



CITY OF HOLCOMB
KANSAS

COMPREHENSIVE PLAN

PREPARED BY:

OCHSNER HARE & HARE

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CHAPTER 1

INTRODUCTION

This Comprehensive Plan (Plan) for the City of Holcomb, Kansas, will serve as the official policy framework to guide present and future growth for the City. Long range in nature, the Plan is a source of direction and guidance toward a desired end. The Plan establishes the long term vision and goals for the City and will guide land use patterns and infrastructure improvements over the course of the next 20 years.

By establishing a long-term community vision and goals, the Plan helps to ensure community well-being and orderly physical development. A well planned development within a community can have a profound effect on the infrastructural capacity, physical land use pattern, community well-being, natural resources, and aesthetics. For this reason, the Plan addresses the following:

- Physical development;
- Guidelines for future land development, public infrastructure, and provision of essential services;
- Long term land use and infrastructure needs (2009-2029); and,
- Plan adaptation and revision to meet ongoing societal and community changes.

High-quality communities don't just happen. Careful planning, consideration, and consensus-building must occur in order to pursue and attain the type of environment that promotes desirable high-quality lifestyles. This can be accomplished by setting goals as a community and developing policies to achieve these goals. The overall vision and goals for the City of Holcomb are expressed in detail in this Plan.



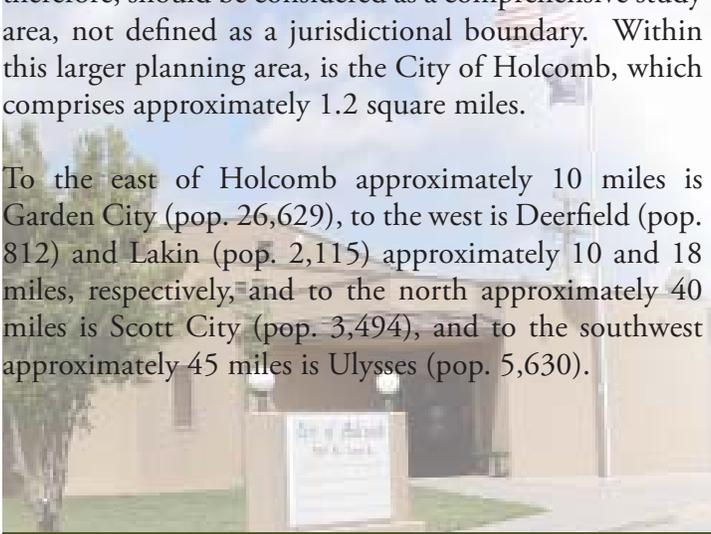
BACKGROUND TO THE PROCESS

The revision to the comprehensive plan was initiated by the Governing Body in response to those issues identified in the *Introduction* section. Through a selection process a planning committee consisting of the Mayor, City Administrator, School Superintendent, Economic Development, and other residents of Holcomb, selected Ochsner Hare & Hare, LLC to develop the new comprehensive plan. The process began in June, 2008, and was completed in July, 2009.

LOCATION AND REGIONAL SETTING

The City of Holcomb is located within Finney County in the southwest part of Kansas. Holcomb is a third class city. The planning area includes the City of Holcomb, Kansas, and the surrounding area within a three-mile radius. The planning area is bounded generally by 5-mile Road on the north, Anderson Road on the east, Crist Road on the south and County Road 3/Peterson on the west. The plan vicinity is illustrated on the following page. The planning area defines land areas that may affect the development of the City of Holcomb over time and, therefore, should be considered as a comprehensive study area, not defined as a jurisdictional boundary. Within this larger planning area, is the City of Holcomb, which comprises approximately 1.2 square miles.

To the east of Holcomb approximately 10 miles is Garden City (pop. 26,629), to the west is Deerfield (pop. 812) and Lakin (pop. 2,115) approximately 10 and 18 miles, respectively, and to the north approximately 40 miles is Scott City (pop. 3,494), and to the southwest approximately 45 miles is Ulysses (pop. 5,630).



LEGAL BASIS FOR PLANNING

The purpose and content of this comprehensive plan was prepared in accordance with Kansas Statutes, which authorize Cities and City Officers:

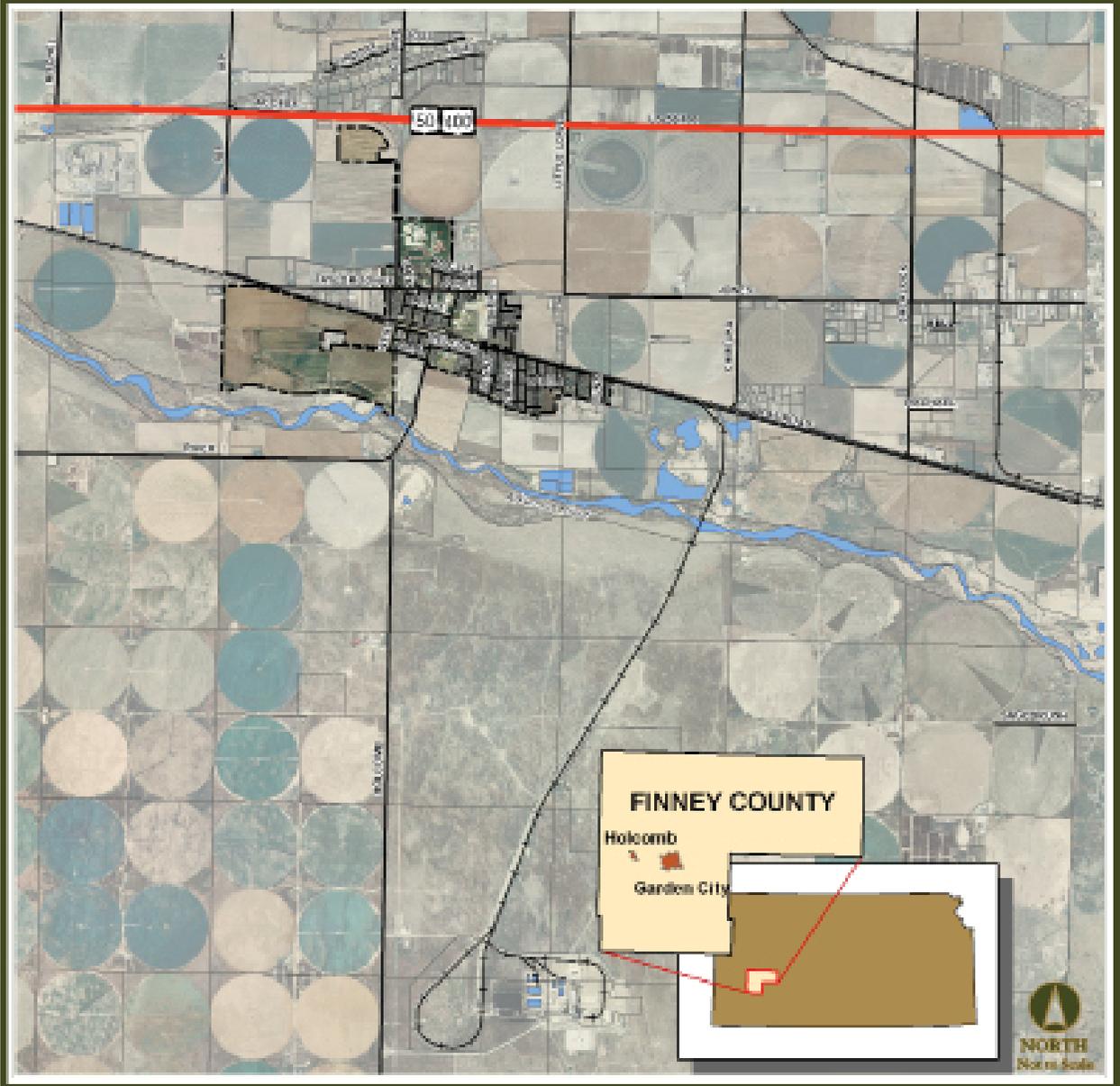
“to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the same county in which such city is located, which in the opinion of the planning commission, forms the total community of which the city is a part.” (K.S.A. 12-747 et seq.).

FUNDAMENTAL POLICY GUIDE

The policies for development are outlined in this document and in the Zoning Ordinance, Building Code, Subdivision Regulations, and other codes and ordinances relating to the basic and fundamental development policy of Holcomb. All other plans, codes and ordinances, and amendments, shall be in conformity with the intent of policies both explicitly and implicitly expressed in the Comprehensive Plan. It is intended that studies, public hearings, and official changes in the Comprehensive Plan be completed before the Planning Commission reviews and recommends action to the Council on plans, ordinances, and amendments which cause Plan changes to be initiated.

The plans for the use of land are set forth on page 2.2, Future Land Use Plan; for transportation networks on page 2.7, Transportation Plan; and, the public facilities are on page 2.11, Public Facilities Plan. All of the written material contained in the Comprehensive Plan shall be considered as a further explanation and definition of the material identified on these maps.

VICINITY MAP



Legend

-  Holcomb Limits
-  U.S. 50/400 Hwy
-  Water Body

REVIEW OF PLANS AND POLICIES

The plans and policies expressed herein shall be reviewed annually by the Planning Commission. The commission shall ensure the goals continue to support the desires and direction of the community. The supporting documentation should also be reviewed to have an understanding of the changes that may affect the physical environment, as well as the plans and policies. The Planning Commission shall file a report with the City Council of their findings including recommended changes in the Comprehensive Plan.

PLANNING PROCESS

The planning and landscape architecture firm of Ochsner Hare & Hare led the planning team. Wilson & Company, Engineers and Architects, conducted the transportation studies. Both firms are located in Kansas City, Missouri.

The planning process was initiated with a planning session with city staff and the plan committee. The session offered initial guidance on issues that should be addressed in the plan. Early priorities that emerged were:

- the need for additional commercial and industrial development within the community;
- ensuring safety along Main Street, particularly at the intersection of the railroad tracks;
- addressing a housing shortage, primarily for seniors, medium income and workforce;
- maintaining growth that ensures quality community services and fully utilized school buildings; and,
- maximizing the new highway interchange to the greatest benefit of the community.

PUBLIC INVOLVEMENT

The public process for this plan was led by a City-appointed representative committee. The committee worked with the planning team and City staff to conduct a cross-section of surveys and interviews to determine issues of greatest concern to Holcomb residents. Communication with the plan committee, collectively and individually; Council members; interested citizens and staff continued throughout the project. Plan committee members helped actively with data gathering and input on issues and ideas.



Individual and group interviews and surveys were conducted to gauge community support for priorities suggested initially and invite comment on other strengths and weaknesses of the community. These activities produced overwhelming support for additional industries and housing choice. There also was strong support for the general revitalization and beautification of Main Street and the entry “gateways” that introduce motorists to the City. City services, in general, received a good rating with enforcement of property maintenance receiving the lowest rating.



The following activities were undertaken by the planning team:

- **Introductory meeting with staff, committee, appointed leadership, elected leadership**
- **Kickoff meeting to ascertain strengths, weaknesses, opportunities**
- **Individual and group interviews**
- **Surveys distributed, mailed, available at City Hall and business locations**
- **Meeting with large property owners**
- **Random phone survey of residents**
- **Committee meeting to review vision, goals, preliminary findings**
- **Open House to gather additional public input, report progress to date**
- **Additional meetings with Kansas Department of Transportation, Finney County, BNSF rail officials, follow up with FEMA**
- **Committee meeting by conference call to discuss final direction of the plan**
- **Open House to introduce the draft plan**
- **Presentation to the Holcomb Planning Commission for adoption**
- **Presentation to the Holcomb City Council**

In summary, residents voiced support for more amenities, such as variety in commercial establishments, including a grocery store and restaurants. Additional industry was strongly favored. Residents also favored community improvements that include demolition of the deteriorating alfalfa mill, beautification of the City's gateways, cleaner streets and alleys and a safer Main Street with diminished truck traffic and reduced traffic blockage at the rail crossing. Reduced property taxes and utilities were mentioned as changes that would attract

more residents to Holcomb. Utility services - water, gas, electricity - were rated good to excellent, while street, alley and property maintenance were rated fair to poor. Housing choice is a pervasive community issue.

VISION AND GOALS

To help guide the community and the planning process, the planning committee approved a vision statement for the community. The following vision statement provides a direction for the future of Holcomb as it relates to current issues, outside impacts, growth, development and the quality of life for Holcomb.

Vision Statement and Goals

The residents of Holcomb, KS, through the plan's public involvement activities, including a series of visioning sessions, individual and group interviews, meetings, workshops and surveys distributed by mail and throughout the City, identified values, strengths weaknesses and aspirations for the future that should be addressed in the City's comprehensive plan.

The following vision statement and goals have guided the residents and the planning team in preparation of this plan.

Holcomb Vision

Holcomb will be the community of choice in southwest Kansas, offering highly desirable neighborhoods, superior schools and public facilities and viable commercial and industrial centers. Holcomb will achieve balanced, stable and steady growth; provide adequate and reliable public services and maintain a safe, efficient transportation system. Holcomb will accomplish its vision with a sensitive balance between growth and preservation of rural, small-town character.

The vision reflects the City's commitment to the creation of a community with a high standard of living and quality of life. To support this vision a set of goals was developed for the seven key planning areas specific to Holcomb. These goals are as follows:

Transportation Goal

To create a transportation system that is safe, efficient and aesthetically pleasing, while providing increased opportunity for vehicular, pedestrian and bicycle travel and connectivity.

Infrastructure and Utilities Goal

To maintain existing infrastructure and utilities while developing adequate infrastructure and utilities to accommodate future growth.

Economic Development Goal

Maximize neighborhood, education and transportation assets to attract new business and industry, utilizing regional resources and leadership. Develop a broad tax base for economic stability through retention, expansion and recruitment of commerce and industry providing stable employment opportunities in the community.

Public Facilities Goal

Maintain high quality public facilities and incorporate amenities into future neighborhood development and revitalization. Maximize use of community facilities as centers of community spirit and pride.

Housing Goal

Maintain high quality neighborhoods with a full range of housing choice, including owner occupied and rental properties, while ensuring existing housing is well maintained.

Growth Goal

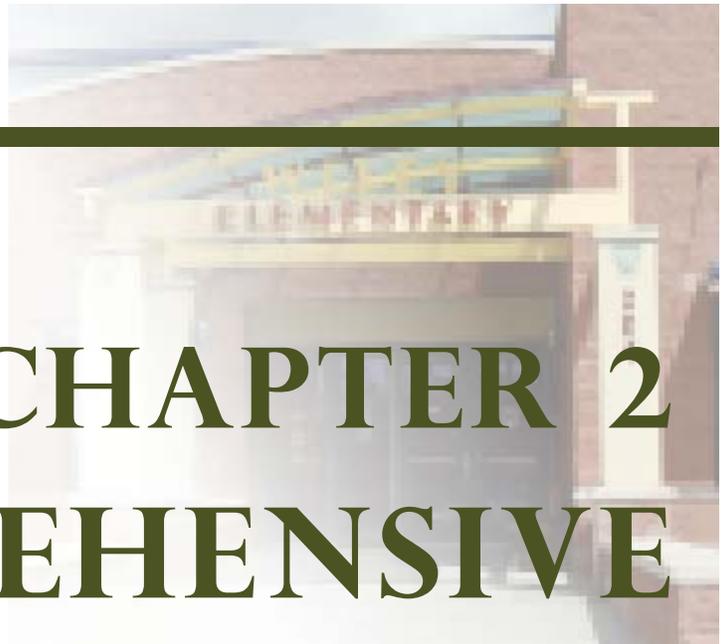
Maximize opportunities for annexation that facilitate economic and residential growth while ensuring the development of public services and facilities is orderly and responsible.

Land Use Goal

Maintain a balanced land use that addresses needs for a quality lifestyle, especially balancing residential, public and commercial uses that ensure a stable social and economic future for Holcomb residents.

CHAPTER SUMMARY

This chapter provided a review to the comprehensive plan process. Guided by the vision statement, community history, public input, key planning principles, and the desire to build a stronger community, Holcomb is seeking to take greater control of its destiny by creating a future within its limited resources base using sound planning principles and effective leadership.



CHAPTER 2

COMPREHENSIVE

PLAN

INTRODUCTION

The comprehensive plan is an analysis of the existing conditions and future projections for a community. This analysis has been completed as a part of the plan and is found in the Appendix A of this document. The Factors Affecting Development have been carefully considered through the development of this plan and the recommendations within the plan.

This plan consists of three basic elements: the Land Use Plan, the Transportation Plan and the Public Facilities Plan. Each of these plans will be discussed in the following pages.

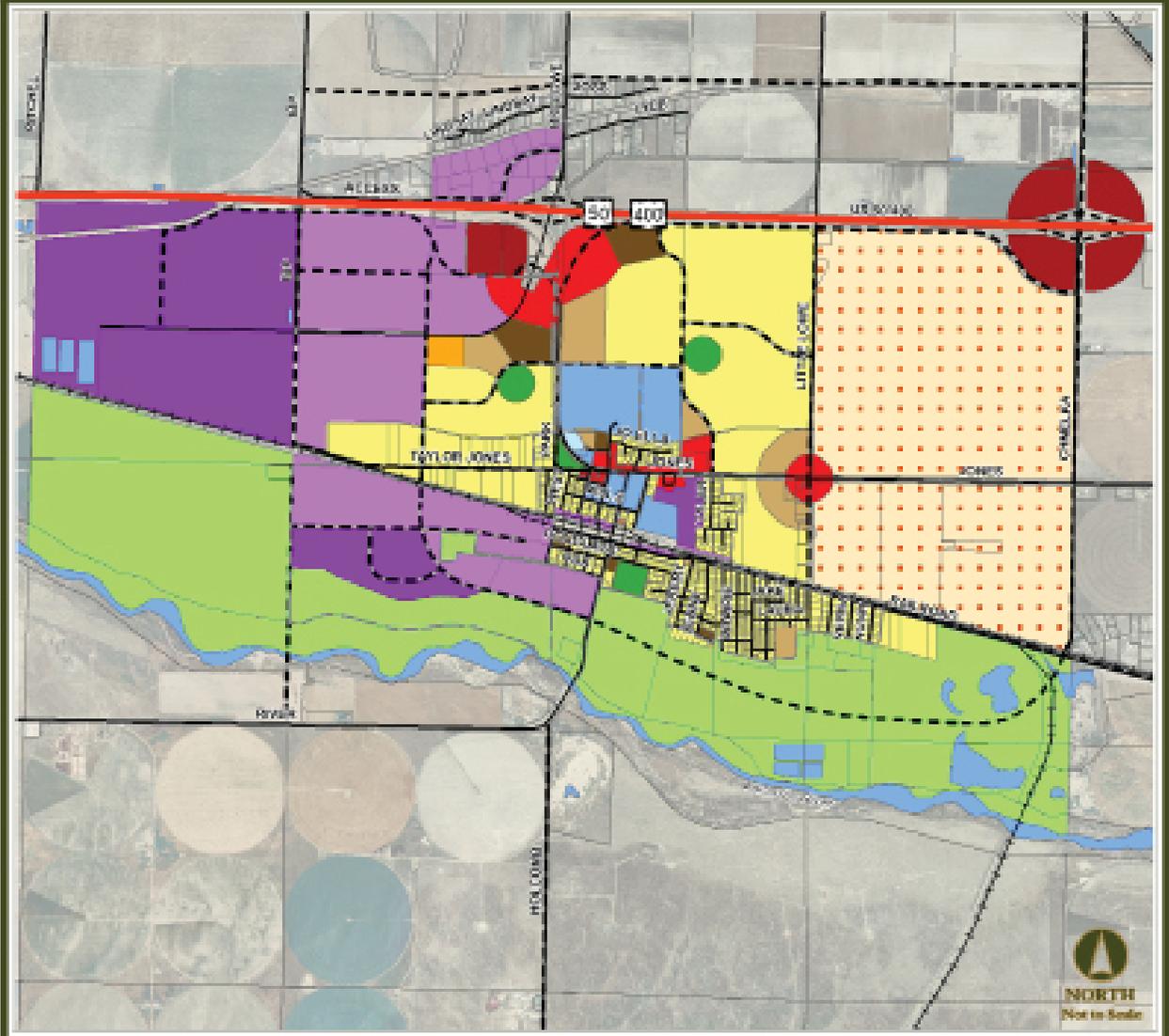
- Continued strong leadership in the community to guide the community to meet the vision;
- Pursuit of financial participation from state and federal resources for vital public improvements;
- Review and amendment of existing ordinances to allow for a more competitive development environment;
- Coordination of economic development efforts to market Holcomb as an alternative choice for living and conducting business;
- Continue providing quality education and state of the art school facilities; and,
- Develop pride through community beautification efforts.

LAND USE PLAN

The land use plan is intended to provide the official policies for the physical development of a community. The goal for Holcomb's future land use is to achieve a healthy balance of land uses that appropriately accommodates and ensures a stable social and economic future for Holcomb. Key factors that will affect the future development and growth of the community include:

The future land use plan on the following page graphically represents Holcomb's physical development plan for the future. This map is a conceptual layout of approximate locations for each land use area, in addition to the recommended physical direction for growth and annexation.

FUTURE LAND USE PLAN



Legend

	Holcomb Limits		Low Density		Highway Commercial
	U.S. 50/400 Hwy		Medium Density		Institutional
	Agriculture		High Density		Public
	Park		Office		Light Industry
	Future Growth Area		Commercial		Heavy Industry

RELATION TO ZONING REGULATIONS

Land use classifications, as used on the land use plan and found on the land use map, are general descriptions which relate to more detailed zoning classifications. Classifications are used to allow for more flexibility for interpretation of the plan over time. When development, redevelopment or rehabilitation of land or buildings occurs in the community, then the use should adhere to the new land use plan. The following is the list of land use classifications used in this plan.

Land Use Classifications

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Office
- Commercial
- Highway Commercial
- Light Industrial
- Heavy Industrial
- Public
- Institutional
- Park
- Future Growth Area

The Comprehensive Plan utilizes these Land Use Classifications as a general policy guide for future development in the City. The following Land Use Classification Table lists the Land Use Classifications in the right-hand column. Current zoning districts are listed in the left-hand column and correspond to the Land Use Classifications.

Table 1 – Comparison of Holcomb Zoning and Land Use

Holcomb Zones		Land Use Classification(s)
R-1	Single Family	Low Density Single Family
R-2	Single Family	Low Density Single Family
R-2	Single Family	Medium Density Residential
R-3	Limited Multiple Family Dwelling District	
R-4	Multiple Family Dwelling District	High Density Residential
M-H-P	Mobile Home Park	High Density Residential
C-0	Office and Service Business	General Commercial
C-1	Neighborhood Shopping District	
C-2	General Commercial	
C-3	Central Business	
C-2	General Commercial	Highway Commercial
C-4	Highway Commercial (Proposed new category)	
I-1	Light Industrial	Light Industrial
I-2	Medium Industrial	
I-3	Heavy Industrial	Heavy Industrial
P-F	Public Facilities District	Public, Quasi-Public and Public Open Space
AG	Agriculture	Agriculture

The existing zoning was analyzed and considered through the development of the land use plan and is provided in Appendix B of this plan.

This cross referencing of classifications and districts provides the necessary guidance for the user to understand what is considered the appropriate zoning category. The only classification that does not correlate with a zoning category is the Future Growth Area. This category indicates a specific area that is appropriate for growth following the other areas of development, but it is not advised to begin developing these areas immediately. By identifying this area as the future growth area, the community, property owners and the County have an understanding of the City's future intent, but by waiting to develop these areas later the community is ensuring development in a more sustainable and balanced manner.

GOALS AND RECOMMENDATIONS

To achieve the desired quality of life within Holcomb, goals were set to guide the development of the land use plan, transportation plan and public facilities plan. Other goals developed through the visioning process include housing, growth management, infrastructure and utilities, and economic development. The goals are outlined in the following pages. To accomplish these goals, recommendations have been outlined based on the factors affecting development, found in Appendix A, as well as through public input and general observation.

Land Use Goal

Maintain a balanced land use that addresses needs for a quality lifestyle, especially balancing residential, public and commercial uses that ensure a stable social and economic future for Holcomb residents.

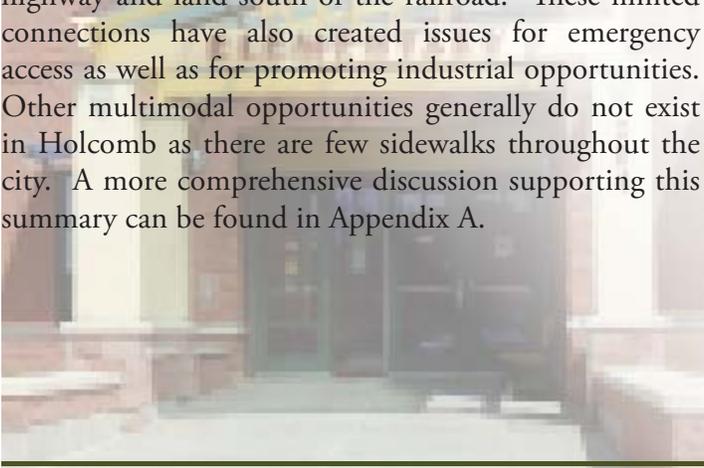
Recommendations:

- Ensure, through proper planning and land use controls, that future land development within Holcomb follows a pattern that enhances the overall image of the community and the quality of life.
 - Review and update the Zoning Regulations to conform to new land use standards as they are developed.
 - Amend R-2 zoning category to allow for duplexes.
 - Add a highway commercial zoning category or revise the C-2, General Commercial District, to allow travel centers via conditional use permit.
 - Reevaluate uses in all categories and determine whether all categories are needed, or should be expanded.
 - A minimum acreage for uses other than farming activities in the Agriculture land use category should be set, protecting land for future development.
- Create a core for the community by developing a central business district along Jones Avenue.
 - Encourage small business development within the district.
 - Develop a sense of place through streetscape, welcome signs and banners or flags.
 - Create community pride through festivals and annual events unique to Holcomb.
- Conduct a comprehensive study regarding future water resource.
 - Work with the Kansas Division of Water Resources to develop a 50 year plan to ensure water resources for the residents and businesses of the community.

- Continue civic pride and sense of community through active land use planning and promotion of quality development.
 - The Comprehensive Plan should be reviewed every year by the Comprehensive Plan Committee with major updates every five years.
 - Review and evaluation of land use decisions should include key stakeholders, e.g. school district.
- Preserve and enhance the uniqueness of the area.
 - Protect the natural beauty of the area – floodplain, farm land, woodlands, natural habitats, and vistas.
 - Encourage development styles that take advantage of the area’s natural beauty to enhance the quality of the development and the natural environment.

Transportation

The design of Holcomb’s transportation system is based on a traditional grid pattern, consisting of wide streets, cul-de-sacs and alleys. The network has little variation to define roadway hierarchy or functional classification. The grid system was dictated early by the railroad layout. Development in Holcomb occurred on both sides of the railroad causing access issues with one primary crossing located on Main Street. Mobility connections throughout the community are limited, specifically between the highway and land south of the railroad. These limited connections have also created issues for emergency access as well as for promoting industrial opportunities. Other multimodal opportunities generally do not exist in Holcomb as there are few sidewalks throughout the city. A more comprehensive discussion supporting this summary can be found in Appendix A.



Transportation Goal

To create a transportation system that is safe, efficient and aesthetically pleasing, while providing increased opportunity for vehicular, pedestrian and bicycle travel and connectivity.

Recommendations:

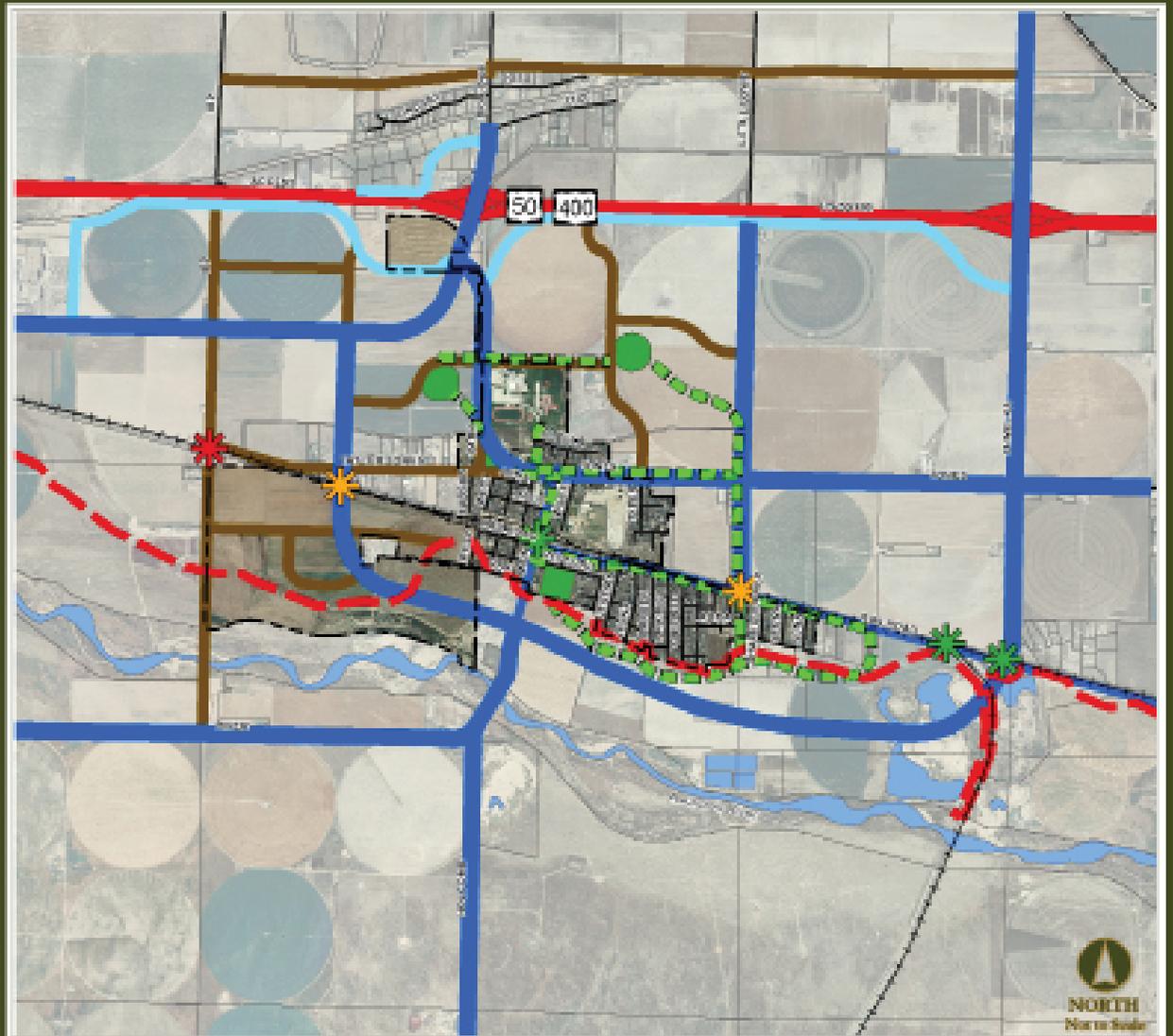
- Promote safe and efficient access between major points of interest.
 - Construct a second access across the railroad to allow for better emergency access.
 - Reduce Main Street thru-traffic and truck traffic between the elementary schools.
 - Develop trails and sidewalks for pedestrian access to the schools, parks, and retail centers.
 - Build an alternate route to facilitate safer truck mobility, promote economic development opportunities and enhance motorist and bicyclist/pedestrian safety between Highway 50 and Holcomb Road.
- Balance transportation needs with land use and development choices.
 - Develop a functional classification system that meets the community needs while coordinating with the Future Land Use Plan
 - Lessen width requirements for residential streets.
 - Require sidewalks on all residential, collector and arterial streets.
 - Eliminate the need for alleys.
 - Conduct a feasibility study for curb-side trash and garbage pick-up.
- Maximize the community’s transportation infrastructure investment.
 - Provide cross access opportunities between

adjacent commercial properties.

- Minimize the number of driveways on arterial and collector streets.
- Maintain a hierarchy of streets and design based on the anticipated traffic mix and volume.
- Fully understand the traffic related impacts of each new development.
- Develop multi-modal transportation opportunities.
 - Work with Garden City to operate a fixed route or demand-based senior/transit dependent bus between Holcomb and local clinics or other key destinations.
 - Promote bicycle and pedestrian mobility through design treatments by enhancing connectivity through and between developments and providing bicycle parking at community and retail establishments.
 - Promote shared commercial driveways between multiple commercial establishments to reduce



TRANSPORTATION MAP



Legend

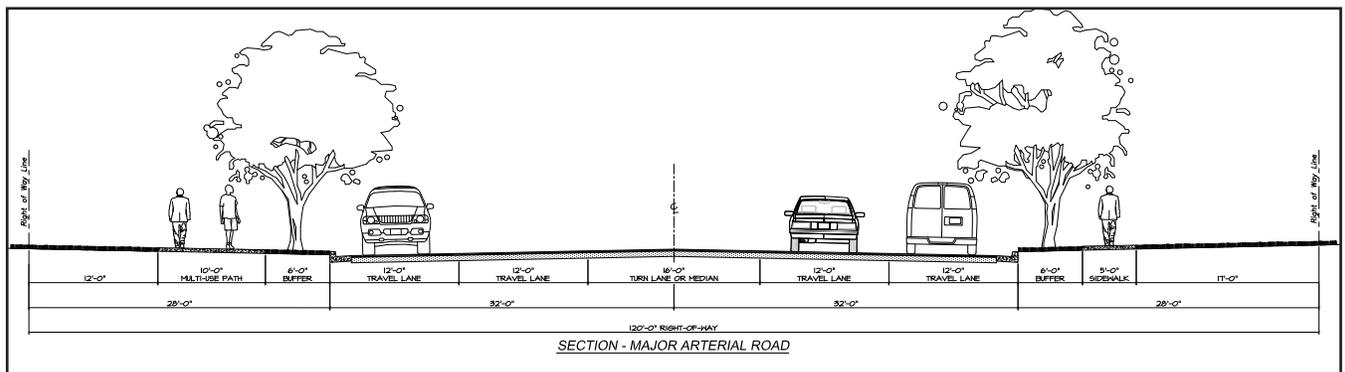
 Holcomb Limits	Road Type	At Grade Crossing
 Park	 Frontage	 Existing
 Trails	 Collector	 Proposed
 Rail	 Minor Arterial	 Future Removal
 100 Year Floodplain	 Major Arterial	
 U.S. 50/400 Hwy	 Interchange	

the number of driveway conflicts and improve pedestrian and bicyclist safety.

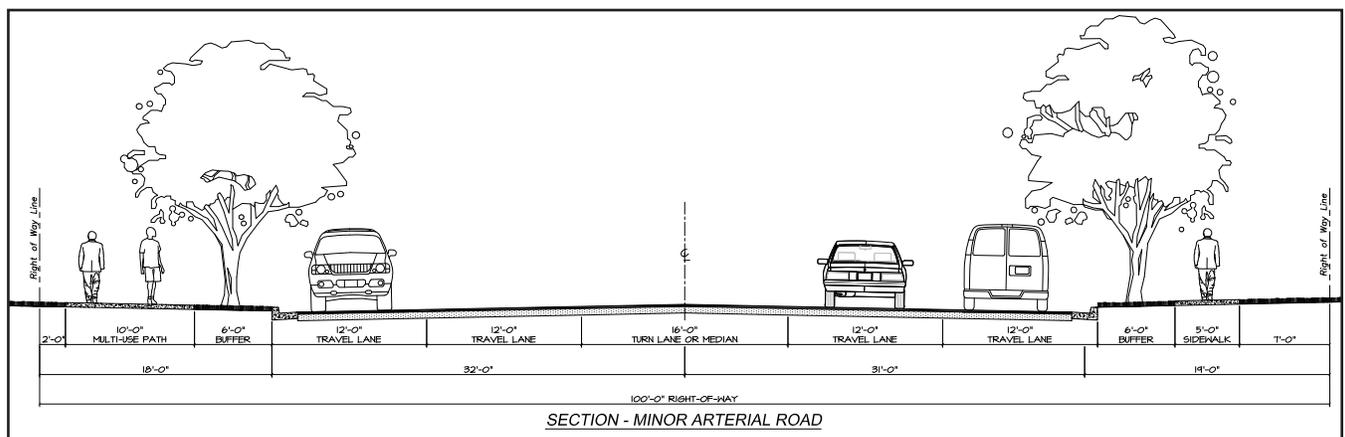
Street Classifications recommendations

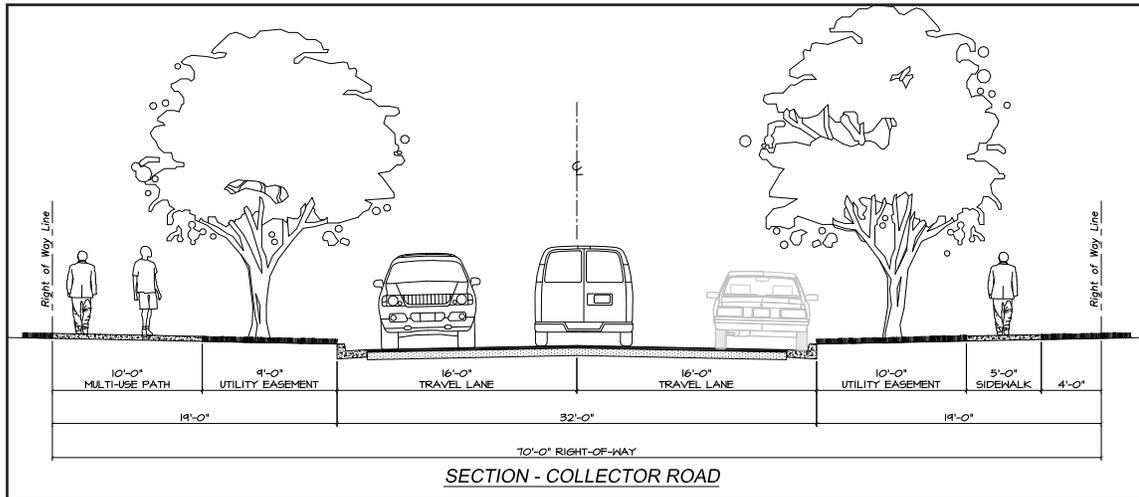
The transportation plan on the previous page has been designed in coordination with the future land use plan. It is the recommendation of this plan to adopt the following functional classification of streets as described below and the designation of streets by functional classification as reflected in the transportation plan.

- **Major Arterial:** This facility serves regional circulation needs. It moves traffic at moderate speeds, while providing limited access to adjacent land. Access is controlled through raised medians and through spacing and location of driveways and intersections. In the Study Area, a Major Arterial is a two- or four-lane State highway.

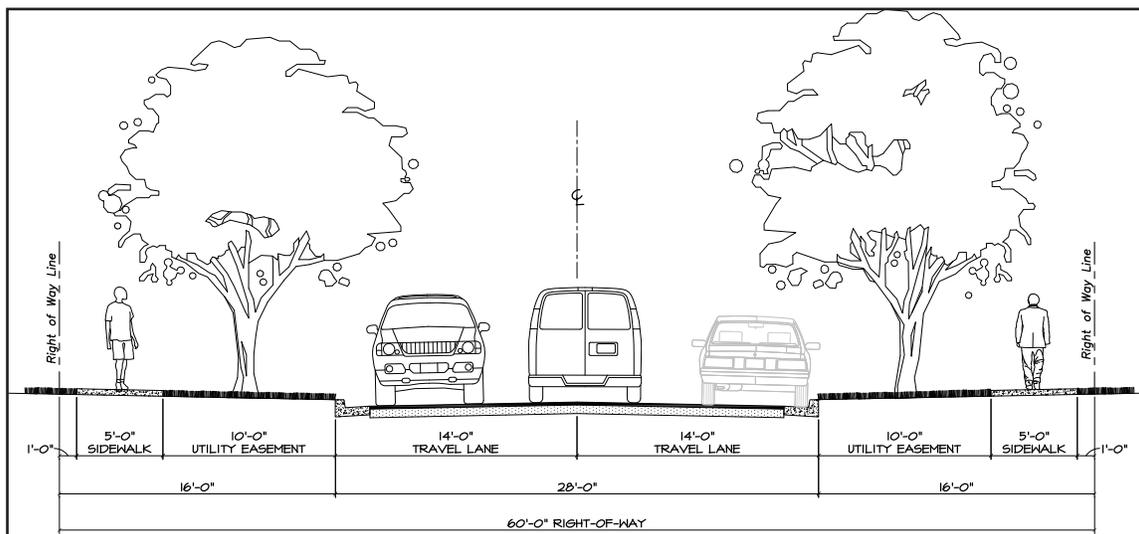


- **Minor Arterial:** The primary purpose of the Minor Arterial is to serve regional/sub regional traffic circulation needs by moving traffic at moderate speeds, while providing limited access to adjacent land. Typically, a Minor Arterial generally is a four lane highway, although this facility also can be a two-lane roadway.





- **Collector:** This facility serves shorter trips within the City, generally less than one mile. A Collector primarily functions to collect and distribute traffic between key traffic generators, local streets, and arterial streets. Collectors facilitate direct access to fronting properties.



- **Local:** This facility provides local access, primarily to residential land uses.

Public Facilities

The existing public facilities in Holcomb are of adequate size and are in good repair. As Holcomb grows, additional public facilities such as parks and emergency facilities will be necessary.



- Consider providing a small storefront branch library or book exchange center.
- Promote a higher quality of life for the residents of Holcomb.
 - Obtain land for future parks as property is developed within the city, whether through donation or purchase.
 - Develop trails in the floodplain and connections between parks and public facilities within the community.
 - Work with Garden City and Finney County to develop a regional trail system.
 - Recreation Commission fund and acquire land for future identified park land.

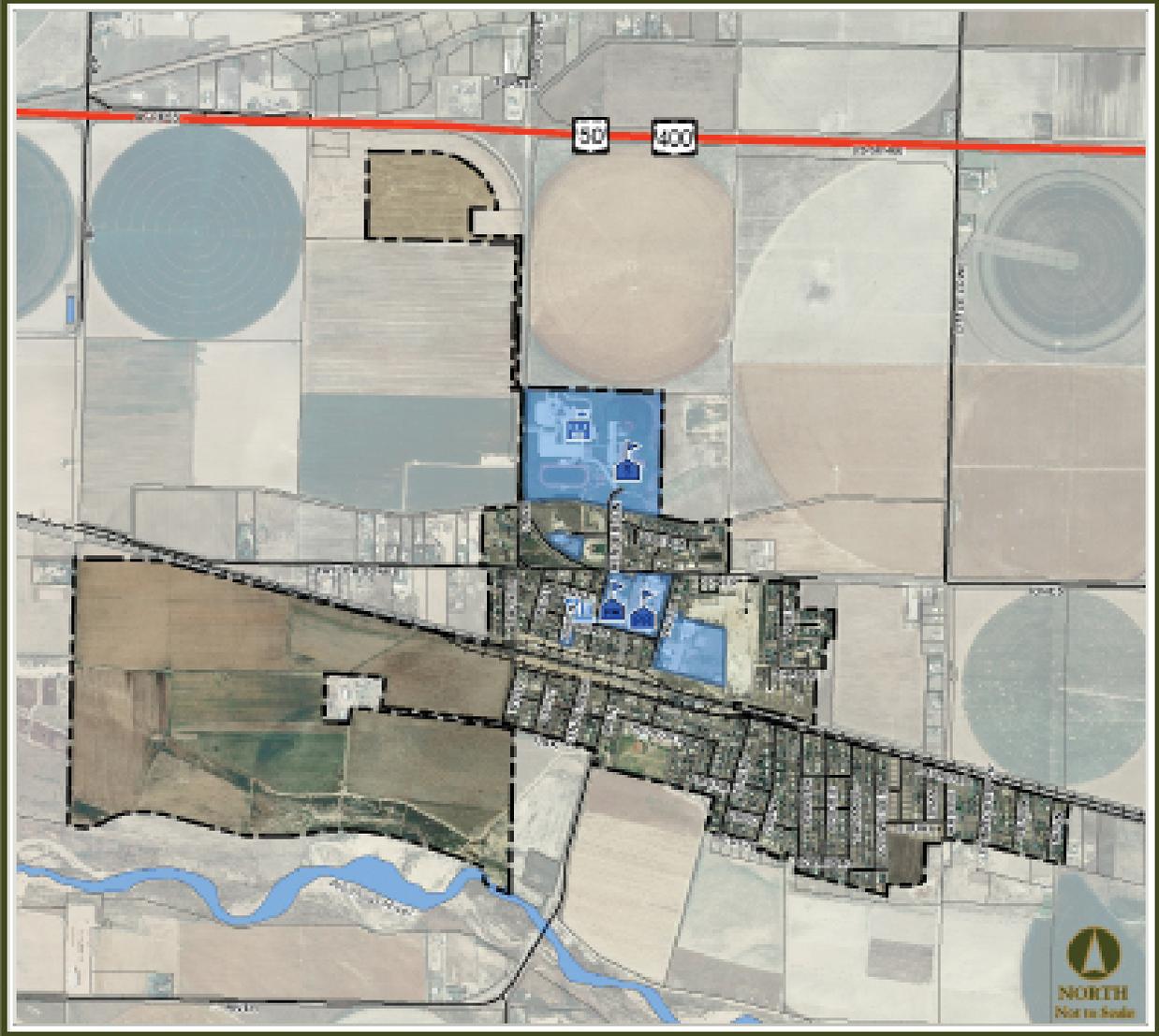
Public Facilities Goal

Maintain high quality public facilities and incorporate amenities into future neighborhood development and revitalization. Maximize use of community facilities as centers of community spirit and pride.

Recommendations:

- Evaluation of public facilities should continue annually.
 - An additional fire station should be considered for south of the railroad tracks in the event a new crossing is not provided allowing for emergency access when Main Street is closed due to train activity.
 - Consideration should be given to developing a cemetery for Holcomb.

PUBLIC FACILITIES



Legend

-  Holcomb Limits
 -  U.S. 50/400 Hwy
- | Public Facilities | | Land Use |
|---|---|--|
|  Elementary School |  High School |  Public |
|  Middle School |  City Hall | |

Housing

The current residential offerings in Holcomb consist primarily of single family homes, with a small sampling of attached multifamily housing. The majority of the housing has been constructed in the last 40 years, with a maximum of 9 dwelling units per year under construction in recent times. The quality of homes in Holcomb generally is stable with two mobile home parks containing units needing significant repair. The neighborhoods generally follow traditional subdivision design and lack identity. To develop the following recommendations a more detailed evaluation of the current housing conditions was conducted and is outlined in Appendix A of this plan.

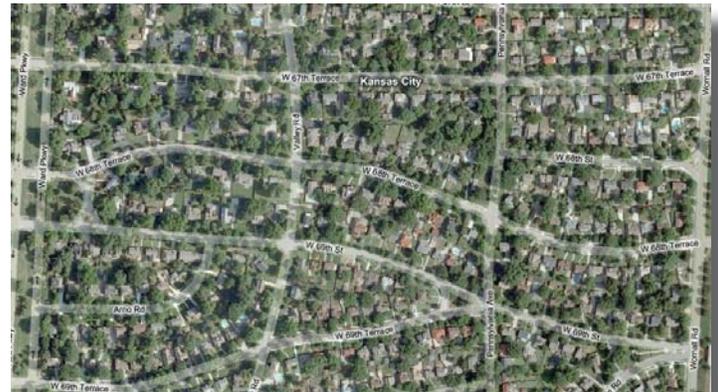


Housing Goal

Maintain high quality neighborhoods with a full range of housing choice, including owner occupied and rental properties, while ensuring existing housing is well maintained.

Recommendations:

- Promote quality neighborhood development.
 - Review and amend current development codes to require narrower residential streets.



- Promote the development of a “lazy grid” neighborhood design.
- Create a focal point in the neighborhoods such as a park green space, public gathering or social center.
- Use connections through trails and sidewalks to connect existing neighborhoods, commercial centers and public uses with new development.
- Encourage neighborhood identity through common streetscape, street trees or individual landscape treatments.
- Balance housing choices with economic development efforts.
 - Cluster higher density housing developments near commercial nodes to allow for ease of access to amenities.
 - Support high quality developments that offer a variety of residential choices, including market rate rental and ownership options.

- Promote development of senior housing including assisted living and nursing home facilities.
- Introduce more workforce housing to meet existing need and support future industrial development.
- Maximize the use of Kansas incentives to add affordable housing or support rehabilitation of dilapidated housing.
- Develop incentives package for school teachers to live within the community.
- Promote the maintenance of existing housing as well as quality construction of new housing.
 - Utilize the property maintenance code to clean up existing maintenance violations within the City.
 - Develop a paint program to assist those with low income.
 - Establish reoccurring bi-annual clean up days for yards and alleys – enlist help from churches, high school students or scout troops to help elderly or disabled bulky item clean up.
 - Find ways to reduce construction costs and consider the hiring of a Holcomb inspector, for new development and property maintenance.

Growth Management

Historically Holcomb grew based on outside factors, including the railroad, river and large industry. With the development of this plan, Holcomb residents will be empowered to make good decisions for their community and most importantly make sure that the decisions of today support the vision for tomorrow.

Growth Goal

Maximize opportunities for annexation that facilitate economic and residential growth while ensuring the development of public services and facilities is orderly and responsible.

Recommendations:

- Balance conservation of agricultural resources with new development and annexation.
 - New development should occur in designated areas only.
 - The growth management area should be maintained for future growth following the development of areas identified for development.
 - Development should occur in a methodical manner maintaining sections of land for continued farming operations until it is necessary for development.
- Annexation should occur in an orderly fashion to provide opportunities for development within the community.
 - Key areas for annexation should include:
 - 50 Highway and Jones - new interchange;
 - Property north of the high school and south of Highway 50;
 - Property along Taylor Jones Road; and,
 - Property between Taylor Jones Road and Highway 50 (one half mile west of Jones Road).

Infrastructure and Utilities

The infrastructure of the City includes City-owned roads, sanitary sewers, storm sewers and water supply which the City must operate, maintain and expand to meet growth demands. Holcomb has the capacity for additional development based on wastewater, water and land, with the most important factor being availability of water. The extent to which the City is able to offer well-maintained and adequate infrastructure influences quality of life for existing and new residents and determines its economic “quality of life” for existing and future commercial and industrial development.

Maintenance or addition of infrastructure is one of the City’s largest annual investments. More than any other element of the comprehensive plan, the capital improvements budget sets the priorities for realizing the City’s future. Assignment of responsibility for developing infrastructure priorities should go to an appointed committee of City and County staff, technical advisors and citizens to ensure that funding can address needs on an annual basis.

Infrastructure and Utilities Goal

To maintain existing infrastructure and utilities while developing adequate infrastructure and utilities to accommodate future growth.

Recommendations:

- Balance the maintenance of existing infrastructure with the future needs of the community.
 - Continue to identify and fund a list of projects within a Capital Improvements Program.
 - Maintain and improve existing streets, including paving, curb and gutter.

- Promote safety and community connectivity through new infrastructure improvements.
 - Adopt the roadway classification system, allowing for street hierarchy.
 - Work with Finney County and Wind River to eliminate the railroad crossing east of Garden City and add a new access point near Little Lowe Road and Railroad Road.
 - Work with Sunflower to install an automatic switch at Railroad Road and the Sunflower spur.
 - Relocate the single use railroad crossing at the end of Taylor Jones Road (also known as IBP Road) to the east for industrial access and as an alternate connector to Holcomb Road.
 - Develop the west connection to promote the industrial uses near the railroad and to allow truck traffic relief for Main Street.

Economic Development

Holcomb has been somewhat of a bedroom community to Garden City in recent years. The community has only a few convenience retail businesses, but the potential for many more. The industrial business in the community has been stable with the desire to increase and build on this existing business. Areas such as medical and office tenants are non-existent in the community. To determine Holcomb’s position in the market place, an analysis was conducted based on pull factors, existing commercial offerings, existing population and income, as well as potential development associated with the new interchange (See Appendix A for further detail). Through this analysis, it was determined that Holcomb has many assets which will help to draw new business and industry.

Economic Development Goal

Maximize neighborhood, education and transportation assets to attract new business and industry, utilizing regional resources and leadership. Develop a broad tax base for economic stability through retention, expansion and recruitment of commerce and industry providing stable employment opportunities in the community.

- Form committees for outbound recruitment and inbound welcoming.
- Consider adult education distance learning at high school to improve educational level and technical skills.
- Develop an e-news list to announce incentives, new development or recruit businesses that would potentially locate or relocate in Holcomb.

Recommendations:

- Promote new light and heavy industrial uses balanced with retail and office.
 - Pursue industrial uses to the south and west.
 - Establish adequate infrastructure for industrial sites.
 - Develop materials to market new industrial sites, including a new website.
- Target service/retail relevant to the new interchange, services to Sunflower and Tyson, senior citizen clinics and a pharmacy.
 - Attract a branch health care clinic that is open at least two days a week.
 - Pursue a travel center, free standing, or within a new truck wash and restaurant combination center.
 - Attract tourist attendance at local events via a kiosk or tourist stop at the interchange free standing or in travel center.
- Increase cooperation with Finney County and Garden City Chamber - Economic Development Corporation, specifically promoting regionally.
- Develop an incentive and marketing package from Holcomb and other co-op incentive packages with Finney County/Kansas.



CHAPTER 3

IMPLEMENTATION PLAN

The residents of Holcomb, Kansas, have, through a number of open meetings and communications, expressed their vision for the future of their community. This comprehensive plan reflects that vision and provides the basis for policy decisions that will achieve it. It is the responsibility of government to take the lead in realizing the recommendations of this plan. Achieving the envisioned results often requires cooperation or partnership with other governments, agencies or organizations. This chapter offers guidance on responsible parties and timing to assist the City of Holcomb in realizing the plan.

It is recommended that the City assign responsibility for monitoring progress of the plan to a body of citizens—an appointed committee or the Planning Commission. As a part of the monitoring process, the plan shall be reviewed annually as required by Kansas statutes.

ADOPTION INITIATES THE IMPLEMENTATION PROCESS

Plan implementation begins with adoption by the area-wide Planning Commission in accordance with Kansas

Statute. Formal notification of the public hearing required for adoption of the plan by the Planning Commission must be published in the newspaper of record for the City at least 20 days prior to the hearing. The plan requires adoption by the majority of all members of the Planning Commission. The plan shall not be in effect until its approval by ordinance of the governing body, which may approve the plan as adopted by the Planning Commission. The governing body may override the Planning Commission recommendation for adoption by a 2/3 majority vote or may return the plan to the Planning Commission for further consideration, accompanied by a statement specifying the basis for the governing body's failure to approve or disapprove the plan. The Planning Commission may submit new recommendations or resubmit the original recommendation. If the Planning Commission fails to deliver its recommendations to the governing body following the Planning Commission's next regular meeting after receipt of the governing body's report, the governing body shall consider such course of inaction on the part of the Planning Commission as a resubmission of the original recommendations and proceed accordingly. The comprehensive plan and any amendments thereto shall become effective upon publication of the respective adopting ordinance or

resolution.

REVISION OF CODES AND ORDINANCES

Upon approval of the comprehensive plan, the City of Holcomb must review existing plans, codes, ordinances and standards for compliance with the comprehensive plan now in effect. The zoning ordinance is the primary tool for implementing the land use plan and will require the City's immediate attention.

CAPITAL IMPROVEMENTS PROGRAM

The City's Capital Improvements Plan implements the plan vision by establishing immediate and long term physical improvements. More than any other City document, the Capital Improvements Plan carries out the vision of the City. The Capital Improvements Plan should be developed with long-term projections of at least 10 years and should be implemented and reviewed annually. The Capital Improvements Plan allows the City to provide adequate funding mechanisms that ensure the desired improvements are made.

ANNEXATION

Codes and ordinances adopted by the city are only able to guide the development that takes place within the city limits. As growth occurs outside the city boundary, it becomes increasingly necessary to identify and provide areas of land which receive city services and are of sufficient size to provide space for the residential, commercial, and industrial growth. The city must look beyond the city limits when planning the most appropriate land uses for the community.

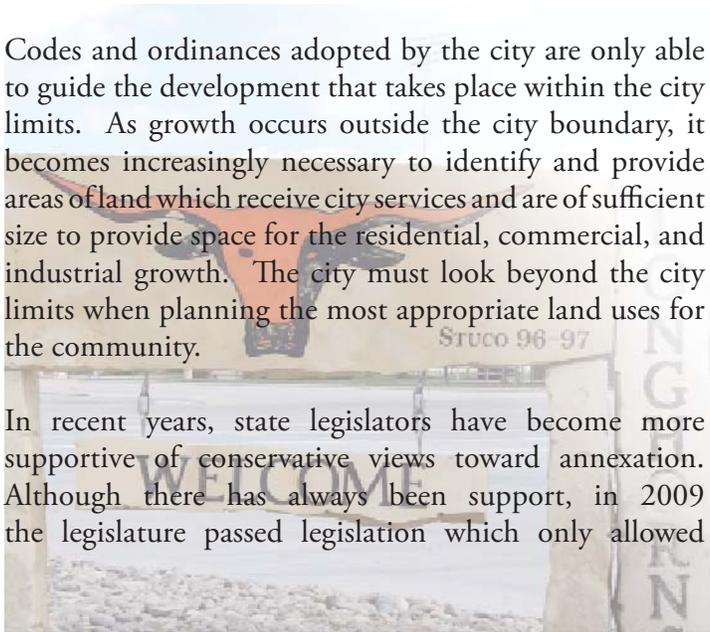
In recent years, state legislators have become more supportive of conservative views toward annexation. Although there has always been support, in 2009 the legislature passed legislation which only allowed

annexation upon petition by the property owner. In other words, cities could no longer annex any land unless the property owner consented to do so. The Governor vetoed this bill. Therefore, it is recommended that communities in Kansas which need to annex land for the betterment of the community do so swiftly in the near future.

IMPLEMENTATION PLAN

This comprehensive plan report contains plans, visions, goals, recommendations, and minimum standards for all phases of the growth of the City of Holcomb. In order to make these various elements a meaningful guide to the future, an overall program for their implementation has been developed. To this end, the implementation recommendations have been incorporated in the following tables outlining the task, responsibility and whether funding is needed.

The responsible party, as identified in the following charts, is that group of individuals that would most likely have the right, the desire or the financial ability to accomplish the task. The responsible parties as indicated are: City, which indicates the City of Holcomb; Government, Organization, Agency, which includes, but is not limited to County, State, Department of Transportation, Area-Wide Planning Commission; and, Private, which indicates developer, a person or group with the financial ability to accomplish the task. The identified parties are typical for these types of tasks, but may not be required to accomplish the task.



PROGRAM PRIORITIES - LAND USE

Land Use Goal: Maintain a balanced land use that addresses needs for a quality lifestyle, especially balancing residential, public and commercial uses that ensure a stable social and economic future for Holcomb residents.

		Responsible Party							
		City	Govt., Org., Agency	Private	Near term (immediate to 2 yr.)	Mid- Term (2-5 yr.)	Long term (5-20 yr.)	On- going	Funding Needed
Action Steps	1. Ensure that future land development enhances City's image and quality of life.	✓	✓		✓				
	a. Review and update zoning regulations to conform to new land use standards as developed	✓	✓	✓					
	i. Amend R-2 to allow duplexes	✓	✓	✓					
	ii. Add highway commercial zoning or revise C2 to allow travel centers via conditional use permit	✓	✓		✓				
	iii. Evaluate categories for applicability	✓	✓		✓				
	b. A minimum acreage for uses other than farming activities in Agriculture land use category should be set, protecting land for future development.	✓	✓		✓				
	2. Create a central business district	✓	✓				✓		
	a. Encourage small business	✓	✓	✓		✓			✓
	b. Develop identity through streetscape, signage, banners	✓	✓			✓			✓
	c. Introduce events to build pride	✓		✓				✓	✓
	3. Conduct a water resource study to determine development potential	✓	✓	✓			✓		
	a. Develop a 50-year water resources plan	✓	✓	✓			✓		✓
	4. Maintain land use quality through planning and quality development	✓	✓	✓				✓	
	a. Review comprehensive plan annually; update every five years	✓						✓	
	b. Review and evaluate land decisions with key stakeholders; i.e., school board	✓						✓	
5. Preserve, enhance Holcomb's uniqueness	✓						✓		
a. Protect natural areas—farm land, flood plain, woodland, habitat, vistas	✓	✓					✓	✓	

PROGRAM PRIORITIES - HOUSING

Housing Goal: Maintain high quality neighborhoods with a full range of housing choice, including owner occupied and rental properties, while ensuring existing housing is well maintained.

		Responsible Party							
		City	Govt., Org., Agency	Private	Near term (immediate to 2 yr.)	Mid- Term (2-5 yr.)	Long term (5-20 yr.)	On- going	Funding Needed
Action Steps	1. Promote quality neighborhood development	✓	✓	✓				✓	
	a. Review and amend current development codes to require narrower streets	✓	✓	✓	✓				
	b. Promote development of a “lazy grid” neighborhood design	✓	✓	✓	✓				
	c. Create neighborhood focal points	✓	✓	✓				✓	✓
	d. Use connections through trails and sidewalks to connect neighborhoods, commercial, public places and new development	✓	✓			✓			✓
	e. Encourage neighborhood identity through common streetscape, street trees or individual landscape treatments	✓		✓				✓	✓
	2. Balance housing choices with economic development efforts	✓						✓	
	a. Cluster higher density housing developments near commercial nodes to allow easy access to amenities	✓	✓				✓		
	b. Support high quality developments that offer a mix of housing choice	✓	✓	✓				✓	✓
	c. Promote development of senior housing, including assisted living and nursing homes	✓	✓	✓		✓			✓
	d. Introduce more workforce housing to meet current and future needs	✓	✓	✓		✓			✓
	e. Maximize Kansas incentives to add affordable housing or support rehab of dilapidated housing	✓	✓	✓		✓			✓
	3. Promote maintenance of existing housing	✓						✓	
	a. Utilize the property maintenance code to clean up violations	✓		✓	✓				✓
	b. Develop a paint program for low income families	✓		✓	✓				✓
	c. Establish annual clean up days and offer free pickup	✓		✓	✓			✓	✓
d. Reduce construction costs in Holcomb by employing City-based inspector	✓			✓				✓	

PROGRAM PRIORITIES - GROWTH

Growth Goal: Maximize opportunities for annexation that facilitate economic and residential growth while ensuring the development of public services and facilities is orderly and responsible.

		Responsible Party							
		City	Govt., Org., Agency	Private	Near term (immediate to 2 yr.)	Mid- Term (2-5 yr.)	Long term (5-20 yr.)	On- going	Funding Needed
Action Steps	1. Balance conservation of agricultural resources with new development and annexation	✓	✓	✓				✓	
	a. New development should occur in designated areas only	✓	✓	✓				✓	✓
	b. The growth management area should be maintained for future growth following the development of areas identified for development	✓	✓	✓				✓	✓
	c. Development should occur in a methodical manner, maintaining sections of land for continued farming operations until it is necessary for development	✓	✓	✓				✓	✓
	2. Annexation should occur in an orderly fashion to provide opportunities for development within the community	✓	✓		✓				✓
	a. Key areas for annexation should include:								
	i. 50 HW and Jones at new interchange	✓	✓	✓					✓
	ii. N. of high school and S. of HW 50	✓	✓	✓					✓
	iii. Property along Taylor Jones Rd.	✓	✓			✓			✓
	iv. Property between Taylor Jones Rd. and HW 50 (1.5 miles W. of Jones Rd.)	✓	✓			✓			✓

PROGRAM PRIORITIES - TRANSPORTATION

Transportation Goal: Create a transportation system that is safe, efficient and aesthetically pleasing, while providing increased opportunity for vehicular, pedestrian and bicycle travel and connectivity.

	Responsible Party							
	City	Govt., Org., Agency	Private	Near term (immediate to 2 yr.)	Mid- Term (2-5 yr.)	Long term (5-20 yr.)	On- going	Funding Needed
Action Steps	1. Promote safe and efficient routes between major points of interest and primary travel corridors.	✓	✓				✓	
	a. Construct a second access across the railroad to allow for enhanced emergency access	✓	✓			✓		✓
	b. Reduce Main St. through-traffic and truck traffic between the elementary schools.	✓	✓			✓		✓
	b. Develop trails and sidewalks for pedestrian and bicycle access to the schools, parks, and retail centers	✓				✓		✓
	c. Build an alternate route to facilitate safer truck mobility, promote economic development opportunities and enhance motorist and bicyclist/pedestrian safety between Highway 50 and Holcom Rd.	✓	✓			✓		✓
	2. Balance transportation needs with land use and development choices	✓	✓	✓			✓	
	a. Develop a functional classification system that meets the community planning needs while coordinating with the Future Land Use Plan	✓	✓			✓		✓
	b. Reduce width requirements for residential streets and require sidewalks to conform with standard street widths and reduce developer expense	✓		✓		✓		✓
	c. Require sidewalks on all residential collector and arterial streets	✓		✓				✓
	d. Eliminate need for alleys	✓		✓			✓	✓
	3. Maximize the community's transportation infrastructure investment	✓	✓	✓				✓
	a. Provide cross access opportunities between adjacent commercial properties	✓		✓				✓
	b. Minimize the number of driveways on arterial and collector streets	✓		✓		✓		✓
	c. Maintain a hierarchy of streets and design based on the anticipated traffic mix and volume	✓	✓			✓		
	d. Fully understand the traffic related impacts of each new development	✓	✓				✓	
	4. Develop multi-modal transportation opportunities	✓	✓	✓		✓		
	a. Work with Garden City to operate a fixed route or demand-based senior/transit dependent bus between Holcomb and nearby clinics or other key destinations	✓	✓	✓	✓			✓
	b. Promote bicycle and pedestrian mobility through design treatments by enhancing connectivity through and between developments and providing bicycle parking at community and retail establishments	✓	✓	✓		✓		✓
	c. Promote shared commercial driveways between multiple commercial establishments to reduce the number of driveway conflicts and improve pedestrian and bicycle safety	✓	✓	✓		✓		✓

PROGRAM PRIORITIES - INFRASTRUCTURE AND UTILITIES

Infrastructure and Utilities Goal: Maintain existing infrastructure and utilities while developing adequate infrastructure and utilities to accommodate future growth.

		Responsible Party							
		City	Govt., Org., Agency	Private	Near term (immediate to 2 yr.)	Mid- Term (2-5 yr.)	Long term (5-20 yr.)	On- going	Funding Needed
Action Steps	1. Balance the maintenance of existing infrastructure with future needs of the community	✓	✓	✓				✓	
	a. Continue to identify and fund essential projects through a Capital Improvements Program	✓	✓		✓			✓	✓
	b. Maintain and improve existing streets, including paving, curb and gutter	✓		✓				✓	✓
	2. Promote safety and community connectivity through new infrastructure improvements	✓	✓	✓				✓	✓
	a. Adopt the roadway classification system, allowing for street hierarchy	✓	✓		✓				✓
	b. Work with Finney Co. and Wind River to eliminate the rr crossing east of Garden City and add a new access point near Little Low Rd. and Railroad Rd.	✓	✓	✓		✓			✓
	c. Work with Sunflower to install an automatic switch at Railroad Road and the Sunflower spur	✓	✓	✓		✓			✓
	d. Relocate the single use railroad crossing at the end of Taylor Jones Rd. (also known as IBP Rd.) to the east for industrial access and as an alternate connector to Holcomb Rd.	✓	✓	✓					✓
	e. Develop the west connection to promote the industrial users near the railroad and allow truck traffic relief for Main St.	✓	✓				✓		✓

PROGRAM PRIORITIES - ECONOMIC DEVELOPMENT

Economic Development Goal: Maximize neighborhood education and transportation assets to attract new business and industry, utilizing regional resources and leadership. Develop a broad base for economic stability through retention, expansion and recruitment of commerce and industry providing stable employment opportunities in the community.

		Responsible Party							
		City	Govt., Org., Agency	Private	Near term (immediate to 2 yr.)	Mid- Term (2-5 yr.)	Long term (5-20 yr.)	On- going	Funding Needed
Action Steps	1. Promote new light and heavy industrial uses balanced with retail and office uses	✓	✓	✓		✓		✓	
	a. Pursue industrial uses to the south and west	✓	✓	✓		✓			✓
	b. Establish adequate infrastructure for industrial sites	✓	✓	✓	✓				✓
	c. Develop materials to market new industrial sites, including a new website	✓			✓				✓
	2. Target service/retail pertinent to the new interchange, services to Sunflower and Tyson, senior citizens and a pharmacy	✓	✓	✓	✓			✓	
	a. Attract branch health care services open at least two days a week	✓		✓	✓				✓
	b. Pursue a travel center, free standing or within a new truck wash and restaurant combination center	✓	✓	✓		✓			✓
	c. Attract tourists for local events via a kiosk or tourist desk/office free standing or in the travel center	✓		✓		✓			✓
	3. Increase cooperation with Finney County and Garden City Chamber Economic Development Corporation; specifically, for regional promotion	✓			✓				
	4. Develop an incentive and marketing package from Holcomb and other co-op incentive packages with Finney Co., KS	✓	✓	✓	✓				
	5. Form outbound recruitment and inbound welcoming committee	✓			✓				
	6. Consider adult distance learning at the high school to improve educational and technical skills			✓	✓				
	7. Develop an e-news list to announce incentives, new development or recruit potential new business	✓	✓		✓				

PROGRAM PRIORITIES - PUBLIC FACILITIES

Public Facilities Goal: Maintain high quality public facilities and incorporate amenities into future neighborhood development and revitalization. Maximize use of community facilities as centers of community spirit and pride.

		Responsible Party							
		City	Govt., Org., Agency	Private	Near term (immediate to 2 yr.)	Mid- Term (2-5 yr.)	Long term (5-20 yr.)	On- going	Funding Needed
Action Steps	1. Evaluate public facilities annually	✓						✓	
	a. Review possibility for additional fire station south of the rr tracks in event a new crossing does not materialize to provide emergency access when Main. St. is blocked by trains	✓				✓			✓
	b. Consider purchasing a cemetery site— consider land adjacent to the Baptist Church or large site in newly-annexed area	✓		✓		✓			✓
	c. Consider establishing a storefront branch library or book exchange in Holcomb	✓	✓		✓				✓
	2. Promote a higher quality of life for the residents of Holcomb								
	a. Require donation of land for future parks as property is developed within the City	✓		✓		✓		✓	
	b. Develop trails in the floodplain and connections between parks and public facilities within the community	✓	✓				✓		✓
	c. Work with Garden City and Finney Co. to develop a regional trail system	✓	✓				✓		✓
	d. Recreation Commission fund and acquire land for future identified park land.	✓	✓				✓		✓



APPENDIX A

Study and analysis of factors that influence development form the basis of the planning process. Communities develop based on a number of factors, not the least of which is the historical place of the community within the region and state.

Other factors are environmental, population trends and demographics, economic factors, land use in the community and surrounding area, public facilities, transportation and parks and recreation. This chapter will evaluate these factors as they relate to Holcomb's future.

HISTORY

In 1878 the Santa Fe Railroad established a flag station where the City of Holcomb is now. The Railroad determined that the location would be the proper distance from their station in Pierceville and established their flag station here. The station was named Sherlock, after the Director of the railroad. Sherlock was intended to be the prominent town in Finney County; therefore, the railroad stopped in Sherlock and bypassed Garden City.

The post office was established in 1878, initially with the service discontinuing several times. Due to the railroad stop in Sherlock, all mail was distributed from Sherlock, including for Garden City, requiring Garden City residents to travel to Sherlock to get their packages. By 1879 Sherlock was growing with a general store, restaurant, bakery and other businesses. As a part of the growth a local school house was built in 1878 as well. The school was recognized as the first school in Kansas to consolidate and the second nationally. The school became a model for other schools through the years.

In 1879, an offer was made to all of the residents and businesses in Sherlock to move to Garden City, by the promoters of Garden City. The offer included moving of buildings and belongings to Garden City free of charge. Most took the offer, leaving Sherlock with little.

When the Garden City Company's Sugar Beet Factory was built at the west edge of Garden City in 1906, things began to turn back around for Sherlock. The Garden City Company was a key business in Southwest Kansas.

In 1909 Holcomb was officially platted. That same year, the Holcomb Post Office was established. The town was

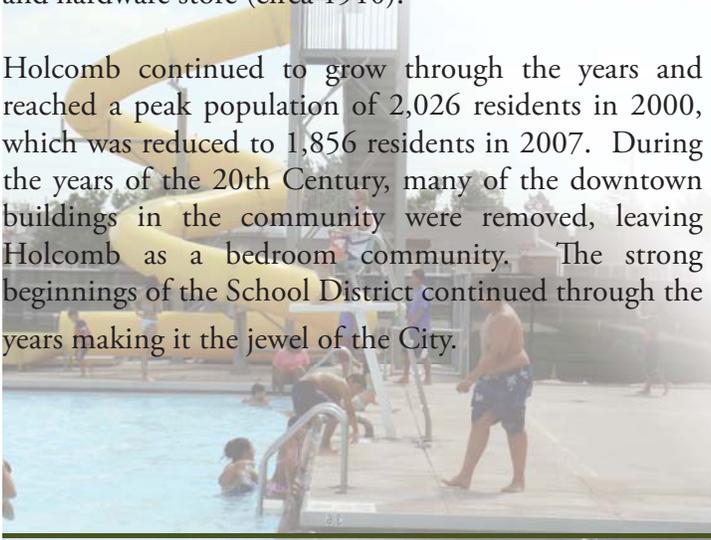
re-named in honor of D.C. Holcomb, a local rancher who explored irrigating farmland, which brought many Federal dollars to the community. Mr. Holcomb's success attracted new residents with an entrepreneurial spirit and a commitment to continue developing irrigation methods to convert the area's arid lands into productive farmland.

In 1916 The Garden City Company built a power plant. The plant was sold several times, with the last sale to Wheatland Electric in 1959. Wheatland Electric was one of the founders of Sunflower Power Plant in Holcomb.

In the 1950's the Alfalfa Dehydrating Plant in Holcomb was established by the W. J. Small Company. The plant continued operation until 1985. The plant brought many families to Holcomb and increased enrollment in the Holcomb School District, while providing a variety of jobs and some housing.

H. C. Wiley started the Holcomb State Bank in 1912 and the building still stands at the corner of Main Street and Douglass Avenue. That bank was robbed at least twice during its operation. The first was in 1917 and \$1500 was taken. In 1930 the Fleagle gang robbed the bank the second time. The second floor was used as a social hall. Other downtown buildings included a hotel and hardware store (circa 1910).

Holcomb continued to grow through the years and reached a peak population of 2,026 residents in 2000, which was reduced to 1,856 residents in 2007. During the years of the 20th Century, many of the downtown buildings in the community were removed, leaving Holcomb as a bedroom community. The strong beginnings of the School District continued through the years making it the jewel of the City.



ENVIRONMENTAL FACTORS

Geographic characteristics historically have influenced the settlement of communities and their ability to grow and thrive. Topographic features, geology, physiography, climate, soil conditions, the availability of water, arable land and other natural resources enable or challenge a community's ability to achieve a sustainable level of growth.

Holcomb is located in the central portion of Finney County, Kansas, in the High Plains Region of southwest Kansas. Finney County is the largest county in the state of Kansas and one of the most concentrated regions of feed grain production and beef processing in the world. Agriculture is the main enterprise with wheat, grain sorghum, corn, alfalfa and cattle as the main sources of income.

Topographic Features

The City of Holcomb is located within the High Plains section of the Great Plains physiographic part of Finney County. The highest point of this section is in the northwestern corner of Finney County, with an altitude of approximately 3,090 feet and the low 2,450 feet. Much of the area is flat to gently rolling upland plains, which slope toward the east at an average gradient of less than 10 feet per mile.

Holcomb lies within the Middle Arkansas-Lake McKinney watershed, located in northwest Kansas. The watershed is comprised of portions of Finney, Greeley, Hamilton, Kearny, Scott, and Wichita counties. It also has portions in Prowers, Grant, and Kiowa counties in Colorado.

Land features consist of broad, level to gently rolling tableland. Elevation within the City of Holcomb ranges

from 2,875 feet to 2,885 feet. Soils generally are well drained and medium textured.

The predominant land use is cropland, both dryland small grain and irrigated corn, and sorghum. Other land uses include rangeland consisting of shortgrass prairie and Conservation Reserve Program (CRP) acres. Primary resource concerns are soil erosion, soil compaction, and poor soil condition due to low organic matter on cropland. On rangeland, plant health and vigor are the key resource concerns. Soil in the area changes significantly when fallow lands are subjected to the environmental effects of wind and flooding.

Key wildlife habitat includes cropland, good and excellent rangeland, weedy and brushy fence rows, and un-grazed areas, riparian areas, streams, and wetlands. Key wildlife species include ring-necked pheasant, lesser prairie chicken, bobwhite quail, and mule deer.

Watershed Characteristics

The total estimated area in the Middle Arkansas-Lake McKinney watershed is 1,469,917 acres. The watershed is located almost entirely in Kansas; however, a small portion extends into eastern Colorado. Cropland covers about 615,357 acres, and grassland covers about 844,505 acres.

Source: Natural Resources Conservation Service

Land Use	Acres	Land Use	Acres
Cropland	615,357	Quarries/Mines/ Pits	919
Grass Lands	844,505	Trees	677
Misc. Lands	927	Urban Build Up	6,109
Open Water	1,423		

In 2008, flood plain boundaries were analyzed and reconfigured by the Federal Emergency Management

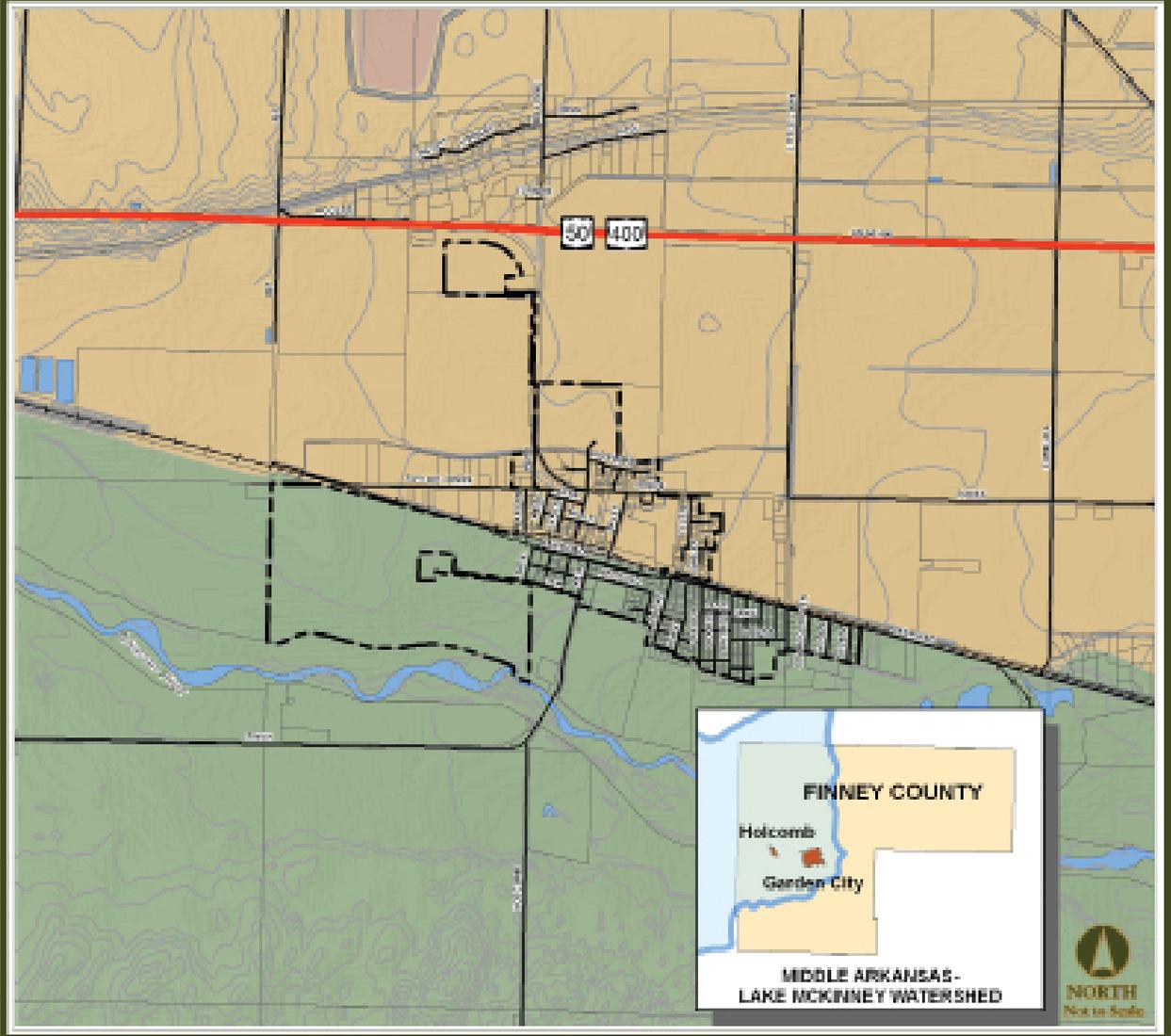
Agency (FEMA). Previous floodplain maps released by FEMA showed the 100 year flood plain encroaching at the southern and southwestern edge of the City and the 500 year floodplain encompassing much of the eastern half of the City. The amended maps remove some of the homes in the southwest area of the community from the 100 year flood plain. At the time of this document, the plans were still under review and therefore the floodplain map provided, on the following page, is the current approved document.

Flood plain development is considered generally undesirable for residential and commercial purposes, but suitable for recreational or agricultural purposes.

The flow of the Arkansas River is intermittent in the Holcomb area. The riverbed has been mostly dry in the Holcomb area for more than a decade, with much of the river being diverted in the State of Colorado before it reaches the Kansas border. Legal challenges to the rights of the State of Colorado to use the Arkansas for its own purposes (largely pumping for irrigation purposes) have been upheld in historic water rights conflicts that have simmered between the two states for many decades. The continued dewatering of the Arkansas and other western Kansas streams within the watershed has increased concern for remaining water quality and the demand for water rights purchase. Protection of Holcomb's water quality and access to water, therefore, is an issue the City is addressing and will address in the future.

Water quality in the Holcomb area also is a concern of the Kansas Department of Health and Environment (KDHE) and of USDA's Conservation Reserve Enhancement Program. The department has been active in the dialogue surrounding the expansion of the Sunflower power plant located directly south of the City of Holcomb. KDHE declared the issue of potential groundwater pollution by increased industrial waste generated by the expanding Sunflower plant as a potential threat to Holcomb's future water

WATERSHED MAP



Legend

-  Holcomb Limits
-  U.S. 50/400 Hwy

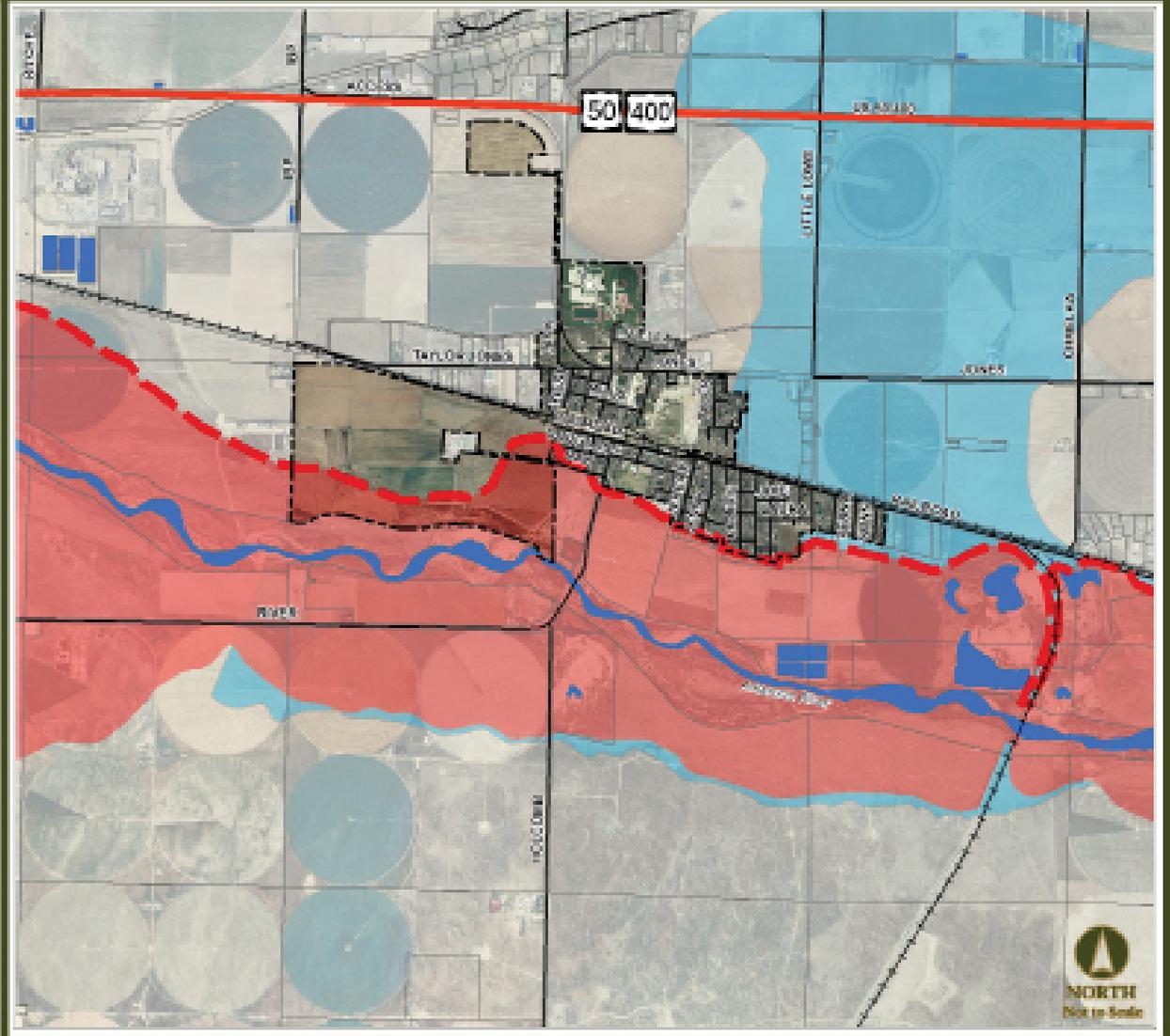
 Water Body

Regional Watersheds



Source: USGS 6/10/09

FLOODPLAIN MAP



Legend

- | | | | |
|---|---------------------|---|----------|
|  | Holcomb Limits | Flood Zone | |
|  | U.S. 50/400 Hwy |  | 100 Year |
|  | 100 Year Floodplain |  | 500 Year |
|  | Water Body | | |

Source: FEMA 9/3/97

supply. Deteriorating quality of groundwater will dictate the need for some form of treatment for Holcomb's drinking water supply.

The issue of available quality water will affect future development of Holcomb and should be a component of any industrial marketing strategy.

Physiography

Physiography refers to the character and shape of the surface of the land in regard to elevation, slope and orientation. Finney County has five distinct physiographic areas:

1. The high plains tableland
2. The Scott-Finney depression
3. The drainage basin of the Pawnee River
4. The valley of the Arkansas River and the
5. Sandhills.

The City of Holcomb lies in the Arkansas River valley.

Climate

Finney County is in a transitional zone between a sub-humid and semiarid zone. The average annual precipitation is 18.77 inches, but there often is great variation from year to year. The low annual rainfall requires the region's dependency on the Ogallala aquifer for water and irrigation. This aquifer is rapidly depleting and is not being recharged, threatening the entire planning area with future water shortages. The average monthly temperature ranges from a monthly average high of 92.1F in July to a monthly average high of 42.5F in January. The monthly average low ranges from 14.7F

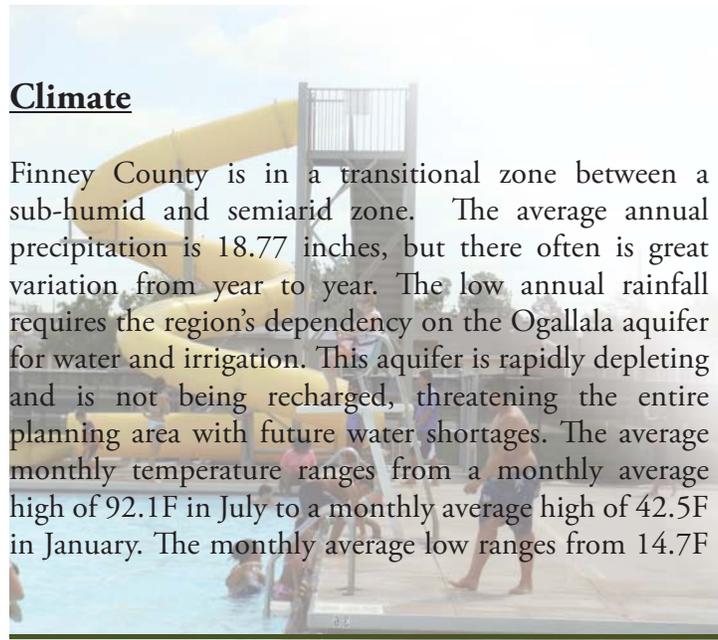
in January to a monthly average low of 63.4F in July. Abundant sunshine and high winds are distinguishing weather characteristics.

Soil Types

Soil information was provided using the national web-based analysis available with assistance from Finney County Conservation District. The following outlines the soil area—from IBP Road to Chmelka Road and from US 50/400 to a ½ mile south of River Road. Shrink-swell capacity, characteristic of some soil types, refers to the potential for shrinkage when weather is dry and swelling when weather is wet. High shrink-swell renders the land less desirable for development. In Holcomb, the soils are generally suitable for development.

Las Animas Sandy Loam, occasionally flooded - is found adjacent and south of the riverbed. This component is on flood plains on river valleys. The parent materials consist of loamy and/or sandy alluvium. The natural drainage class is somewhat poorly drained. Depth to a root restrictive layer is greater than 60 inches. Aquoills soil type is a minor component.

Las Animas-Lincoln loamy sands, occasionally flooded - makes up approximately 65 percent of the area adjacent and north of the riverbed. The Las Animas component is on flood plains on river valleys. The parent material consists of loamy and/or sandy alluvium. The natural drainage class is somewhat poorly drained. Shrink-swell potential is low. The soil is occasionally flooded. The Lincoln component makes up 35 percent of this classification. This component also is on flood plains on river valleys. The parent material consists of loamy and/or sandy alluvium. The natural draining class is somewhat excessively drained. The Las and Sweetwater components are minor and are not created in the soil report.



Las Clay Loam, moderately deep, occasionally flooded - is found throughout the area abutting River Road on the east. Nearly level clay loam 20-40 inches thick over sand and gravel. The parent material consists of loamy alluvium over sandy and gravelly alluvium. Depth to a root restrictive layer is greater than 60 inches. The Las component is somewhat poorly drained; the water table is generally 6-12 feet below the surface. Depth to a root restrictive layer is greater than 60 inches. Shrink-swell potential is low. Component Sweetwater exists in a minor amount.

Las-Las Animas complex, occasionally flooded - is comprised of the Las component, occasionally flooded, which is on flood plains and on river valleys and is found south of River Road. The parent material consists of loamy alluvium over sandy and gravelly alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Shrink-swell potential is low. The Las Animas component, occasionally flooded, makes up 45 percent of the classification. This component is on flood plains and on river valleys. The parent material consists of loamy and/or sandy alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Shrink-swell potential is low. Component Sweetwater is present in minor amounts.

Bayard fine sandy loam - is made up of the Bayard component (95%) which is on alluvial fans on river valleys. The parent material consists of loamy alluvium. The natural drainage class is well drained. Shrink-swell potential is low. The Bridgeport component, rarely flooded makes up 5 percent of the class.

Bridgeport clay loam, rarely flooded - is found south of U.S. 400 in the northern part of the planning area. The Bridgeport component is on flood plains and river valleys. The parent material consists of silty alluvium. The natural drainage class is well drained. Shrink-swell potential is moderate.

Richfield and Ulysses complexes, bench leveled - is found northwest of U.S. 400 and is made up of the Richfield component (50%). This component is on plains on tablelands. The parent material consists of loess. The natural drainage class is well drained and shrink-swell potential is low. The Ulysses component (50%) is made of a parent material consisting of loess. The natural drainage class is well drained and shrink-swell potential is low.

Ulysses silt loam - is found north of U.S. 400 and is found on plains on tablelands. The Ulysses component parent material consists of loess. The natural drainage class is well drained and shrink-swell potential is low. Ness soil is a minor component.

Ulysses-Colby silt loams - are found northeast of highway 400 and are made up of Ulysses, eroded, which is found on plains on tablelands. The parent material is loess. The natural drainage class is well drained. Colby, eroded makes up 40 percent of this classification and is located on hill slopes on tablelands. The parent material is loess and shrink-swell potential is low.

Valent fine sand - is found southwest of the riverbed. This component is on dunes on paleoterraces on river valleys. The parent material consists of sandy eolian deposits. The natural drainage class is excessively drained and shrink-swell potential is low.

Valent-Vona loamy fine sands - are found south of the riverbed. The Valent component (50%) is located on dunes on paleoterraces on river valleys. The parent material consists of sandy eolian deposits. The natural drainage class is excessively drained and shrink-swell potential is low. The Vona component makes up the other half of the classification and the parent material consists of eolian sands. The natural drainage class is somewhat excessively drained and the shrink-swell potential is low. Aquoills is a minor soil component.

Lincoln soils, occasionally flooded - are found in the riverbed and adjacent to the riverbed. The parent material is loamy and/or sandy alluvium. The natural drainage class is somewhat excessively drained and shrink-swell potential is low. Sweetwater is a minor component.

Source: Finney County Conservation District

POPULATION FACTORS

The City of Holcomb has experienced 644.85 percent growth since 1970. This growth is contrasted with that of Finney County, Kansas, and the State of Kansas, achieving 112.95 percent and 19.53 percent, respectively. From 1980 to 2000, Holcomb was one of the fastest growing communities in the State of Kansas.

Household Size

U.S. Census data shows 388 households in 1990 and 592 households in 2000. The average household size in Holcomb decreased from 1990 when it was 3.60 to an average of 3.42 in 2000. Currently, the average household size in Kansas is 2.51. The average U.S. household size, estimated by U.S. Census for years 2005-2007, is 2.60. The average household size in Holcomb in 2008 is 3.32.

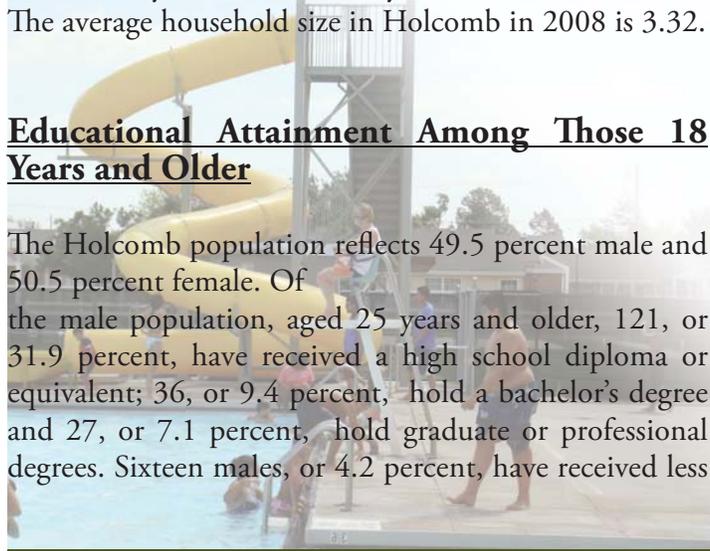
Educational Attainment Among Those 18 Years and Older

The Holcomb population reflects 49.5 percent male and 50.5 percent female. Of the male population, aged 25 years and older, 121, or 31.9 percent, have received a high school diploma or equivalent; 36, or 9.4 percent, hold a bachelor's degree and 27, or 7.1 percent, hold graduate or professional degrees. Sixteen males, or 4.2 percent, have received less

than a 9th grade education. Of the female population, 100, or 24.1 percent, have received a high school diploma or equivalent; 35, or 8.5 percent, hold bachelor's degrees and 20, or 4.8 percent, have graduate or professional degrees. Sixteen females, or 3.9 percent, have received less than a 9th grade education.

City of Holcomb, Finney County, State of Kansas			
Holcomb, Kansas, Population			Percent of Growth
1970	272		
1980	816		
1990	1,400		
2000	2,026	+1,754	644.85%
2007	1,856	-170	
2008 est.	1,980	+124 (est.)	
Finney County, Kansas, Population			Percent of Growth
1970	19,029		
1980	23,825		
1990	33,070		
2000	40,523	+21,494	112.95%
2007	38,295		
State of Kansas Population			Percent of Growth
1970	2,249,071		
1980	2,363,679		
1990	2,447,574		
2000	2,688,418	+439,347	19.53%
2007	2,775,997	+87,579	

source: U.S. Census & 1989-2010 comprehensive plan



Holcomb, Kansas, Population by Age

Age	1990 Census	2000 Census
Under 5 years	127	193
5-9 years	177	240
10-14 years	184	264
15-19 years	145	224
20-24 years	77	97
25-34 years	284	279
35-44 years	229	384
45-54 years	90	219
55-59 years	18	51
60-64 years	19	29
65-74 years	29	27
75-84 years	14	16
85 years and over	7	3
TOTAL	1400	2026

Holcomb, KS Population by Race 2000

Race	Number	Percent
One race	1,952	96.3
White	1,637	80.8
Black or African American	22	1.1
American Indian & Alaska Native	18	0.9
Asian Vietnamese	6	0.3
Some other race	269	13.3
Two or more races	74	3.7

The State of Kansas, according to U.S. Census, lists 17.5 percent of males receiving a bachelor’s degree; 9.7 percent receiving graduate or professional degrees; 29.5 percent receiving a high school diploma and 5.6 percent receiving less than 9th grade education among those age 25 and over. Among females, 16.6 percent hold a bachelor’s degree; 7.7 percent hold graduate or professional degrees and 4.8 percent have received less than 9th grade education.

U.S. census 2000 shows that among those aged 25 and older, 15.5 percent hold a bachelor’s degree. Bachelor’s degrees in this group are almost equally divided among male and female.

The educational attainment of the Holcomb population is less than the State of Kansas and the U.S., overall, particularly in the category of bachelor’s degree recipients, but given the superior K-12 educational facilities

within the City, the City’s educational level could be increased easily via on-site or distance arrangements with post secondary institutions in Garden City, Kansas. Garden City Community College maintains academic relationships with five Kansas universities to assist students in attaining bachelor’s degrees or higher.

Median Family Income

The median household income in Holcomb in 2000 was \$47,115 and the median family income in 2000 was \$48,587. The per capita income for the city is \$14,264.

Approximately 10 percent of the Holcomb population is below poverty level, which compares favorably with the percentage of persons below poverty level in the State of Kansas, which is 12.4 percent. Holcomb has several rental properties that address the cost constraints of persons at or below the poverty level. The City will need to address additional housing needs of this group if industrial growth is pursued.

Poverty Status by Age

Total	1,919
Income in 1999 below poverty level:	194
Under 5 years	27
5 years	8
6 to 11 years	25
12 to 17 years	32
18 to 64 years	89
65 to 74 years	11
75 years and over	2
Income in 1999 at or above poverty level:	1,725
Under 5 years	134
5 years	36
6 to 11 years	244
12 to 17 years	267
18 to 64 years	1,008
65 to 74 years	21
75 years and over	15

Holcomb New Residential Construction Building Permits

Year	Number
2000	11
2001	14
2002	7
2003	10
2004	7
2005	6
2006	4
2007	15
2008	5

Population Projections

Using a trend of 1% growth recently calculated in the Finney County/Black Hills Community Housing Assessment Team (CHAT) 2008, and relying on current trends in building permits, the following data is presented.

At this time, it is not known when interchange modifications on U.S. 50/400 will be completed, but it is anticipated that the interchange will affect Holcomb population growth.

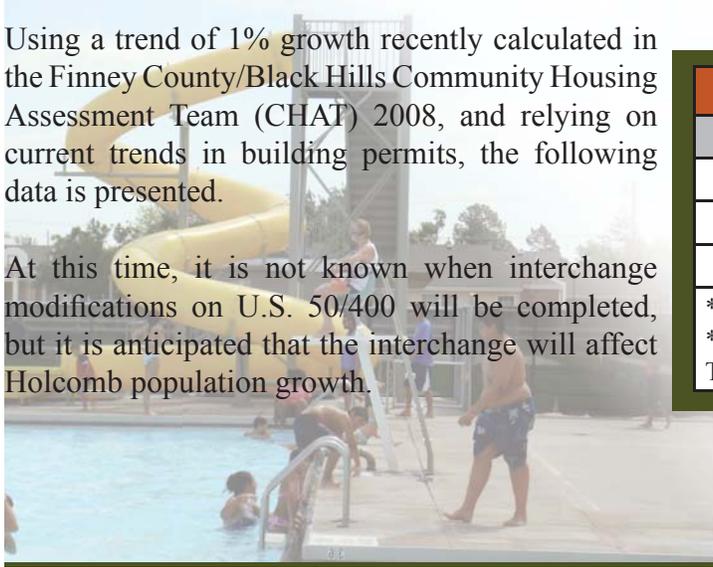
A comparison of projected population growth for Holcomb, Finney County and the State of Kansas follows.

Projected Population Growth

Jurisdiction	2010	2020	2030
Holcomb, KS	1,980*	2,349**	2,866**
Finney County	63,653	79,824	93,517
State of Kansas	2,805,470	2,890,566	2,940,084

* Claritas

** Finney County/Black Hills Community Housing Assessment Team (CHAT-2008) 1% annual growth rate



Unlike many small towns in Kansas, Holcomb's ability to grow shows promise. As a town within a few miles of the largest community in Finney County, Holcomb can benefit by continuing to create a quality small community for those interested in living near Garden City, but still in a rural environment. It is anticipated that Holcomb can grow 45% by the year 2030. This increase is based on Holcomb providing new housing choices, additional amenities and additional commercial uses. A combination of these additions and the schools continuing ability to be well maintained and provide similar offerings, will allow Holcomb to reach their desired size of 3,000 residents.

The Holcomb population is young, with larger families and greater household size than the U.S. and Kansas averages. This fact was raised in community interviews when residents commented on the school system as a family drawing card. Recent construction and revitalization of Holcomb schools have been completed to meet a significant growth in population. All schools currently operate under capacity. The quality of the district offerings has created a regional demand for a K-12 education in Holcomb, Kansas, and resulted in a school population that is supplemented with students from Garden City.

The current population of Holcomb schools is: High School 251; Middle School, 210; Elementary Pre K-3, 305 and Elementary 4-6, 150.

Housing/Neighborhoods

Housing has been a matter of intense public discourse across the nation as housing costs have risen and edged out many individuals and families who desire home ownership.

The provision of safe, sound housing, with accessibility and choice, is considered fundamental to the good health of communities. In accepting this premise, communities are faced with finding ways to achieve a state of good

health by maintaining existing housing as well as addressing demand for new housing. Increasingly, the issue has become one of economic development. Housing must accommodate the needs of new businesses and industries. Housing is a main component of a high quality of life. Communities have and will continue to be evaluated on the "quality of life" enjoyed by residents. Holcomb has chosen to become "the community of choice," which implies several factors—that people will choose Holcomb over other communities due to its quality of life and that Holcomb will offer a variety of choice of housing, services and amenities within the City.

Housing also is the cornerstone of individual wealth. A report issued recently by the Center for Economic Policy and Research states that the collapse of the housing market has left the majority of Americans with no wealth. Older Americans now depend on retirement pensions, Social Security and Medicare to sustain them in the retirement years. Many who have suffered financial losses are seeking affordable living quarters and are considering rental housing.

To the extent possible, communities must respond to the need for affordable housing, while adopting policies and undertaking actions that allow residents to maintain their homes. More than 77 percent of residents of Holcomb pay less than 30 percent of household income for house payments and utilities. U.S. government housing statistics provided by HUD consider 30 percent as the maximum amount that may be expended for housing before expenses for other necessities, such as food, clothing, and health care, must be denied.

Housing is the predominant land use in the City of Holcomb. It is generally well maintained and in sound condition. Through interview, survey and observation, the planning team noted excellent housing conditions, with the need for some property maintenance, trash and yard waste pickups and alley cleanups.

A house in sound condition (#1) is free of any visible

Holcomb, KS, Housing Survey 2008

Total Units	607
#1 Sound	530
#2 Minor Deficiencies	28
#3 Deteriorating <i>includes 28 mobile homes</i>	49
#4 Dilapidated	0
	87.3% sound

Holcomb, KS, Housing Survey 2008

539	1 unit attached or detached
60	3 plus units--source phone survey & City
8	Duplex
607	

defects or requires only normal maintenance; a house with minor deficiencies (#2) may be corrected with minor repairs beyond normal maintenance; a deteriorating house (#3) is one that requires significant

maintenance and may require structural repair, but is financially worth the repair; a dilapidated house (#4) is seriously deteriorated and is a candidate for clearance. A dilapidated property also may have a blighting effect on the surrounding homes.

Homes that are deteriorating or dilapidated will require attention, as the effect on neighborhood properties can be a loss of value as high as 30 percent, according to a number of studies addressing this topic.

According to 2000 U.S. Census, 493 of the structures were built since 1970 and only 37 built prior to 1939. The structures are 87 percent occupied by families. There are 108 rental housing units, according to 2000 U.S. Census. The rental market is tight with periods of no rental properties available.

Income Distributions and Housing Affordability Ranges

Income Range	% of City HH Median	% of Households	Households in Range	Affordable Range for Owner Units	# Owner Units	Affordable Range of Renter Units	# Renter Units	Total Affordable Units	Balance
0-\$25,00	0-47%	16.05%	95	\$0-\$50,000	21	\$0-\$400	80	101	6
\$25,000-\$49,000	48-94%	30.07%	178	\$50,000-\$124,999	341	\$400-\$800	39	380	202
\$50,000--\$74,999	95-142%	25.34%	150	\$125,000-\$199,999	82	\$800-\$1,250	4	86	-64
\$75,000-\$99,999	143-189%	15.54%	92	\$200,000-\$249,999	23	\$1,250-\$1,500	0	23	-69
\$100,000-\$149,999	190-283%	10.14%	60	\$250,000-\$299,999	0	\$1,500-\$2,000	0	0	-60
\$150,000 Plus	Over 283%	2.87%	17	\$300,000 plus	2	\$2,000 plus	0	2	-15
Median Income	\$52,961								

Source: Finney County Black Hills Community Housing Assessment Team (CHAT) 2008



Rentals often are advertised for less than 24 hours with on-site signage. Typically, fewer than 10 homes are for sale at any given time in Holcomb.

The median monthly mortgage payment is \$849; the median payment for owner-occupied non-mortgaged property is \$338 and the median rental is \$447. Of occupied homes in Holcomb, 81 percent are owner occupied and 19 percent are rental. The 2000 census shows only three percent of homes vacant.

Permitting for new residential construction has been in steady decline for the past five years, with an average of nine permits per year. Residential permits peaked in 2001 and have experienced modest annual declines since that time. New subdivisions and construction have been added to the north, east and south of the City.

The community response to survey and interview queries about housing states strongly that a variety of housing is needed and will be supported. Specifically, residents requested more workforce, senior and affordable housing as well as single family homes in the mid-upper range. Based on 2000 housing values, Holcomb has a shortage of units priced over \$125,000, according to the 2008 Finney County Black Hills Community Housing Assessment Team (CHAT) report.

Given the preference of residents to increase population to numbers sufficient to meet school system capacity, and given the above average family size in Holcomb single

Housing Development Program, Holcomb			
	2008-2013	2014-2020	Total
Total Need	69	75	143
Total Owner Occupied	48	52	100
Affordable Low: \$60,000-\$100,000	9	9	18
Affordable Moderate: \$100,000-\$130,000	7	8	16
Moderate Market: \$130,000-\$200,000	19	20	39
High Market: over \$200,000	13	14	27
Total Renter Occupied	21	22	43
Low: less than \$450	5	6	11
Affordable: \$450-\$700	7	7	14
Market: over \$700	9	10	19

Source: Finney County Black Hills Community Assessment Team (CHAT) 2008

family housing in all ranges and affordable housing, in particular, will be in demand, for sale or rent. Findings of the CHAT study reveal the following needs and potential for a housing development program.

The analysis above assumes a split of 70 percent owner occupied and 30 percent rental. This is a slightly higher rental rate than existed in 2000; however, rental units provide housing for young families that will be future homeowners and for retirees looking for low maintenance alternatives. Approximately 34 owner occupied units should ideally be priced below \$130,000. Many of these units may come from the city's existing housing stock. There will be a demand for an additional 25 rental units priced below \$700.

Economic Factors

Residents of Holcomb have expressed a need for more industrial and commercial activity. These current activities in the City include primarily restaurants, banking, education, home and personal services, retail, light industrial. Many residents commute to nearby communities or are employed by the school district, the city, Sunflower Electric Power Corporation or Tyson Foods. Comparison with U.S. employment indicates that Holcomb is significantly higher in the Farming, Fishing and Forestry; Construction, Extraction and Maintenance and in Production, Transportation and Material Moving categories.

Industrial expansion to the west of the City might serve the food processing industry; namely, Tyson Foods beef processing plant, while industrial expansion to the south might serve the needs of Sunflower Electric Power Corporation, particularly since additional units have been approved by the Kansas legislature.

The City recently designated a site for industrial

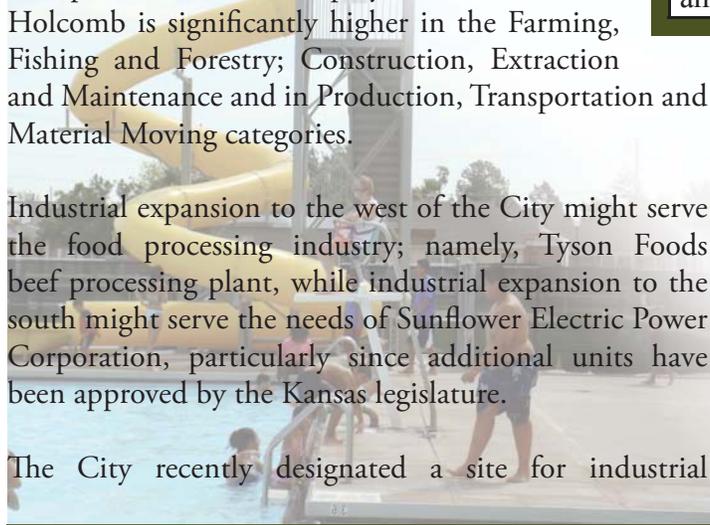
development. Additional sites have been indicated in the City's future land use map. The two areas for industrial are significantly more land than the City would anticipate to become industrial use, but each of these properties offer amenities that are attractive to different users. Such amenities include rail access, highway access, water line access, and close proximity to other industrial uses. At the time industrial uses are located to the indicated area, the need for affordable housing to accommodate the expanded work force will be required.

Occupation by Population for Holcomb, KS		
Occupation	Holcomb	US
Management, Business and Financial Operations	9.92%	13.61%
Professional and Related Occupations	15.84%	20.24%
Service	11.64%	14.75%
Sales and Office	24.14%	26.74%
Farming, Fishing and Forestry	2.58%	0.74%
Construction, Extraction and Maintenance	15.08%	9.48%
Production, Transportation and Material Moving	20.80%	14.44%

Businesses and Manufacturers in Holcomb, KS

There are 15 commercial and manufacturing establishments in Holcomb, Kansas. The businesses are predominantly locally owned with the exception of Rok-Hard Pappas Concrete.

The City cooperates with Finney County Economic Development Corporation on economic development efforts. The Corporation works in cooperation with the



Category	Number of Establishments
Accommodation and Food Services	2
Finance and Insurance	1
Other Services	5
Retail Trade	3
Manufacturing	1
Transportation and Warehousing	1
Arts, Entertainment and Recreation	2
Total	15

The fact that Finney County is not located near an Interstate Highway places it at a significant competitive disadvantage with those rural cities with access. A new interchange will improve access to U.S. 50/400 providing new economic development opportunity along that corridor and near and in the City of Holcomb.

Garden City Chamber of Commerce.

Finney County itself, from 1980 to 2000, added more than 3,500 manufacturing jobs, only to experience a loss of 2,500 manufacturing jobs due to a tragic destruction by fire of a major manufacturer. The employer did not rebuild the plant to its previous robust level and the area lost 2,500 jobs. The County still is recovering from the incident. A 2005 Economic Development Plan, prepared for the County by POLICOM Corporation, projected that Finney County will create approximately 3,700 primary jobs from 2005-2025. The study encouraged pursuit of jobs paying 125 percent of the county average wage existing in the year the job is formed. The study also acknowledged that the County has a limited supply of land available for industrial development. The study recommended that the County purchase adequate land to attract industrial clients.

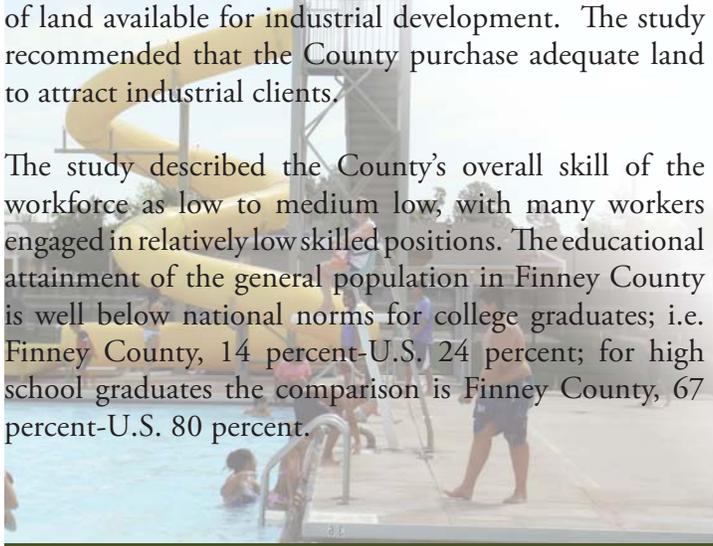
The study described the County's overall skill of the workforce as low to medium low, with many workers engaged in relatively low skilled positions. The educational attainment of the general population in Finney County is well below national norms for college graduates; i.e. Finney County, 14 percent-U.S. 24 percent; for high school graduates the comparison is Finney County, 67 percent-U.S. 80 percent.

The average commuting time to work in Finney County in 2000 was 15 minutes, compared with the Kansas average of 19 minutes and the U.S. average of 25 minutes.

The study concluded with a listing of tasks with completion timelines to lead the County and its communities toward a more successful economic development effort. In recent years, leaders in Holcomb have formed an informal economic development team to implement City-specific initiatives. This includes the purchase of water rights and annexation of an area to the southwest of Holcomb. This area has been targeted for industrial development, providing the much needed industrial land in the County. This will provide additional jobs to Holcomb and therefore additional housing units will be necessary.

EXISTING LAND USE

To evaluate future development within and adjacent to Holcomb, an important consideration is the existing land use patterns. By reviewing the existing land use and understanding the current successes and failures, one can determine appropriate land use for existing developed land, which may be redeveloped, as well as, green field land for new development. It is also imperative to assess



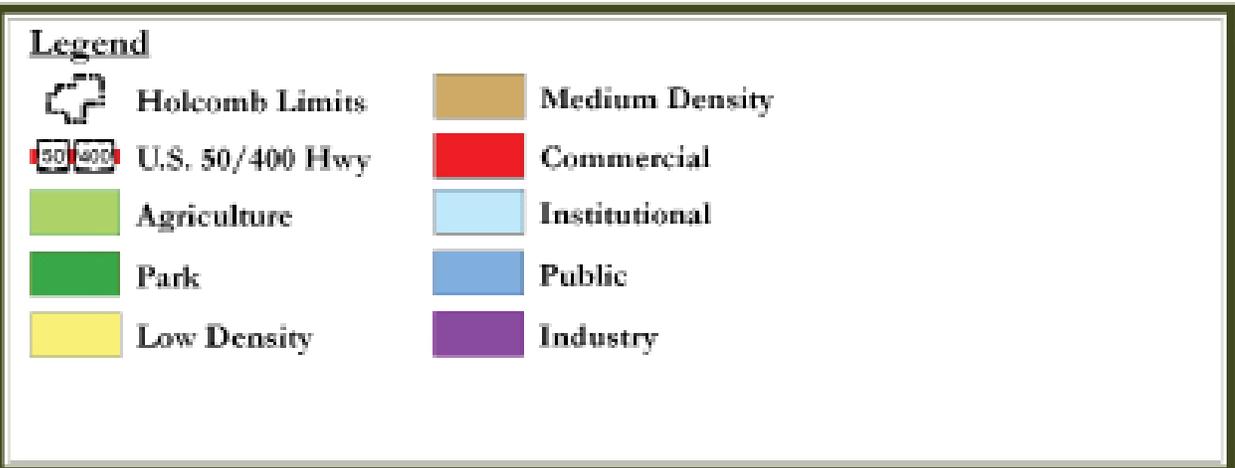
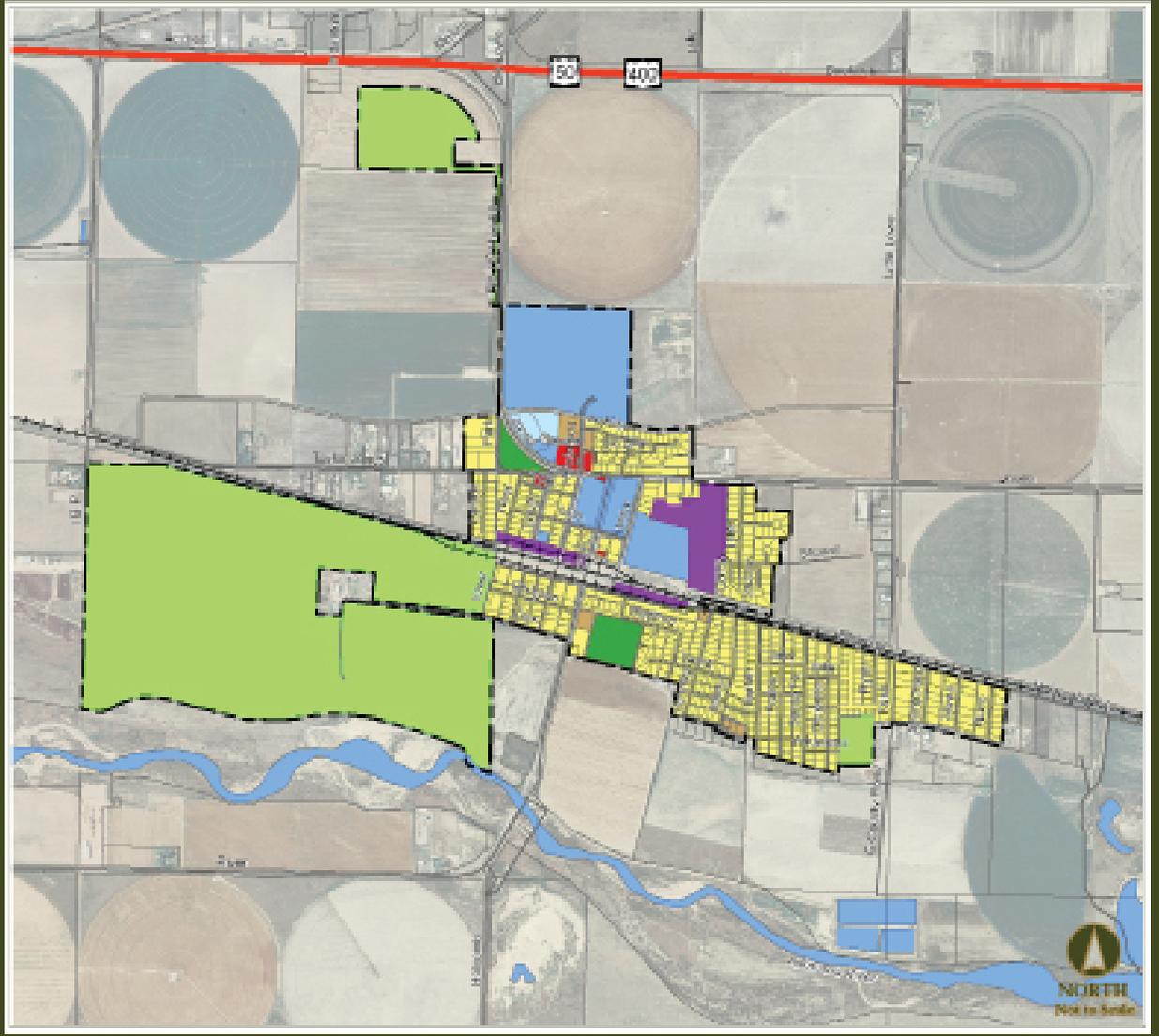
compatibility and appropriate area for successful projects.

Currently, the primary land use in Holcomb is residential and public property, which includes the school district and City land. The residential land is north and south of the railroad tracks, with the public land primarily north of the railroad. Areas of commercial property are located along Jones Road with industrial uses lying mostly outside the city limit lines.

Another significant land use is floodplain. The Arkansas River is the key contributor to the floodplain as it makes its way from Colorado east toward Garden City.



EXISTING LAND USE



TRANSPORTATION

Transportation movement through and around the City of Holcomb is very important to how the City functions, facilitates growth, enhances economic development opportunities and ultimately develops. The transportation element of the Comprehensive Plan needs to be developed in balance with the land uses that are anticipated within the plan area. Additionally, if the transportation system plays a connectivity role, such as access to US-50/400, the transportation system not only needs to meet the needs of the community, but also cater to the needs of the other users.

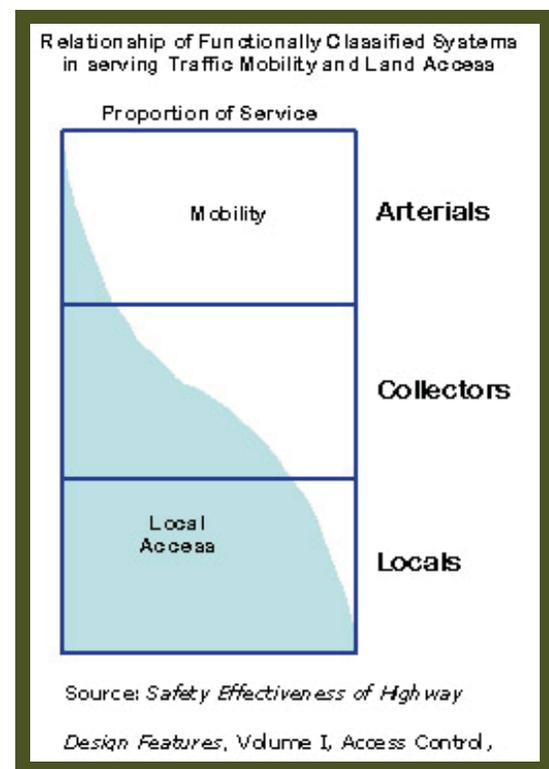
The principal policies and guidelines needed to implement the recommendations of this Comprehensive Plan are (1) roadway functional classification, as this guides decisions regarding the type and character of facilities to be developed, and (2) roadway cross-sections, as these guide planners and decision makers regarding the necessary protection of rights of way to assure facilities can be developed when needed.

Roadway Functional Classification

Roads are classified according to generally accepted design and traffic characteristics (see graphic at right). The functional classification system categorizes roads by how they perform in regard to providing access and mobility. A principal arterial, for example, provides mobility for longer distance trips with high speeds and minimal access to adjoining properties. Conversely, the function of a local street is to serve neighborhoods with direct access at lower speeds. The functional classification system relevant to the Study Area includes three primary classifications: Principal Arterial, Minor Arterial, and Collector. Local streets are not analyzed as they should be defined as appropriate with development.

Roadway Functional Classification categorizes roadways according to specific design and traffic characteristics. The full functional classification definitions defined below should be treated as policy guidance for understanding, defining, and developing the City of Holcomb's future roadway network. This has been used in the development of the Transportation Plan which is consistent with the Future Land Use Plan.

- **Major Arterial:** This facility serves regional circulation needs. It moves traffic at moderate speeds, while providing limited access to adjacent land. Access is controlled through raised medians and through spacing and location of driveways and intersections. In the Study Area, a Major Arterial is a two- or four-lane State highway.
- **Minor Arterial:** The primary purpose of the Minor Arterial is to serve regional/sub regional traffic circulation



needs by moving traffic at moderate speeds, while providing limited access to adjacent land. Typically, a Minor Arterial generally is a four lane highway, although this facility also can be a two-lane roadway. this facility also can be a two-lane roadway.

- **Collector:** This facility serves shorter trips within the City, generally less than one mile. A Collector primarily functions to collect and distribute traffic between key traffic generators, local streets, and arterial streets. Collectors facilitate direct access to fronting properties.

- **Local:** This facility provides local access, primarily to residential land uses.

Multi-Modal TRANSPORTATION

A Transportation Plan does not only serve vehicles, but identifies how to move people, goods and services. It is a guidance document that helps provide information to the community as decisions are being made. Planning for and delivering a multi-modal transportation system is generally a multi-agency activity to ensure that the correct stakeholders are involved as facilities and services are being planned.

Freight Movement

Freight movement through and around the City of Holcomb must be consistent with the roadway functional classification to best serve the community and businesses that reside in the City. Development policies of retaining freight on roadways that are meant to handle freight type traffic will provide the City with safer and longer lasting roadways.

Currently, all freight traveling from the north side of Holcomb to the south side of Holcomb wishing to cross the BNSF tracks must pass by the two elementary schools located on Main Street. The ultimate roadway plan for the City supports providing an alternative route to Main

Street, while opening up additional lands for industrial types of development.



Bicycle and Pedestrian Facilities

Bicycle and pedestrian amenities are especially important for individuals who do not drive, including young people and the elderly. It is very important for the communities to not only provide for, but enhance convenient linkages for walking or bicycling. These linkages can play a significant role in the overall transportation system.

There are generally three types of bicycle and pedestrian facilities, including:

1. **On-street:** On-street facilities are generally located on collector and local level roadways that provide for lower speed and lower traffic volumes, and provide for a wider roadway curb-to-curb width.
2. **Off-street:** Off-street facilities are generally wider sidewalks and paths that are located on principal and minor arterial roadways. These higher speed roadways are meant to move vehicles within the travel way, so



providing an off-street solution for pedestrian and bicycle use is highly desirable.

3. Paths: Paths are excellent ways to connect development centers without requiring the pedestrians and cyclists to use the street network. Paths are superb, particularly when there are environmental features that the community is trying to protect or enhance, such as a stream, floodplain or steep slope.



Development Related Traffic Impacts

Developers of new projects should provide studies that demonstrate how the existing transportation system will be affected by the proposed development project and indicate the system improvements needed to accommodate the project. Developers should bear the financial responsibility for providing documentation of anticipated traffic impacts and any required improvements in proportion to the traffic impacts of their project on the local and/or regional road system.

Of particular importance to the City of Holcomb, the freight related traffic paths should be examined to minimize the traffic impacts and safety aspects of additional truck traffic on Main Street. The City is

working to provide at least one additional railroad at-grade crossing within one mile of the existing Main Street crossing. As part of an additional railroad at-grade crossing project, a truck route should be posted to identify that crossing.

EDUCATION

The Holcomb Unified School District is a 3A school district, serving pre-K through 12 in state of the art facilities. The district supports technology-rich learning by supplying individual laptop computers in high school. The district offers a comprehensive curriculum and has consistently made Adequate Yearly Progress at all attendance centers. All schools have received the Standard of Excellence Award for building wide in reading, math and writing for 2007.



The district belongs to Southwest Plains Regional Service Center, the High Plains Educational Cooperative and the High Plains Athletic League. Quality programs abound within the district as both fine arts and athletic teams are often League Champions. The student population is approximately 75 percent white, 24 percent Hispanic and 1 percent multi-ethnic.



Transfers into the district have increased from students in

neighboring Garden City on an application basis. This opportunity was provided due to the low attendance in the school district and the capacity for additional students. The current Holcomb student population accounts for approximately two-thirds of the overall student population.

Associate, graduate and post graduate degrees are available through Garden City Community College through on-site partnerships and distance learning with Kansas universities.

COMMUNITY FACILITIES

Holcomb police, fire and city hall all are located at 200 N. Lynch. The Fire Station has three trucks consisting of one engine pumper, one brush truck and one tanker. The Fire Department is staffed by 16 paid volunteers. The Police Department has three full time officers and one part time officer and three patrol cars.

Fire protection can be an issue of concern when rail traffic compromises services by redirecting trucks to crossings almost one mile away. Although most City services are adequate for the current population, an additional emergency station should be considered on the south side of the railroad tracks.



Parks and Recreation

Within the City of Holcomb, approximately 18 acres are devoted to parkland. The quality of facilities and range of activities exceed what might be anticipated in a community of less than 2,000 people. The National Park and Recreation Association has issued standards for parkland which may be used as a general rule to gauge the adequacy of parks and open space on a per 1,000 population basis. The Association recommends six acres of local parks per 1,000 population and 15 acres of regional parks per 1,000 population. Given these recommendations, the City of Holcomb is well within the local range.



Recreational facilities are shared between the school district, City of Holcomb and the Holcomb Recreation Commission. The board of the Holcomb Recreation Commission, established in 1978, is comprised of five governing officials, four appointed by the school district and one appointed by school appointees. The Commission has a staff of five. The Commission also operates a Wellness Center, staffed by two full time and three part time employees.

The Recreation Center is a 9,000 square foot facility built in 1983.

The following activities are offered through the Holcomb Recreation Commission:

- Two annual community-wide events
- Outdoor basketball
- Swimming pool
- Aerobics classes
- Dancing classes
- Programming for children of all ages
- Football field
- Soccer fields
- Sand volleyball
- Softball field (slow pitch and multi-use)
- Horseshoe pit
- Picnic grounds with two shelters (unlighted)
- Five baseball fields
- Children's playground with play equipment
- Track around the city park for bikes and pedestrians
- Wellness Center fitness programming and equipment

Use of the Recreation and Wellness Centers is by membership, which varies by individual, two-member, family, etc. The minimum membership is \$25 for an individual for one month. The Recreation Center is open weekdays while the Wellness Center is available for 24-hour key access.

The Recreation Center leadership is considering

expanding services and facilities for the residents of Holcomb, including the addition of a Community Room.

The school district also maintains a full range of recreational facilities on each of its campuses—two elementary and adjoining middle and high schools.

All of the facilities are new or recently remodeled. The following facilities may be used by the public during school hours when not used by students:

- Football field/stadium
- Track
- Weight room
- Baseball field
- Lighted tennis courts
- Golf driving range
- Golf chipping and putting green
- Five basketball gymnasiums
- Indoor swimming pool
- Two playgrounds for elementary age children
- Three outdoor basketball courts
- Six practice fields

The City of Holcomb owns and maintains Holcomb Community Park, a triangular green space at the west bend of Jones Road. The site is being considered for placement of a memorial marker.



Nearby recreation facilities include the Lee Richardson Zoo and two public and one private golf course in

Garden City.

As the City develops, new parks and open spaces must be identified to accommodate increased population growth and community needs. The existing Community Park should also be considered for addition uses, including a measured walking trail and pavilion.

ECONOMIC DEVELOPMENT

Holcomb residents, through the public involvement process, have indicated a desire for more local retail establishments and restaurants and increased industrial development. The City's location within the five mile trade area of Garden City, KS, and its per capita income of \$17,327, indicate that retail appropriate for a regional clientele will be most likely to succeed. The five-mile trade area supports a population of 9,239 residents and a per capita income of \$14,070.

According to the "County & City Trade Pull Factors Fiscal Year 2007," Kansas supported annual per capita sales of \$12,978, translating into 37.3 percent of total income. Finney County's pull factor was reported at

1.05 (with 1 being the pull factor of the State of Kansas). Based on "Dollars and Cents of Shopping Centers 2008", an average retail sales rate of \$240 was used to quantify current retail space demand.

Annual retail sales generated within Holcomb are estimated at 13.5 million, sufficient to support approximately 56,000 square feet of retail space. Meanwhile, the 5-mile radius trade area supports an estimated \$50.9 million in annual retail sales, sufficient to absorb approximately 212,000 square feet of retail space.

Source: Canyon Research Southwest

Holcomb's current population of just 1,983 residents restricts the supportable inventory of retail space. Much of the retail sales generated by Holcomb residents will be spent outside of the community due to the inability to support a large and deep retail market. The neighboring community of Garden City will be the primary beneficiary of personal income and retail sales generated by Holcomb.

Despite the potential to support just a limited inventory of retail space, several retail categories are supportable in

Estimated Supportable Retail Sales and Space Demand Holcomb, Kansas, and 5-Mile Radium Trade Area

Retail Sales Formula	Holcomb, KS	5-Mile Radius Trade Area
Resident Population	1,983	9,239
Per Capita Income	\$17,327	\$14,070
Total Personal Income	\$34,359,441	\$129,992,730
% Income Spent on Goods & Services	37.3%	37.3%
Supportable Retail Sales-Residents	\$12,816,071	\$48,487,288
Retail Pull Factor-Finney Co. (2007)	1.05	1.05
Estimated Retail Sales-Visitors	\$640,804	\$2,424,365
Total Estimated Retail Sales	\$13,456,875	\$50,911,653
Estimated Retail Sales Per Sq. Ft.	\$240	\$240
Estimated Supportable Retail Space	56,070	212,132

Holcomb, KS, Building Permit Values

2002	2003	2004	2005	2006	2007	2008
\$1,433,685	\$1,140,737	\$1,437,890	\$1,034,008	\$1,737,063	\$2,665,112	\$852,650

Holcomb. Given the presence of U.S. 50/400, such highway-related business as convenience stores with gasoline and restaurants, are supportable. Elsewhere in town examples of supportable retail businesses include convenience store/market, eating and drinking place, dollar store, farm and home, hair salon/barber and automotive repair.

Source: Canyon Research Southwest

Holcomb has been experiencing an upward spike in building permit values since 2006 with a significant drop in 2008. Although the permits are primarily for new residential construction, the healthy growth feeds retail and commercial establishments within Holcomb and Garden City.

In its 2005 plan for Economic Development for Finney County and Garden City, KS, Policom Corporation emphasized the need for diversity in the local economy. Holcomb is represented on the Finney County Economic Development Corporation as well as the Garden City Chamber of Commerce. The EDC contracts with the Chamber for its day to day operations. Both entities have taken the lead in economic development for the area. Holcomb must continue to be represented and active in both entities.

Kansas communities have a number of economic development incentives available to individual communities as well as partnerships of communities and other jurisdictions. There is benefit in regional cooperation.

The Policom study clarified the process of economic development, which is basically one or more real estate

transactions. The first essential for a successful program is availability of land or facilities and the second is adequate housing for employees. Another issue is availability of adequate power and water for industrial use. The City of Holcomb has resolved the issue of available land, with an industrial site located south of the City near the railroad tracks. Finney County has adequate power for additional business and industry at a competitive cost rate, as per Policom. Other issues may involve wastewater treatment, which is an issue throughout Kansas and particularly in southwest Kansas, where necessary water supplies are adequate, but depleting. For example, flow in the Arkansas River from the Colorado state line to Garden City, Kansas has been diminishing for more than a decade. The river has been mostly dry since 2002.

Groundwater sources remain, but are diminishing in quantity but increasing in value. Industry has stimulated a spiraling increase in the value of water rights, in some cases these values far exceed the value of crops. Farmers have been selling land as well as water rights. Dry, sandy land that is difficult to cultivate would sell for only \$150-\$200 per acre but for almost 10 times that amount for water rights.

Water is the essential natural resource required to sustain the southwest Kansas beef industry. It is used in great supply to grow cattle feed, especially corn, and in the processing of beef for consumption. Holcomb and the surrounding region must gauge the benefit of industrial development against the demands of this major existing industry.

Wheatland Electric, a Sunflower member cooperative,

has committed significant financial resources to development of high quality water. With assistance from Garden City, Wheatland developed a water treatment facility that was completed in 2001. The plant treats and delivers water to the City of Garden City, Tyson Fresh Meats, Sunflower Electric and Finney County Rural Water District, which serves Holcomb. In 2006, Wheatland joined with the five members of Sunflower Electric Power Corporation to successfully

recommended that Finney County assemble between 400 and 500 acres of land by 2008 to accommodate multi-use industrial park.

Industrial Park Locations and Capacity

Potential new industrial development in Holcomb may relate to the two economic engines of Finney

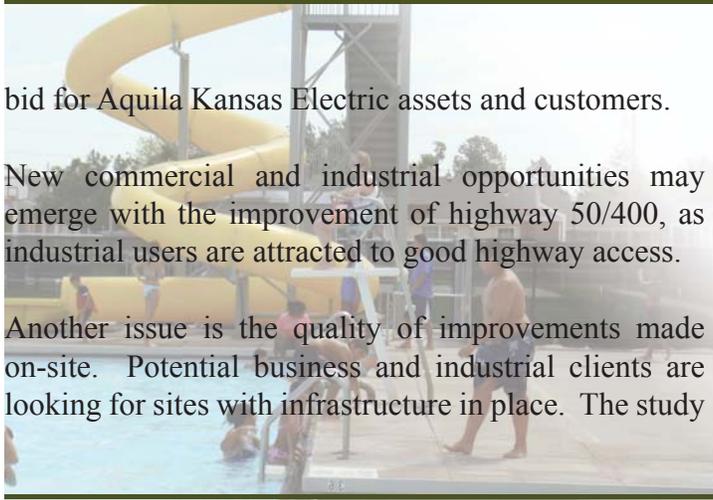
Arkansas River Flow—from Colorado State Line to Garden City								
Ark River Location	Below John Martin Dam	Lamar	Granada	Coolidge	Syracuse	Kendall (2000-2006)	Deerfield (1998-2006)	Garden City
1996-2001	754 cfs	370 cfs	452 cfs	596 cfs	527 cfs	333 cfs	406 cfs	277 cfs
2002-2006	337 cfs	86 cfs	81 cfs	102 cfs	84 cfs	76 cfs	8.3 cfs	0.0 cfs
Off-Season: November to March								
Ark River Location	Below John Martin Dam	Lamar	Granada	Coolidge	Syracuse	Kendall (2000-2006)	Deerfield (1998-2006)	Garden City
1996-2001	131 cfs	106 cfs	204 cfs	290 cfs	297 cfs	175 cfs	215 cfs	247 cfs
2002-2006	25 cfs	15 cfs	39 cfs	66 cfs	62 cfs	62 cfs	15 cfs	6.4 cfs
<i>Source: USGS gauging stations for Colorado and Kansas</i>								

bid for Aquila Kansas Electric assets and customers.

New commercial and industrial opportunities may emerge with the improvement of highway 50/400, as industrial users are attracted to good highway access.

Another issue is the quality of improvements made on-site. Potential business and industrial clients are looking for sites with infrastructure in place. The study

County—Tyson Fresh Meats and Sunflower Electric Power Corporation. Vendors serving the Tyson plant are primary targets for relocating to the new Holcomb industrial park. A similar effect may be anticipated from the expansion of the Sunflower power plant, approval of which has re-emerged as a 2009 Kansas legislative issue.



APPENDIX SUMMARY

Discussed in this Appendix have been a number of factors which affect the future development of Holcomb. Therefore, those effects must be reflected in the process of crafting a plan to guide development.

A number of factors simply serve as a starting point. The city's history, its location in the region, the physical characteristics of the land, the socio-economic characteristics of the residents, and the existing pattern of land use and public facilities are such factors. These items represent the current reality of Holcomb. Each presents both constraints and unique opportunities to be recognized in the comprehensive plan.

Beyond the reality of existing conditions lie the basic hopes and dreams for the future. Those hopes and dreams expressed by Holcomb residents in this comprehensive plan update may be summed up in one phrase – Quality of Life.

The concern for preservation and enhancement of the quality of life of Holcomb residents relates directly to a number of recommendations in the comprehensive plan outlined in Chapter 2.





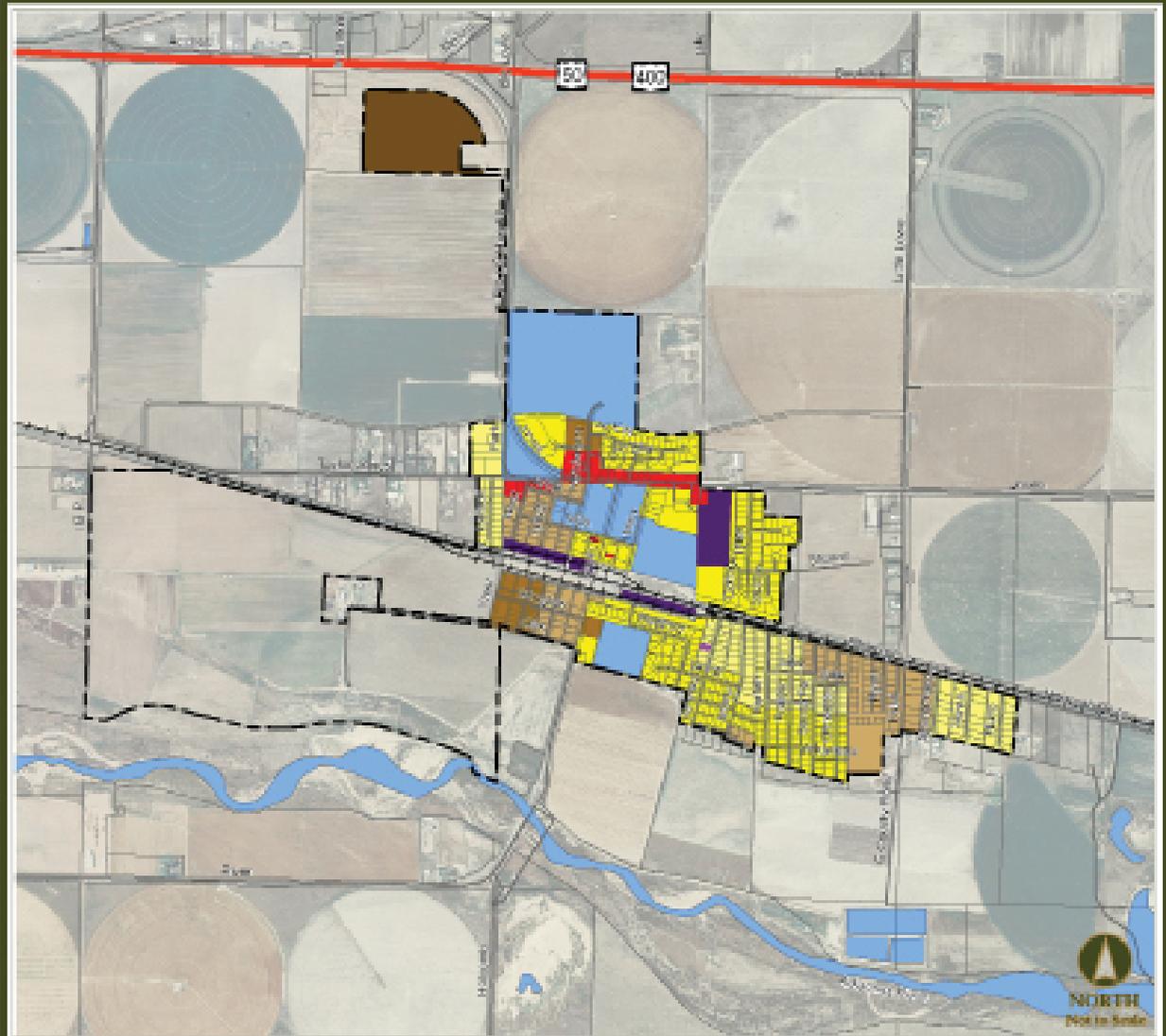
APPENDIX B

Existing Zoning

When determining future land use for a community, it is relevant to review and understand the existing zoning of property within the community. Although the properties may and will be rezoned through time, gaining an understanding of current conditions and expectation of property owners is pertinent. The current zoning map is on the following page.



EXISTING ZONING



Legend

 Holcomb Limits	 R-3 Limited Multi-Family	 I-1 Light Industrial
 U.S. 50/400 Hwy	 R-4 Multiple Family	 I-2 Medium Industrial
 R-1 Single Family Residential	 C-2 General Commercial	 M-H-P Manufacture
 R-2 Single Family Residential	 C-3 Central Business District	 P-F Public Facility

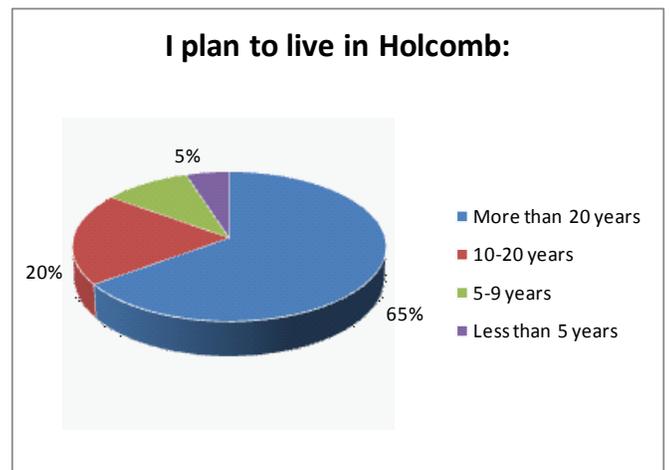
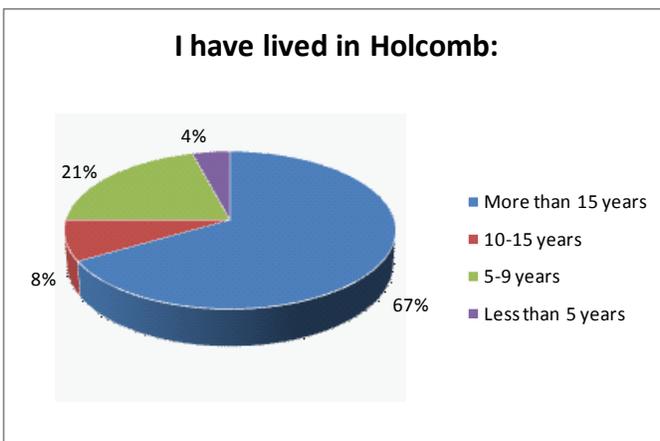


APPENDIX C

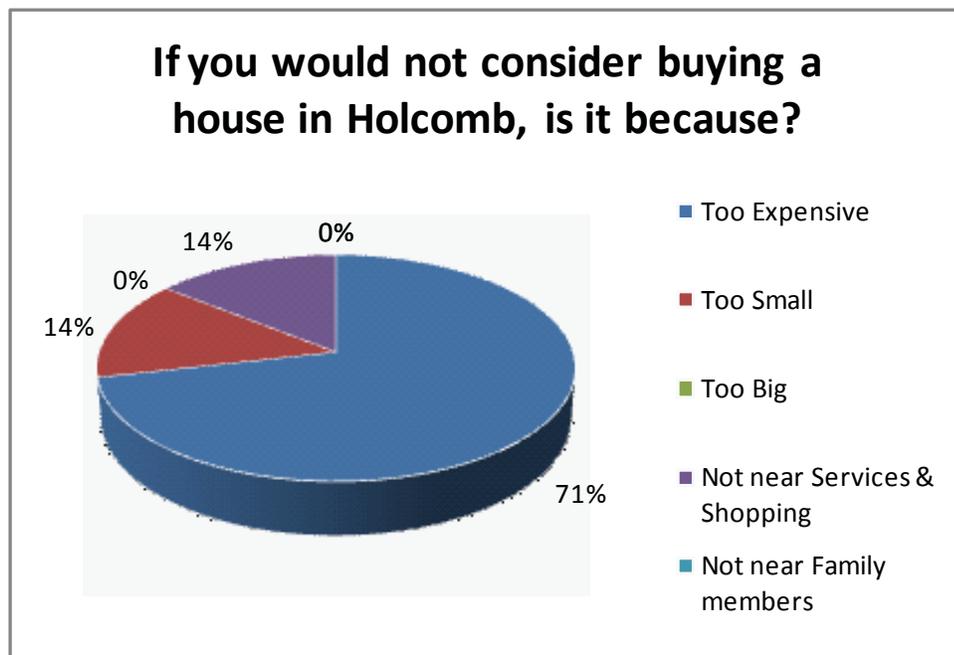
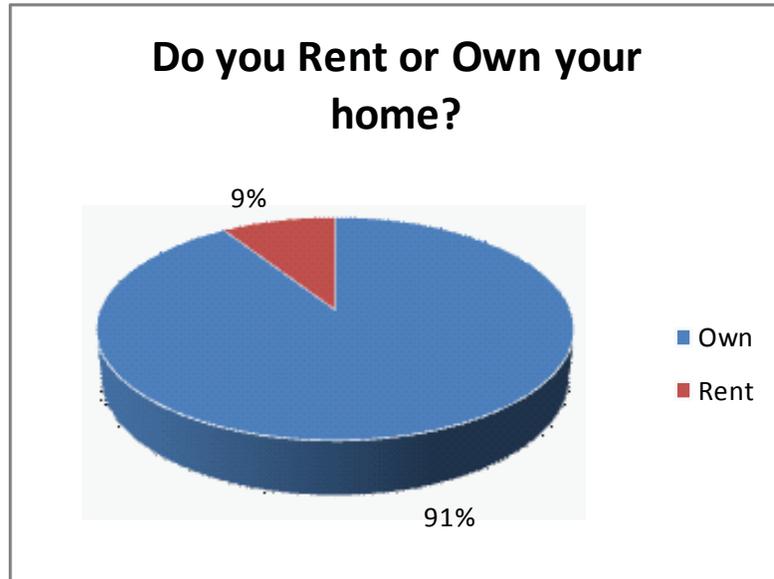
Survey Responses:

In 10 years Holcomb should have more... Duckwall's, Dollar General, cold groceries, paved streets, parks, cafes, businesses (99% asked for this), fiscal responsibility, enforced ordinances, less junk around homes, landscaping, more than one way to cross from north to south of town, sidewalks, streets, gutters, homeowners, students, apartments, condos, houses, senior housing, things for teens to do, medical facilities, more voice for citizens in City government, access across rr, rental housing, trees, parks, paths, business, affordable housing, paved gutters, blacktops, retail, restaurants, affordable living.

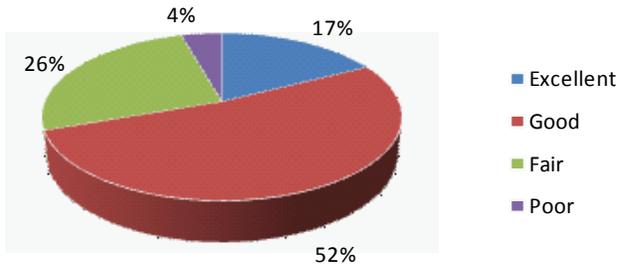
In 10 years, Holcomb should have less... alfalfa mill, wasted spending, poor City leadership, trucks on Main, repairs that close down street, crime, trailer parks, close knit governing body, IBP traffic, dirt streets, trailers, property taxes, garbage in alleys, old houses, old post office, police cars, trailers, bad homes, weeds.



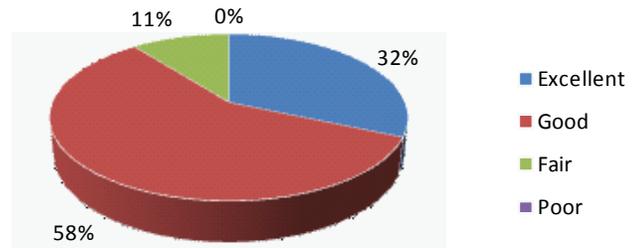
I plan to move away from Holcomb because city government, too quiet, no transportation to Garden City, better job opportunities, closer to larger city, retirement, retire in CO, kids out of school



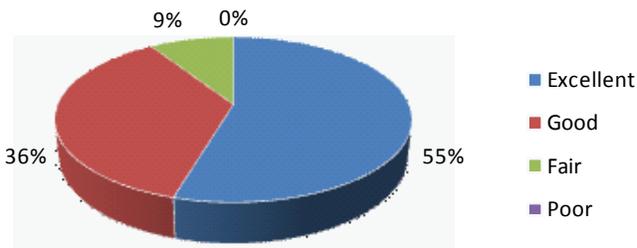
How would you rate Water Services in Holcomb?



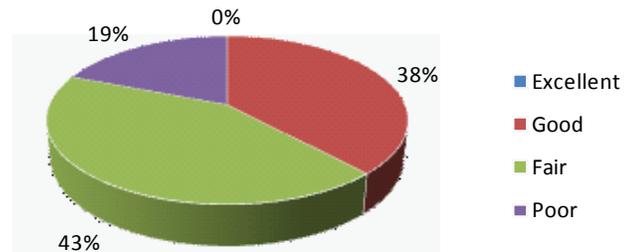
How would you rate Electric Services in Holcomb?



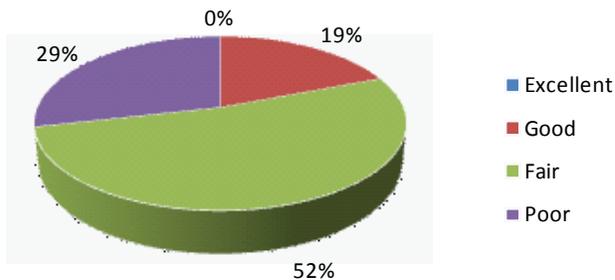
How would you rate Gas Services in Holcomb?



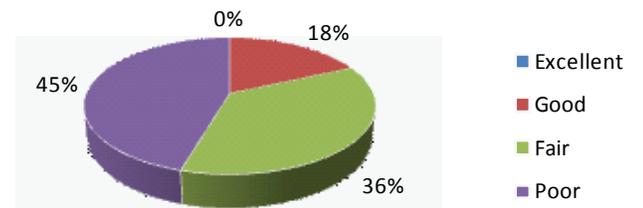
How would you rate Street Maintenance in Holcomb?



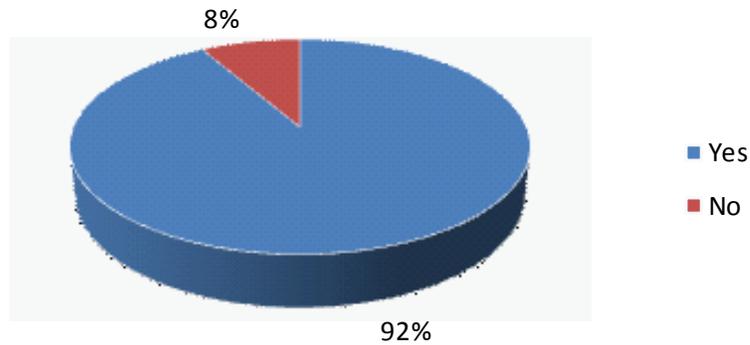
How would you rate Alley Maintenance in Holcomb?



How would you rate Enforcement of Property Maintenance in Holcomb?

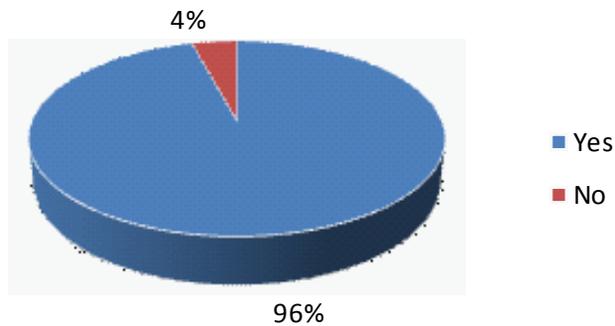


Should Holcomb add more Locations for Industry?



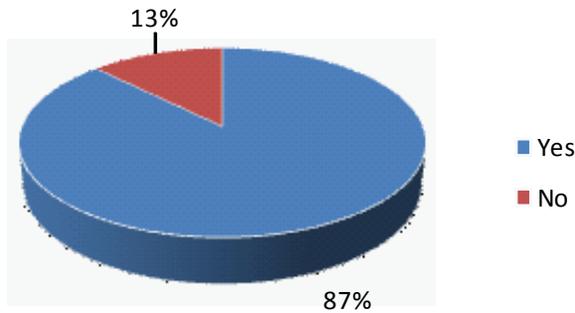
If yes, where? East, north, west, s. of football field, northwest, across the bridge, anywhere, south of City, towards Klotz

Should Holcomb seek more conveniences?

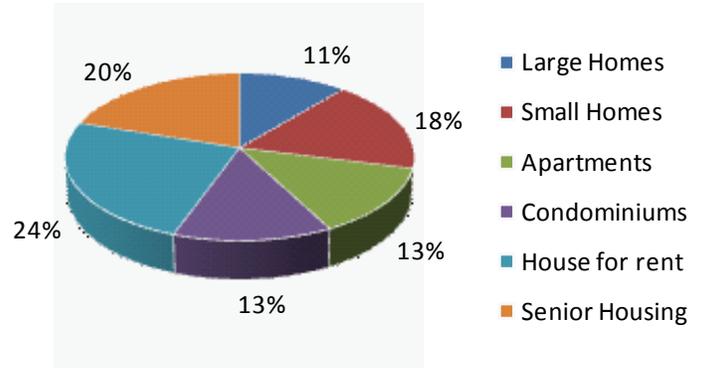


If yes, what are you most interested in? service station, grocery/variety, restaurants, clinic, drug store, coffee/donut shop, craft store, doctor offices, any kind of retail, Dillon's

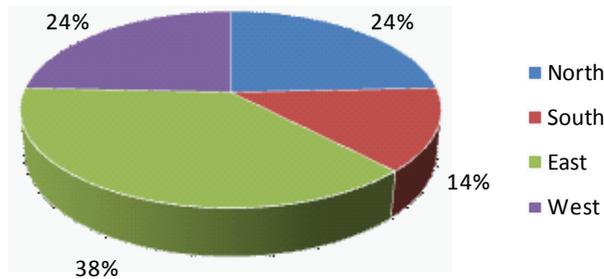
Does Holcomb need more Housing choices?



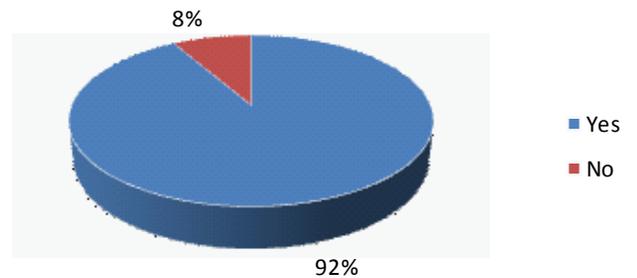
What kind of Housing is needed?



If Holcomb grows, where should it grow?

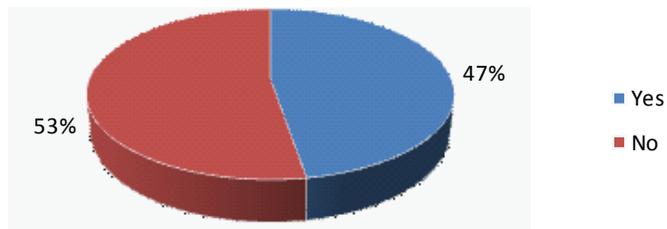


Do you think Holcomb should make its major entryways to the community more attractive?



What is your impression of Main Street? Run down, schools dominate, wish it did not go through schools, 2 schools and 2 nice homes—rest needs to be cleaned up, keep trucks off, ratty except for schools, OK, lame, not much there, needs beautification, useful, very blah, reflects pride community has of the schools, old style, fair, “academic avenue”, remove elevators and truck parking, short, bland, busy, poor, OK, doesn’t change much, What Main St.?, tired and worn out, needs breath of fresh air, not pretty

Would you support a tax increase to help pay for an improved Main Street crossing between the schools?



Would you attend an Open House?

