowners' business
- Absolutely. How do we stop Monsanto or corporations from buying large farms?
- Zoning is the legal avenue to keep northpoint away from Ag areas
- Preserve the country side
- if the county wants to remain rural in nature, then yes
- Absolutely. Before the uses we are protecting (ag and large lot residential) deplete the natural resources still present.
- to a limited degree that it drives development to the cities of the county (x2)

Potential Future Land Use Plan

Do you agree with the potential future land use plan? If not, tell us why. Be specific.

- Seems reasonable.
- Generally agree. Would want to see more guidance for natural resource protection.
- Generally agree, but need an understanding of the definition/criteria for "Rural Res" and "Ag/Ag Res." (X2)
- I do not agree with the level of commercial depicted at 169/155th especially how close it would be to existing "rural" residential areas
 - I think some commercial development at this location is a good idea with the interchange, traffic going to the lake and also the number of people that live in this area.
- Bike lane on Hospital Drive from Paola to the other bike lane on 343rd.
- There are several 10+ acre plots here that people have small Ag operations. I believe this should be Ag/Ag Res (x4)
- I think the watershed area for Hillsdale lake should be very carefully development. I think small / medium / rural residential sized lot residential development might cause just as much damage to the lake as industrial development and a greater focus should be made to protect the lake.
- This is a huge cattle operation that covers about a section and a half between Crescent Hill and Bethel Church and yet this has been marked as a potential residential area. I think you need to move the boundary line from Bethel Church east to Crescent Hill.

Full Documentation of Responses - Public Open House #1 (Continued)

Integrated Transportation System

Do you agree with the proposed integrated transportation system shown in the map below? If not, tell us why. Be specific.

- "I like the biking connection between attractions. Perhaps should expand the attractions list beyond wineries - orchards, berry patches, working farms that offer tours, wildlife sanctuaries? I also think there's a bed and breakfast east of Paola that is missing. Would love to see a complementing bike route from Louisburg to Middle Creek Lake to tie into the east-west corridor shown. Would like more transportation emphasis placed on the planned off-street trail connections." (X3)
- Is an on-road bike way a good idea on a hilly gravel road??? (X2)
- I haul cattle and hay along these proposed on road bikeway. Over the past several years when a bike event has occurred along this path, the bikers have little regard and/or understanding for what we are trying to do. The roads in these areas are simply not large enough as they exist today to safely have this designation. If this is desired, changes may be needed to ensure it is safe for bikers and residents (x5)
- The bike riders I have encountered thus far in Miami County are not road courteous. Block Road and 343rd Street hardly support auto/truck traffic. Add bikes into the mix, someone gets hurt (x3)
- What is a MetroGreen trail?
- Email and government web site.
- "I think you're asking for trouble having the bike path on the same pavement as vehicular traffic. The hills make this especially dangerous. If we're going to have bike paths, make them trails separate from the road so that both bikers and hikers can use."
- Agree with the trails connecting to Hillsdale

County Paving Practice

- Ditches and gravel maintain not loose base
- Regrade ditches on gravel road
- Gravel roads need to be crowned for proper drainage – open ditches means less potholes and smoother roads
- Water not getting to ditches
- Not enough blades
- Semi traffic on 215th between 169th and Gardner Road
- Doesn't matter where intermodal traffic already is – roads not able to handle this now

What destinations are missing from the map?

- Microbrewery
- Marina
- Shooting range
- Hunting locations
- Drive-in theater
- Widen Metcalf all the way to JOCO for bike traffic
- Keep commercial truck traffic off county roads
- What happened to the plan for 223rd Street on the map? It is supposed to have a plan because of heavy traffic
- Keep commercial truck traffic off country roads
- I agree with what is proposed especially for Hwy 68
- Additional attractions like the orchards, berry patches, wildlife sanctuaries, working farms that offer tours (such as the alpaca farm) (x5)

Full Documentation of Responses - Public Open House #1 (Continued)

Do you want to pay more tomorrow than you do today for county services?

- No for the same services, yes for additional (x3)
- Within a reasonable cost of living – county employees need a raise occasionally
- Need more spent on education and trade schools (x3)
- No for current services
- No but I am willing to pay what I'm currently paying
- For improvement of services / county then yes. No improvement, no.
- If it improves our county, I would pay a little more
- You can't do more with less, you can only do less with less
- I am willing to pay more for improved services (x2)
- Yes, it will drive property values on top of quality
- No! Taxes are already too high (x2)
- Not without significant improvement
- Some increased cost is expected due to inflation – but in general not without improved services
- No
- To put it simply.....No
- If other costs go down, such as those supported by my property taxes that can be supported by sales tax revenue as more people visit the county, then, yes, there is potential to consider this (x3)
- I do not want a developer/business to get a tax break if I don't get one (x2)
- No
- Keep the county government as small as possible (x5)
- No, aside from the expected compensation for inflation. If the county can't afford what it wants, it needs to scale back its plans to fit in its budget (x4)
- "Kind of a silly question. I don't think anyone would like to pay more for the same services. But I understand costs go up so a reasonable inflationary increase would be expected. If the question is really saying: ""If we don't get businesses and industrial growth in MiCo, then your taxes will go up"". Then, my answer is to size MiCo government and the services provided within the existing tax base." (X2)
- Interesting and ambiguous question. "Do I want to pay more tomorrow than I do today for county services?" Well, no I don't "want" to pay more. Is that the answer that this question was intended to solicit? One actually ask, "Do I expect to pay more tomorrow than I do today for county services?" (x2)

Lot Sizes

What should the minimum lot size be in Miami County?

- For ag residential areas, I would think 10 acre lots make sense as a minimum. For rural residential areas, 3-5 acre lots are attractive (x2)
- There are a lot of factors to consider here as others have stated. It should be different in different zoning areas, I think the current solutions work in general, especially if we allow for accessory dwellings. One big factor that has not been addressed is sewage/septic options. If an area will not support an traditional or hybrid septic solution and a lagoon is required, I am not sure everyone would like a lagoon for each house on small acreage (2-3). So, maybe septic/sewer options could be a factor in lot sizes (x2)
- There's not one answer to this, I don't think. There should be separate designated areas where minimum lot size is 3-5 acres. Then there should be designated areas where the lots are 5-20 acres and others where the lots should be 20 or more acres, if possible (x5)

Full Documentation of Responses - Public Open House #1 (Continued)

- My first thought would be 40 acres for most location in the county. In certain locations where development might be considered as ok and that are served by quality roads a more focused effort should occur to require more density (maybe 3-5 acre lots) and properties should be developed as actual subdivisions with roads.
- There is no correct answer. It's one of those what if questions. Is it close to a city. What services are there. How many acres are we talking about. What kind of road do you have. I think the county already has a lot of options that take these items into account they just may need to be tweaked a little (x2)
- Depends too much on location and land use designation (x4)
- City areas minimal. Rural areas should be at least multiple acres.

(Inside growth areas)

- 1 acre or less (x4)
 - 1 acre or less so more houses can be put in to increase the taxable income cities can charge (x3)
 - Less than one acre to develop the area (outside can remain rural)
- 3 acres (x7)
- 5 acres (x4)
- 10 acres (x3)

(Outside growth areas)

- 3 acres (x2)
- 5 acres (x4)
- 10 acres (x6)
- 20 acres (x3)
- 40 acres
- Does not matter
- I don't feel lot size outside of growth areas should matter. Let people live!

Communication

How do you want to receive county news / updates?

- Text messages (x4)
- Email newsletter (x4)
- Email and government web site.
- email or website updates
- Email (x4)
- newspaper
- "email. . .oh, wait. I don't have internet. Just kidding, but you knew that, because I am reviewing this virtual comprehensive plan open house. "
- Email and social media
- All available sources (email, websites, newspaper, etc.)

What did we miss?

- Next generation outreach! Emerging leaders
- Several questions mentioned county "branding" - what is the current thought around how we want to be known?
- Engaging Next MICO as well as youth from schools
- Looking at what we have and creatively using it to improve profit for use and education and knowledge for the future generations
- "Pleased to see this survey and hope that it's taken seriously and that you receive many comments. Looking forward to seeing the next phase of this project."

Full Documentation of Responses - Public Open House #1 (Continued)

- Great job!
- Earlier plans incorporated growth areas around the cities. This was an utter failure due to the fact that the cities managed the land use in those growth areas, and those who lived in those areas had no say or representation to what the cities were doing in the growth areas. Don't let that happen again.
- More legible maps with road designations assigned. Definitions of the various types of designations such "green metro trail", Rural res/ag versus Ag res/ag and others as well.
- Can't think of anything you've missed. You're doing a great job! Can't wait to see what you come up with in the future of this project (x2)
- I like the survey that it collects information but I think you should have asked if you are a Miami county resident and maybe what township you live in to make the comments more relevant. The plan doesn't address the problem with land owner notification of requested zoning changes that are in conflict with the comp plan. In some parts of the county with large tracts a very few residents get notification (within 1000 ft)
 - County commissioners: take note of this "notification" issue (x3)
- Would have helped to have more detailed maps with major roads identified. Other than that, thanks for providing the ability to voice residents opinions!
- Thank you for the opportunity to voice our opinions. Please stop the invasion of Northpoint Development. I ask this for the future of Hillsdale Lake and the small rural land plots in this area that families cherish (x5)
- If the County doesn't address the invasion of NorthPoint in the Northwest part of the county your comprehensive Plan will be of no use to the land owners in this part of the county. NorthPoint has created various LLC'S that they deceitfully use to purchase land then annex it into Edgerton blocking Miami County out of any control. The surrounding land owners are left to fend for themselves. Now is the time to address this problem. Find a solution Don't wait until fish start floating in Hillsdale Lake (x8)

Full Documentation of Responses - Public Open House #2

Public Survey Results

(Single yes or no responses are recorded in number. Additional commentary along with a yes or no response received its own line).

What are the top three reasons you live in Miami County? (Options were listed as 1. Rural atmosphere/character, 2. Proximity to Kansas City metro, 3. Small towns).

- 1. Rural atmosphere, 2. Schools, 3. Family in the area
- Rural character and small towns are the most attractive thing about living in Miami County. It's very important that these characteristics are preserved.

If a city has an area outside of its city boundaries that is identified as a potential annexation area in their Comprehensive Plan, should new rural residential development in that area be required to meet the city's building, design, and subdivision standards?

- No (x4)
- Yes (x1)
- Should not be any difference, a dwelling is a dwelling
- Yes – city code must be uniformly applied
 - YES
- No! We had to follow county codes and inspections
- No -overreach of permitting/regs
- Development near cities should be encouraged to annex
- NEVER! It was done to us before! The city never did anything for us, we had to deal with the city and county when we built our house in 1997-96. (3 mile zone).
- No. If a city wants to govern a particular area, they need to annex it.
- Yes

Should new development be prioritized in locations where road and utility infrastructure is near or already exists?

- No (x2)
- Yes (x7)
- Depends on scope of development – big gains sometimes need big investment

Is countywide internet access a concern for you?

- No (x4)
- Yes (x7)
- Absolutely yes
- Reliable internet access (reliable being key)
- For rural access yes – city dwellers have options.

Which of the following are most important to consider when deciding where development should occur? (Options were listed as 1. Rural Character, 2. Agriculture, 3. Economic Vitality and Employment).

- Option 1 (x5)
- Option 2 (x1)
- Option 3 (x3)
- (Additional Comments/Selections, counted separately from above options)
 - 1 & 2 Only
 - 1 & 2
 - 1 & 2 Last year's comp plan revealed the vast % rural wanted to remain residential and agricultural in nature
- It's very important to preserve what make Miami County attractive, rural character and the ability to live in a place that is quite with lots of space. In addition to preserving these attributes at the county level, the county should take steps to ensure that cities near the county don't ruin it as well.

Full Documentation of Responses - Public Open House #2 (Continued)

Which of the following issues are you most concerned about regarding Miami County's future? (Options were listed as 1. Increased property taxes, 2. Existing road maintenance / construction and upgrading pavement, 3. Lack of commercial development)

- Option 1 (x2)
- Taxes too high for agricultural areas with no benefits for taxpayers
- Taxes getting ridiculous on rural land use
- Too much regulation now
 - I agree
- 1, increase property taxes
- NO INDUSTRIAL IN RURAL AREAS
- Taxes, regulation, permitting power of county
- No industrial development in rural areas
- TAXES TOO HIGH, TOO MUCH REGULATION
- There are other types of commercial development than intermodal. Don't jump on the bandwagon and ruin the county. Pursue diverse development near existing cities.
- TAXES TOO HIGH, TOO MUCH REGULATION
- Increased property taxes is a large concern for me.
- Your citizens DO NOT want the increased property taxes and increased road maintenance that would come with Edgerton forcing industrial into the rural residential and agricultural area of the NW corner. Edgerton ends infrastructure at their city limits while pounding county roads outside their boundary. This is proven in JoCo where last week two commissioners made this very clear when requesting to ban trucks on county roads. RESPONSIBLY GUIDE INDUSTRIAL ALONG THE INTERSTATE
- Citizens should not have to pay the taxes for the upkeep of the industrial trucks that are going back and forth to the intermodal.
- Encroachment of commercial development on rural residential in the NW part of the county is a major threat.
- This is of greatest concern, industrial/commercial buildings and rural residential do not mix and never have! The truck traffic generated by the industrial/commercial businesses should be limited to designated improved roads.
- This number surprises me if lack of commercial development is #3 but it is obvious in #5 people don't want it encroaching on their community.

Which types of new development are most important to be pursued in the unincorporated areas of Miami County?

- Remain agricultural and rural residential
- Keep ag and residential
- KEEP IT AG AND RURAL RESIDENTIAL
- Agriculture, Keep it Rural
- AG
- Ag
- Remain agricultural and rural residential
- Protect rural residential and agriculture
- Agricultural
- YES!
- YES!
- Outdoor recreation ie: TRAILS, agritourism
- Other types of development rather than intermodal and warehouses – that are more in line with country values
- Agriculture, large lot
- Moderate income housing- single family residences, variety in housing stock
- Nowhere in here does it say Miami County residents want intermodal but in fact the residents want everything Golden stood for. How could the commissioners claim they had to do what was best for the entire county by denying Golden when Golden is the absolutely only thing that gives the citizens what they want as shown in this section?
- Large lot residential. This type of development is compatible with the development that has already occurred in the county, provides the best tax revenue for the county and has the least negative impact on Hillsdale Lake.

Full Documentation of Responses - Public Open House #2 (Continued)

If you live in Miami County, would you like to have a 10- to 20-lot subdivision with three acres lots developed next door to you?

- No (x10)
- No, keep country country
- No, taking away the rural picture
- Rural residential and three acre lots are so much better than warehouses!
- I welcome new neighbors and a growth in my county's tax base.
- I think 3 acre lots would be fine.

Where should future residential growth occur? (Options were listed as 1. Within cities, 2. On the edge of cities, 3. North of K-68, 4. Unincorporated areas that have sewer infrastructure, 5. Near major highway corridors).

- 3 (x1)
- 1, 2, 4
- 1, 2 and 5
- 1 and 2 and 4
- 1 and 2 (x6)
- 1 and 5
- 1 (x2)
- Any of these places as long as it's compatible with the surrounding properties. For example, apartment complexes are not compatible to be built among large lot residential. They should be in cities or near highways.

Who should be responsible for the cost of extending road improvements and services such as sewers, water-lines, and other utilities to new residential or commercial development owned by private industry?

- Developer (x4)
- Developer 100%
- Developer 100%, don't do it like Edgerton, that's a sucker's bet.
- Absolutely the developer. Do not put the county and its residents on the hook to subsidize developers. They need to secure their own capital for any project that they would like to do in the county.

Vision and Guiding Principles

General Vision and Guiding Principles Commentary

- We do need climate and environment oversight on projects. Clean!
- WE DON'T NEED A CLIMATE OR ENVIRONMENTAL CZAR IN MIAMI COUNTY.
- Take care of our environment! So important for MiCo – don't try to be JoCo – we moved away from there!
- DO NOT ALLOW ACTIVISTS TO RUN THE SHOW. COMMON SENSE ON REGULATIONS.
- Sustainability is connected to economic and major developments – it's all connected and sustainability isn't just environmental.
- On the "Existing Land Use Map" the south half of Section 23 in Stanton Township (320 acres), which I own, is classified as "F. Farm Homesite" which is NOT correct. The old farm homesite there has been unoccupied as a residence since 2002 and was classified as being 3 acres. All the remaining 317 acres is agricultural use.

Key Points from the Vision Narrative

- I really like what I see here. We live near the warehouse development in Johnson County (223rd and Cedar Niles) and have been so disappointed by Edgerton's actions, Johnson County's ability to intervene and the developer's tactics, not to mention the encroachment of that industrial/warehouse space. I really hope things will be different on our side of the county line and this draft is encouraging.
- The county should be proactive in ensuring that industrial and commerce does not encroach on existing rural residential or on Hillsdale Lake.

Guiding Principles

- The county should not offer incentives to emerging industries. Developers should secure their own capital or re-think their business model if they aren't able to make a project profitable without subsidies. Subsidies cost the county residents real money in exchange for pie in the sky promises that may or may not come at some point in the future.

Full Documentation of Responses - Public Open House #2 (Continued)

- Allowing industrial to infiltrate the Hillsdale Watershed and those residents' reprieve from the "hustle and bustle" is irresponsible and an attack on your tax-paying residents who were here first. The majority who own property here spoke and said put it somewhere else. Why are you refusing to protect them?
- I might add respecting the existing residents within any proposed development area. The county should be proactive in preventing near by cities from violating the character of the county and its existing residents. It's not enough to do this plan for the unincorporated county and then do nothing as a nearby city violates all its principles.
- Your commissioners are blatantly violating your own comprehensive plan and ignoring the voice of the residents in the creation of the new plan by refusing to put in the protections necessary to responsibly guide growth. In fact, by not responsibly guiding it, you are violating your own policies, regulations, and practices making this entire effort pointless and a waste of taxpayer's time and money. What good is your plan if you let outsiders come in and violate it? You have time now to act before it's too late. Your county commissioners should be forced to uphold their oath of office to protect the residents and not outside interests.

Is anything missing from the draft vision narrative?

- In order to support new commercial and industrial, we need to attract them to the county.
- NEED TO ATTRACT COMMERCIAL INDUSTRIAL TO LOWER TAXES
- No warehouses in Miami county
- Regular community engagement – does that mean the squeaky wheel gets the grease? Does the vocal minority lead the direction
- 'Contextually sensitive' ?? How/What?
- For residents to have access to all their needs 1. Food grown in county, 2. Learning opportunities, 3. Recreation in county
- YES! THE CITY OF GOLDEN!
- Economically vibrant should include childcare. What is the county doing to help with child care crisis? Cannot have E.D. without childcare.
- This entire plan and all the effort and expense to make it is a waste if the county doesn't take action to defend its northern border from Edgerton and the industrial development that comes with the expansion of that city. Without a proactive defense in that area, this plan effectively omits the NW part of the county.
- How can a draft vision narrative be made when you haven't completed the public feedback?
- Your commissioners make the laws. If not Golden, why can't they allow a buffer border in the watershed to guide the development where it belongs along the interstate? Edgerton did it with Bull Creek Park so it didn't affect their homes. I understand our property is privately owned, but you can create a law that allows subdividing smaller than 20 acres for this particular environmental protection of the Hillsdale Lake wildlife and recreation so that homeowners can allow a walking path / horse / bike trails along the northern border be put in to protect the watershed and our homes, blocking any future contiguous land to Edgerton from Waverly to Cedar Niles between the wings of the Eagle of the lake.

Do you agree with the draft guiding principles? What is missing? Be specific.

- The loss of Agricultural land will definitely change the Rural Character if not lose it totally.
- Keep MiCo's rural character. Don't let it turn into an industrial park. Industrial development of the county's country land will ruin it.
- Health Lifestyles seems irrelevant
- QUALITY OF LIFE SHOULD BE PRIORITY #1. INDUSTRY MOVING INTO AREAS THAT ARE RURAL IN NATURE DISRUPTS THAT QUALITY.
- SEEMS FOLKS WANT TO PROTECT THEIR PROPERTY RIGHTS AT THE EXPENSE OF OTHERS!
- ANY POTENTIAL DEVELOPMENT SHOULD BE CAREFULLY PLANNED. GOAL 3.2 & 3.3.
- Keep MiCo rural and Ag in NATURE – if not don't fool with farm towns ag and farming sections in newspaper or farming awards.
- PROTECT INDIVIDUAL PROPERTY RIGHTS!
- Support existing resident investment, food, recreation etc. engage local investors
- COUNTY HAS NO BUSINESS SPENDING TIME & Money to make everyone healthy.
 - Healthy = happy. Health is physical, emotional, mental, etc...
- Healthy lifestyle, access to wholesome, affordable food, access to clean air and water, quality healthcare options.

Full Documentation of Responses - Public Open House #2 (Continued)

- Quality of life means economic development, recreation, access to QoL resources, health and wellness, convenience and quality.
- CONCERN THAT OUR COMMISSIONERS WILL SACRIFICE RURAL AND AG OVER WAREHOUSE REVENUE KEEP AND GIVE USE GOLDEN, KS!
- The Commissioners oath to uphold the comprehensive plan is missing. Without it, everything else is useless.
- The guiding principals are fine. But again, they are meaningless without proactive efforts to defend the county from Edgerton's singular focus of industrial development in the NW part of the county.
- I appreciate the comment regarding responsible growth. As the public feedback continues, I hope the intentions of any tax abatements etc that will cost residents are transparent and forthcoming when the growth occurs.
- Hopefully you take the rural character to heart and hold to what the people want and not bow to big business and let them move into the northwest portion of the county. These businesses are smart taking their 10 years of tax abatements then leaving at the end if they are given more breaks. Many examples of this happening throughout the area leaving the residents with abandoned buildings around them.

Land Use and Economic Development Goals

General Land Use and Economic Development Goals Commentary

- Growth area north of Paola does not seem realistic – overdone.
- Protect the residential landscape in unincorporated areas from annexation by Edgerton to the NW part of the county where it is vulnerable.
- We moved here and invested our money in this county so we could enjoy the rural way of life. No traffic (specifically semi's), noise or city lights.
- We moved here from JoCo for the same reason - get away from the hustle and bustle and enjoy a peaceful, rural setting. Please help us protect this way of life!
- The NW part of this map is meaningless without a proactive defense from industrial encroachment from Edgerton.
- Rural Residential should be 5 minimum lot size. Agriculture Residential should be 10 acre minimum lot size. Under current regs the lot sizes in Countryside zones are 15 acres. Your current recommendation would call for some of those areas to expand to 20 acre lot sizes which would be counter productive.
- There are still trains stopped here 90% of the time.
- What types of business do you foresee here? This is mainly AG and large residential (10-acre lots) currently.
- There is much focus on commercial development and tax money. We have one of the highest taxes and rising in this area. You need to focus on better use of all the money you already receive. We have had many great small businesses forced out of our town square and county because of the taxes. We have a unique growth of small businesses and farms that could be providing fresh, quality products to our community. This would help the environment, increase tourism and provide jobs.
- Capitalize on opportunities to serve existing residents rather than opportunities to raise theoretical future tax revenue at their expense.
- Hillsdale Lake is a big part of this. Protect it from industrial development. Don't believe the non-sense that industrial development reduces pollution in the lake. Hillsdale is only tested for agricultural pollutants which are certainly reduced when you pave agricultural land. no fertilizes asphalt. But, it increases industrial pollutants which are currently not being evaluated. Be smart about it.
- The Golden sessions revealed that the dirtier the water (from run-off) the easier it is to clean (because a detergent needs the dirt to attach to in order to do its job.) That covers drinking water. As a recreational outdoor and wildlife area, you can't clean the fish with that detergent, and who wants to eat polluted old fish from diesel runoff? Your outdoor habitat will disappear as intermodal destruction removes their natural habitat and forces them out - just like it will do to your residents. If you care about your outdoor wildlife, you should protect it.
- Miami County does not seem to support or appreciate Hillsdale Lake. The county could partner with the state to encourage visitors to the area and all it has to offer.
- Why on earth are you not calling the area along I 35 the potential growth area and leave the watershed north of the lake as rural residential?!? Protect your citizens!! It makes no sense for you to enforce any planning and zoning plan anywhere in the county if you are going to turn a blind eye to this northwest corner who are begging for your help! If you let even one Edgerton Kansas warehouse go in, which you yourself claim is a violation of your comprehensive plan and code, why enforce your code anywhere?! Hypocrisy

Full Documentation of Responses - Public Open House #2 (Continued)

- As this area north of Hillsdale Lake is not along any of the mentioned roadways seems strange that the would be considered an economic growth area instead of rural residential.
- Industrial development has no place near Hillsdale Lake. It's ridiculous to pretend like it does. Potential growth should be separated into more specific categories including residential, retail, and industrial. This plan should not be tailored to discretely facilitate the future growth of LPKC.
- Your commentary for "Potential Growth Area" is misleading. You mark this area as potential growth but do not mention it at all in the paragraph on the left. While you say you must limit growth in other areas, you could be more descriptive in the future land use framework plan on future growth but you are not. This is unreasonable to group residential, commercial and industrial growth together. This is no where near a city (unless you count Edgerton) and you are including commercial and industrial growth-both which citizens specifically said they did not want in this area. Why didn't you include the land near I35 that could easily be annexed by Edgerton and provide growth for both Miami County and LKPC? You should remove residential from commercial and industrial growth and move your potential industrial and commercial growth area along I35. Leave Hillsdale lake area.

Do the future land use and economic development goals align with the desired future of the county? Is anything missing from the goals? If so, please tells us.

- "Potential Growth Area" definition is too broad. Separation of "smaller lot residential" from "commercial/industrial" should be considered.
- 3.11 and 3.12 seem to be beyond the comp plan responsibilities
- Develop the square. Why is that missing?
- Keep industrial development around existing MiCo cities. Take measures to keep Edgerton from annexing into MiCo
- Agriculture/ will see more and more 20 acre FARMS! What is the real agri. Investment?
- Noticed (and happily) that NW MiCo was changed from potential intermodal to rural-residential and residential – no intermodal!
- NO MORE REGULATIONS @ COUNTY LEVEL
- No commercial or industrial growth is appropriate around Hillsdale Lake. Bad for water.
- Keep the Warehouses out of northern Miami County
- I'M HAPPY THAT THE FUTURE PLAN NOW SHOWS NO POTENTIAL INTERMODAL DEVELOPMENT IN NORTH-WEST MI.CO. AS OPPOSED TO LAST OPEN HOUSE.
- NO WAREHOUSES. LISTEN TO YOUR VOTERS AND GIVE US GOLDEN.
- Please keep our water source safe by keeping industrial and trucking growth away from Hillsdale Lake.
- This potential growth area around Hillsdale Lake does not align with the voice of the people. They told you clearly they want to maintain their rural residential and agricultural area yet the County is forcing this on us. UnAmerican
- Take active steps to defend the county residents from industrial encroachment from Edgerton. Miami County residents shouldn't be forced to accept industrial development just because Edgerton is doing it near by. It's not our responsibility to facilitate Edgerton's growth.
- What you have listed as potential growth should not include industrial growth impacting the rural landscape, watershed and lives of the existing rural community.

Do you agree with what is shown on the future land use map? What is missing? Be specific.

- Growth area on all sides of major highways 169 and 69 and extend along K68.
- Westward expansion and development of Osawatomie
- How is ag/green space preserved when a land owner is offered more than property is worth for that single \$1M house to be built in the middle of that 20 or 40 and how do ya serve when that property owner wants paved roads
- Where is the elephant in the room? Does this plan take into consideration the push from OP and Olathe
 - We want the push
- No overlay district for HILLSDALE. 2. Policy/GP that recognizes Hillsdale as an important resource to enhance and improve, as are all waterbodies and ways. 3. Use BMP's for lake and waterways and bodies – fund BMP's, exocute their use, maintain them.
- Not necessarily missing but there should be no more getting rid of nature or AG land.

Full Documentation of Responses - Public Open House #2 (Continued)

- I do not agree with the area north of Hillsdale being “future growth area” because you are stating this due to the Edgerton intermodal growth to the north in Johnson County (also disputed by residents yet they too are ignored.) This is a blatant slap-in-the-face to the residents here who pay the county over \$600,000 a year in taxes just in the 9-sq mi area of the proposed Golden boundaries. Your economic department and commissioners are allowing outside interest to shape our county.
- The area North of Hillsdale should not be listed as a growth area. Growth should happen closer to existing cities that have the infrastructure to support the growth. Rural 2 lane roads are not meant for large amounts of traffic and commercial vehicles. The watershed should be a main concern of the county. Without this at the forefront of the plan we are all going to lose. Look at other areas of the US that have contaminated water sources. Big business is only here as long as it doesn't cost them anything. Once they have to pay the taxes many of these areas fall into decay and ultimately cost the county not add to increase revenue.
- This is supposed to be a plan for Miami County based on feedback from Miami County residents. The northern part of the map seems to be based on the interests of Edgerton and LPKC. Or, the county has forfeited that part of the county and given up on representing the residents who live there. This is our county, not Edgerton's and not LPKC's. Don't be swayed buy their sales pitch and don't cower to them.
- The types of growth in the “potential growth area” should be broken out by each type. I don't agree with the definition of potential growth and your description is misleading when a huge conversation has been had regarding industrial growth north of Hillsdale lake.
- I agree that there is a huge difference between the different types of future growth. As mentioned, I would like to see the 3 types of growth envisioned for each area broken down into the specific category. Also, I think that the public survey results clearly showed that the people want to see the growth kept near existing cities. This doesn't appear to be happening in the plan, especially around and north of Hillsdale lake.
- I would like to see a break down of proposed industrial/commercial/residential use instead of those being lumped together. Also, want to make sure the environmental impact to our watershed is considered and prioritized.

Transportation and Infrastructure Goals

General Transportation and Infrastructure Goals

- No semi traffic on our rural county roads use interstate pre-designated truck routes
- Reduce truck traffic on county roads
- TRUCK TRAFFIC SHOULD STAY ON MASOR ROADS – NOT COUNTY COLLECTOR ROADS (EXCEPT FARM TRUCKS) 223RD AND GARDNER RD ARE NOT MADE FOR TRUCK TRAFFIC.
- WE should work more closely with regional partners like MARC – they provide huge amounts of grant dollars for collaborative projects
 - No MARC Involvement! They'll take over the county!
- WE SHOULD NOT BE TAKING ANY \$ FROM MID-AMERICAN REGIONAL COUNCIL THEY WILL TAKE OVER THE COUNTY
 - What? They're not aliens. They are a resource.
- 'Rutlader Outpost' is a trailer park!!
- #KATYtoKANSAS ! Intercommunity connections = Yes
- Stop pretending that it's OK to have heavy truck traffic on our country roads. It's dangerous. These are our roads and we can absolutely take steps to keep truck traffic off of them. It's not fair to force MICO residents to pay for road maintenance and improvement on behalf of LPKC. We don't owe them a shortcut.
- Gardner Road and 223rd Street has bicyclists weekly. Do they get a bike pathway or are they going to be forced to share the lane with the semis that you are refusing to restrict on the county roads that are inappropriate for semi truck traffic?
- I live on 223rd St. and it gets LOTS of bicycle traffic. If you are setting up room for bike lanes, that would be a good spot for that. I don't see it listed here.
 - It also gets lots of semi-truck traffic in addition to bicycles. The two don't mix.
- “Multimodal transportation system”? Please define.
- Why is the word “multimodal” used in the draft? Miami County doesn't have any multimodal facilities and residents have made it very clear that they don't want that type of development. It seems like another example of this plan being tailored to the interests of Edgerton & LPKC while ignoring the feedback from MICO residents. This plan should serve residents, not outside interests.

Full Documentation of Responses - Public Open House #2 (Continued)

Goal 4.10. Provide utility infrastructure in an efficient manner that meets current and future needs and can facilitate county growth.

- Bring back commuter and recreational train access thru KC metro
- LIGHT RAIL TO KCI
 - Yes!
 - YES!!

Goal 4.11. Increase the diversity of the county's energy portfolio to reduce reliance on fossil fuels

- High cost, low return. Sexy but not currently very economic.
- DO NOT REDUCE FOSSIL FUEL USE, ELECTRIC POWER CAN NOT PROVIDE ENOUGH ENERGY.
- DO NOT PUT WIND FARMS IN THE COUNTY. OR SOLAR FARMS.
- Sustainable energy is critical to community success – see Feb 2021. Solar & wind are the now frontier.

Do the transportation and infrastructure goals align with the desired future of the county? Is anything missing from the goals? If so, please tell us.

- Use state excess funds to improve roads that the county does not take care of. Some areas serve many families, but the county does not provide roads
- No, NEEDS to be way more updated
- KEEP IT RURAL RESIDENTIAL
- BLADE AND MAINTAIN RURAL ROADS PATHETIC MAINTENANCE ON ROADS
- No wind farms, us the land for ag use. It takes a lot of land for the wind farms. You don't get much in return.
- The planned road expansion looks OK but this is NOT a safe road for a bikeway. Also, There are many trails at Hillsdale lake already.
- No need to waste money on a bike-way when there are PLENTY of open rural roads the bikes can ride on all day long
- Infrastructure - The high speed internet you are talking about is NOT a good idea. There are less expensive and better options.

Goal 4.11. seems to be a county administrative task – not comp plan.

- More solar and wind development
- Flint Hills Trails loops in/ around Osawatomie (OSH, levy loop, around the lake, etc)
 - Yes!
- Better Roads! Connecting, Miami county business destinations in Rural County Areas
- No intermodal traffic on our rural county roads- use pre-planned truck routes and interstates designed for such heavy traffic
- Widen metculf for all the bike riders to make it safer.

Do you agree with the proposed improvement on the transportation framework map? What is missing? Be specific.

- Charging stations???
 - Yes!
- Keep intermodal traffic of surface rounds like 223rd, 215th etc.
- Yes. Dig the potholes out instead of filling them with loose gravel.
- NO THROUGH TRUCKS ON 223 & 215 & GARDNER DR S. OF 199TH
- Connecting of recreation destinations and places of interest by adding trails/accesss points to trails etc.
 - Yes!
- Lite rail to Lenexa for work
- The transportation plan should focus on the service and safety of those who live and pay taxes in the county. It should not be designed to serve multimodal and other outside concerns at the detriment of the residents.
- You are showing a proposed bikeway along Somerset Rd from approx. 379th down to the Miami State Fishing Lake. Currently Somerset Road is gravel from 381st down to 407th. This is the only way in and out of LaCygne when it floods. Before making a bikeway, that road needs to be paved to handle the amount of traffic during flood times. A gravel road that has had large amounts of rain and large amount of traffic becomes hazardous.
- Somerset Rd from 359th to 407th is shown as local or collector road, but this road is the only way in and out of LaCygne when it floods and is used as a thoroughfare (that is mostly gravel). The traffic going to the Miami St fishing lake also adds to the use on this gravel road.

Full Documentation of Responses - Public Open House #2 (Continued)

Natural Environment and Recreational Goals

General Natural Environment and Recreational Goals Commentary

- Protect Hillsdale Lake from commercial development
- Protect and enhance Osawatomie's ONLY source of water – the Marals de Cygne!
- Protect Osawatomie's water source.
- WAREHOUSES ARE THE WORST THING YOU CAN BUILD IF YOU WANT TO KEEP ANY TYPE OF NATURAL ENVIRONMENT. Don't do anything for recreation either.
- YES: 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, and 5.8
- Say "No" to money from Mid-America Regional Council
 - Except when they offer it. Then say yes, please and thank you.
- Apply for more MARC grants.
- Please continue to work with MARC.
- Sustainability matters everywhere!

Goal 5.8 Promote a safe and resilient community.

- Yes

Do the natural environment and recreational goals align with the desired future of the county? Is there anything missing from the goals? If so, please tell us.

- It seems a greater emphasis could be applied to specified watershed protection
- Gravel Roads causes a lot of erosion. Could be chip and seal?
- Have Hillsdale tested for industrial contaminants Not just agricultural
- Keep the semi's off 223rd and 215th , Keep the warehouses out of Miami county
- Protect Hillsdale lake from contaminants from industrial waste and run-off
- Chip and seal would be a very good improvement for our county.
- I don't see any places designated for horseback riding trails. These places are an attraction for both local horse owners, trail riding businesses, and possibly nation trail riding circuit races. Could we look into that as a separate designation from bike trails?
- Changing more agricultural land to concrete is not going to help habitat and the environment in this area. You are right- Hillsdale is a hidden gem and needs the support of the Miami County Commissioners to keep the surrounding property desirable for visitors and the environment.
- Again, all of these items are meaningless without proactive steps to prevent Edgerton from from pushing industrial development deeper into the Hillsdale watershed.
- How about a goal to use less energy instead of spending lots of money just using another source?
- These goals are great! But not definitely not attainable if you allow warehouse encroachment from the NW. The Hillsdale watershed would be greatly impacted not to mention the natural environment of the residents of unincorporated areas in that part of the county. We must find a way to protect!
- What is missing is how you protect the area susceptible to Edgerton annexation and commercial warehouses from spoiling our natural environmental and recreational area of Hillsdale Lake, a precious resource.

Do you agree with the proposed improvement on the natural resources and recreation map? What is missing? Be specific.

- Equestrian trail system
- Lacks definitions of what protecting the environment is. Current Ag techniques and tillage/ chemicals have reduced organic matter and topsoil – need to call it out and set goals
- MAKE SURE THE COUNTY COMMISSIONERS UNDERSTAND THE EFFECTS OF INDUSTRY ON THE ENVIRONMENT – THEY PROVED THEY DON'T AGREE.
- The metrogreen trail is nice but how realistic is it or any trail in the rural county
- More bike friendly streets and trails
 - Yes!
- CONSERVATION AND NO NORTH POINT!
- Connections between communities and the Katy to the Flint Hills!
- Protect our hidden gem from industrial pollution – no warehouses! Draining into Hillsdale Lake.
- Yes! Protect Osawatomie water source
- What is missing is how you protect the area susceptible to Edgerton annexation and commercial warehouses from spoiling our natural environmental and recreational area of Hillsdale Lake, a precious resource.

Full Documentation of Responses - Public Open House #2 (Continued)

What did we miss?

- Childcare
 - Yes
- Balance the budget better
- For transportation, no destroying of nature or anything that increases taxes too high too quickly.
- Without adequate childcare options, especially in South MiCo, we are going to continue to have workforce issues lack of new businesses, a hard time with housing, etc. You cannot have economic development.
- Embrace JOCO residents looking for a new chapter we have to grow to make it work
- Quit trying to be Johnson County
- We'll always be hick to JoCo! & I think that's great – and why we moved to a more rural and quieter environment. MiCo proud!
- Don't be Johnson County! GREAT JOBS!
- Hoping that MiCo commissioners actually take this year's comp plan seriously and vote the way their constituents want them to – not their personal preferences.
- Intentional inclusion of younger generations
- Golden is the only way to keep warehouses out!
- Intentional inclusion and outreach for kids, teens, young adults, emerging professionals – we have ideas, too.
- Protecting agriculture and having a growing/thriving community are not mutually exclusive.
- When the county commissioners denied "Golden" it proved to me that they are not taking this plan seriously & not listening to their constituents.
- Johnson County isn't the enemy – close mindedness is
 - Yes!
- Growth and development can happen alongside agricultural protections Both can be true and achieved.
- You missed representing the people who live in the NW section of the county who want protection from the inappropriate intermodal development so that they can continue to live their rural residential and agricultural lifestyle. Protect them and the wildlife in the Hillsdale Watershed and allow this area to grow into a natural habitat with boutique businesses that focus on ag, tourism, cottage industries, residential, etc. instead of leaving the door wide open for outside interest to come in and rape our land and destroy our community. You hold the power over our heads and it's your job to protect us. We should not have to fight with lawsuits to get your commissioners to do their job of protecting and upholding the comprehensive plan and the will of the residents. Politics over people is what is destroying America. HELP US!!!
- Economic development can be supported by creating smaller boutique ag type business such as Louisburg cider mill, tree farms, u-pick farms (which I see in Johnson and Douglas County but not here). Focusing on helping these smaller businesses get off the ground for a certain # of years would be useful.
- A system (which may be through the Miami County Economic Development) to promote itself in the KC Metro and regional Midwest area.
- This feels a bit like smoke and mirrors. A comprehensive plan discreetly notifying residents that you plan industrial growth in the northwest part of the county. Growth is inevitable, the type of growth should have resident opinion and involvement that is utilized in decision making.
- This draft is too heavily focused on discreetly setting the stage for industrial development. It lacks any growth initiatives that actually enhance the lives of current residents and the development that is already in place. The county and the comprehensive plan should serve county residents ONLY. It should not focus facilitating development that is detrimental to residents in exchange for vague future promises of tax revenue to the county. The current residents have provided the county's tax revenue for decades and the county government exists to serve those residents. The county is not a business and it's purpose is not to maximize revenue at the expense of those who live in it.
- This program is not user friendly or easy to read.

Full Documentation of Responses - Public Open House #2 (Continued)

- Since the comment area of the survey results is not working properly I will comment here. I don't know how much information from these comments the commission will listen to but here are my thoughts on the future plan. We built our house in Miami county because of the rural setting and to be away from the hustle and bustle of the city. Growth is inevitable but hopefully Miami county will be responsible and look at what the different areas want. Most do not want warehouses or factories that will bring more noise and pollution to their neighborhoods. How about looking at more parks or other activity areas for families? That should also bring more people to build in Miami county. Please listen to what the people really want. After all is said and done it should be "We the people" and not someone else deciding what we our lives should look like.
- An idea to think about is that after all the results from this open house come in and are finalized, is to have each commissioner invite the people in their district to come in for a meeting. Then they can discuss what the people want to do with the survey information. After discussion, people may come up with some good ideas that can help with the future vision for Miami County.. Please don't make the survey the end of gathering information.
- I, went to the open house in Paola, a while back. I'm concerned with the area of transportation. I, saw where on the map, that they/county might be interested in putting in walking paths thru our, or next to our property and other area's around the county. I, do not see it to be necessary. That should not be a priority of our county. we pay our property tax, buy our land, we like our privacy. We also like to hunt, on our property, and do not want to worry about people, trespassing, homeless camps, getting hurt on our property. We have walking paths in town/Paola, Miola Lake, Hillsdale Lake. We have just past the New Rec, commission for Paola, We also have Osawatomie, Rec Center. We, need to focus on our roads and bridges. THANK YOU FOR YOUR TIME!